

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: Model cars at Zonefest 2022. Photo by Byron Knibbs.

APRIL

2 (Sun)	CFL Cars & Coffee Drive Shack Orlando
3 (Mon)	Membership Meeting Porsche Orlando
8 (Sat)	German Excellence AX Tavares
8 (Sat)	Heritage Drive Oviedo-Deland
15 (Sat)	Gary Meridith's Cars & Coffee House Blend Cafe
17 (Mon)	Porsche Night The Ace Cafe
19-23 (Wed-Sun)	Treffen North Georgia

MAY

1 (Mon)	Membership Meeting Porsche South Orlando
7 (Sun)	CFL Cars & Coffee Drive Shack Orlando
13 (Sat)	German Excellence AX Tavares
15 (Mon)	Porsche Night The Ace Cafe
20 (Sat)	Gary Meridith's Cars & Coffee House Blend Cafe

JUNE

4 (Sun)	CFL Cars & Coffee Drive Shack Orlando
5 (Mon)	Membership Meeting Porsche Orlando
17 (Sat)	Gary Meridith's Cars & Coffee House Blend Cafe
19 (Mon)	Porsche Night The Ace Cafe

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



PRESIDENT'S LETTER

WHAT DO YOU GET when you have roughly 10 types of hot chili, 14 types of mild chili, 25 side dishes, 20 desserts and over 160 Porsche Enthusiasts and friends?

On February 25th, we answered that question with our biggest Chili Cookoff to date! I can't begin to give enough thanks to the coordinators of this awesome event: Mike Hollosy, Nancy Wheeler, Jim and Christie LaPiana, and Joe and Julie Coen. There were so many others who also volunteered to make this such a stellar event- from helping with set up, "running" dishes, checking in people, serving beverages, clean up, etc... a HUGE "thank you" to you as well!

Volunteers. You have probably seen the slogan "Porsche. Fueled by volunteers." Those of you who volunteer in ever so many capacities are what keep this club moving forward. Without your willingness to help, we would not be the Region that we are. I wish I could name you all but you know who you are! Please know that you are truly appreciated by every member who participates

in any of our club activities, and especially by me. You make my job as Region President not only easier, but fun as well.

Lastly, it is with sadness that I inform you of the passing of Florida Citrus Region Past President Philip Weis. Phil will be remembered by many for his huge smile and infectious laugh, and his love and enthusiasm for both Porsche and the Porsche Club. Over the years, he enjoyed his 911, his 933, and his very beloved 55-year-old 912. Per his lovely wife Greta, the Florida Citrus Region Porsche Club always held a special place in his heart as he served as the organizations President in 1996. We will miss you Phil.

I look forward to seeing each of you at upcoming events.

Very respectfully,
Karyn Rinaldi



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MEMBERSHIP NEWS

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!

January

Sarah Ellis
Mujeeb Rawoof
Ralph Hopkins
Karl Lohrke
Marc Chapman
Stephen Reed
Stephen Johnston
John Poe
Dylan Morelle
Manny Quezada
Daniel Iosue
Brian Yannaccone
Christian Harrison

February

Robert Cohen
Don Schoonover
Alex Zhou
Carlos Pazos
Andrew Booth
Curtis Engel
Mark Wissmueller
Scotty South
David Johns
Eugene Brooks
William Oleyar
Sandy Brooks
Jorge Del Rio
David Sierra
Edagr Castillo
Corey Wojnarowski
Dave Helsel
Danilo Del Vecchio
Cody May

March

Rueben Morhain
Augusto Bobes
Nigel Fenwick
Byron Stewart
Frederic Bondeson
Edmundo Rivera
Chandra Jones
Celia Ruiz
Carlos Ramirez-Del Valle
Laurence Howd
Roy Rothman
Scott Sylvestry
Brook Oliva
David Laumonier
Aaron Cardenas
Bob Mackeraghan
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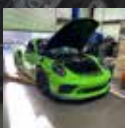
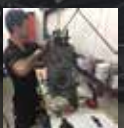
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"This is the day the Lord has made; let us rejoice and be glad in it"
Psalm 118:24

The Knibbs standing in front of the Turks & Caicos Humpback Whale Statue



The wildlife adventure begins with Greg's Safaris

ZONEFEST AT SEA 2022

As many of you can personally attest (or read about in our Winter '22 issue), Zonefest was a huge hit last year. Here are some additional photos of the trip taken by Citrus Member Byron Knibbs (There were too many awesome photos to fit in this issue- see the full album online at shorturl.at/eEIZ8.) We're looking forward to the next one in December '23!



View of Nevis Island from the St. Kitts Scenic Railway Tour



Junkanoo dancer on the St. Kitts Scenic Railway

PCA's on-board
model car race



Private beach
on Grand Turk



St. Maarten's Lady
Liberty statue in the
Agrément Roundabout on
the Island's French side



Dancers performing
for PCA members



PCA cooking demo
with the ship captain



Wild donkey on
Grand Turk



Castillo San Felipe
del Morro in
Puerto Rico



Byrön with his PCA
twin stylin' on-board





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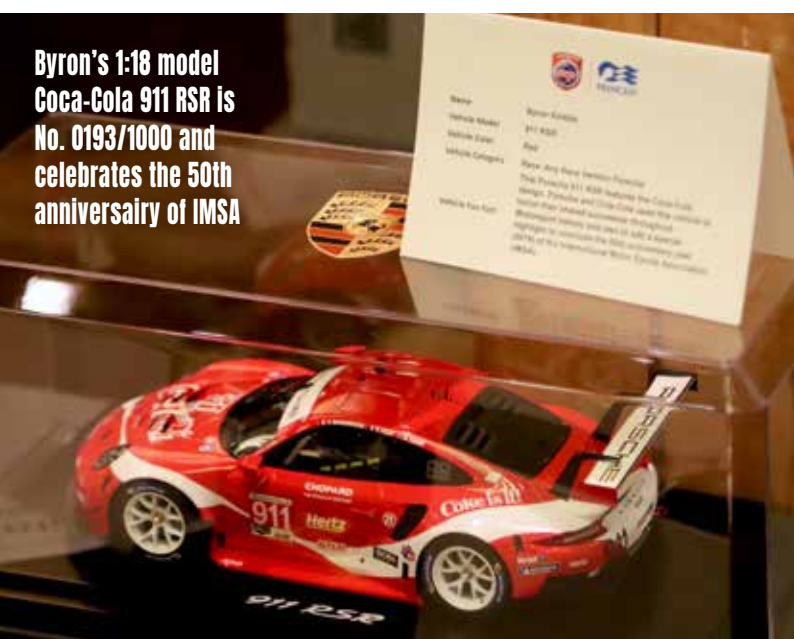
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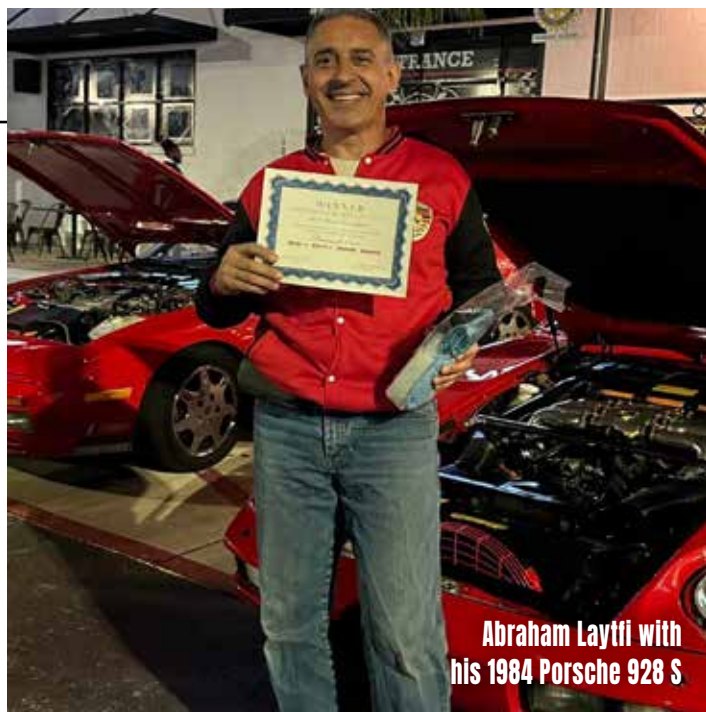
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TRANSAXLE NIGHT AT THE ACE

In January, we celebrated transaxle cars at Porsche Night at the Ace Cafe, and had a record turnout of 944s, 924s, 968s, and 928s. First Place was Abraham Laytli and his 1984 Porsche 928. Second Place was Gerard Haynes and his 1986 944 Turbo. Third Place was Kevin Duffy and his 1987 924 S.



Abraham Laytli with
his 1984 Porsche 928 S



Gerard Haynes with
his 1986 944 Turbo



Kevin Duffy with
his 1987 924 S



AIR-COOLED NIGHT

AT THE ACE

In February, we featured air-cooled cars. Twenty 356s and 911s competed and 80 other Porsches attended. Unfortunately, we were not able to get photos of all the winners with their cars this time. *(Remember to let Alex get a picture of you with your certificate before you leave if you win!)*

911: First place was George Lotts with his 1996 993 C4S. Second place was Manuel Delgado with his 1982 911. Third place was Mike G. with his 1993 964 C2.

356: First place went to a husband & wife duo, Jamie & Scott Cielewich, with their 1955 coupe and 1959 convertible. Second place was Bill Barr with his 1965 356 C. Third place was Tim Magid with his 1961 Super Roadster 356 B.



George Lotts with
his 1996 993 C4S



Mike G. with
his 1993 964 C2



Tim Magid with his
1961 Super Roadster 356 B

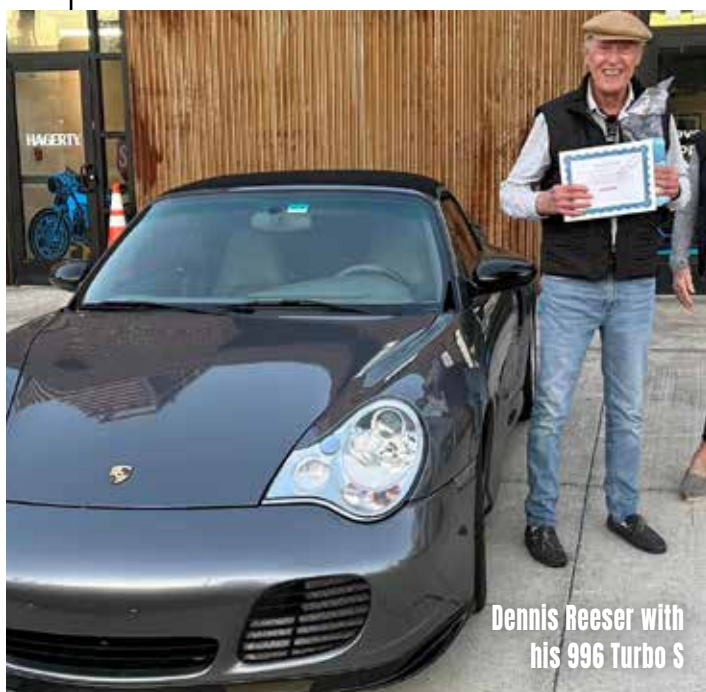


Jamie & Scott Cielewich's 1955 356
coupe and 1959 356 convertible

996 NIGHT AT THE ACE

In March, we focused on 996s, with eighteen cars competing. First place was Dennis Reeser with a 996 Turbo S. Second place was Ken Osman with a 2003 Targa. Third place was Ken Luzadder with a 2001 Carrera.

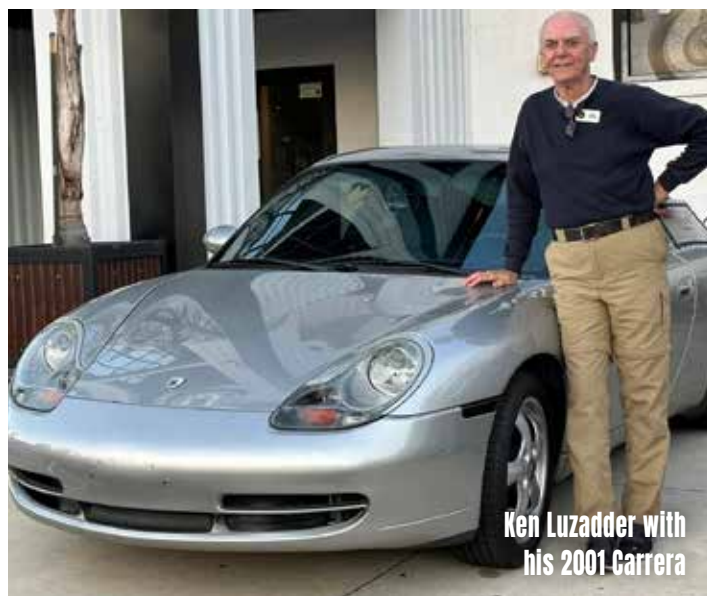
As always, thanks to our sponsors, Craig and Jessica Ross at DFS Polish! ■



Dennis Reeser with
his 996 Turbo S



Ken Osman with
his 2003 Targa



Ken Luzadder with
his 2001 Carrera

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A woman with blonde hair, wearing sunglasses, a grey racing jacket, blue jeans, and a white racing helmet, is leaning against a red convertible sports car. The car has the number '66' in blue on its side. The background shows a parking lot with other cars and trees.

First Kiss!

LADIES' DAY 2023 AT ROEBLING ROAD

BY LAURA T. CROUSE

REMEMBER YOUR FIRST *REAL* KISS?

Not the first one where you weren't sure if you were going to knock noses, no. The one that made your toes curl and your heart beat faster, where you felt all was right with the world. The one that left you feeling exhilarated with a lingering high hours later. Yes, *that* one – that's how I felt after my first track experience at Roebling Road. I was very lucky to be able to try it with a group of wonderful women who helped make it easier and more fun. Women's track day on Friday, February 3, 2023 was unquestionably a day to remember, and I hope that all you women, if you haven't already, get to accomplish the same thing soon!

Going to the track, I was excited, but a bit nervous. I'd never driven *that* fast before. I'd seen it done by my husband and "professionals," but me? I wasn't

sure if I would be able to handle it and do it *right*. It seemed dangerous and a bit intimidating. However, when the opportunity to try it first with a bunch of women came up, I decided to take a chance and run with it. As women, we like to band together to support and encourage each other – even when the odds are not in our favor. Conversely, I tend to think of men as being full of testosterone and hormones, always having to "be the best" and "push it to the limit." I am glad to have started my journey without those objectives. I really just wanted to have fun!

We were assigned an instructor for the day, our "guide," if you will, which helped to make everything easier and less frightening. We had a brief class to learn the flags, the signals, and how to treat other cars on the track, a brief overview of the turns, and then it was time. Did

I mention it was raining? Yes, the clouds had opened up to baptize us on our first two track trips. I think it was a blessing in disguise. Our first trips – by God's design – had to be slow, so we were able to go around the track and really take our time, seeing (in what I later determined to be slow-motion) what they called the "track line" – where we should be on the track, where we should hit the corners (also called the "apex"), and how to navigate the trickier portions with brake and accelerator. My instructor/coach was patient and encouraging – while the other women on the track were supportive and not overly aggressive. A perfect recipe for a great start in the sport.

Of course, our car made a huge difference in how much fun I was able to have. I totally trust our beautiful, red convertible Porsche Boxster, and she only returned that

sentiment. She was essentially a “road magnet” – holding on in what seemed like impossibly fast turns, squealing a bit, but making the turn nonetheless. Pushing me to accelerate when I felt like braking and urging me to pass that dang checkered flag when it waved us into the pits. (I didn’t, but I wanted to!)

In the straightaway, being given the opportunity to finally push that accelerator to the floor and see how fast she could go before needfully slamming on the brake was extraordinary. Then turning the wheel at impossibly fast speeds to feel her push into the curve and sense the joy in her floating across the pavement, pulling back to hit the apex (some of the time), and speeding up to press into the next one... just another high. Tackling the trickier twists of track, listening to the guidance of my mentor in my ear, and coming out ahead. The added thrill of being pointed to

pass and rushing past the “slower” car into the hill while still having full control of my wonderful beast of a machine was incredible.

Of course, there were those moments when my heart was in my throat as well: when the car behind me seemed SO close... and I couldn’t wait to get to the straightaway to point them by. The times when I suddenly came up behind a car and wanted to slow down, but had to stay close to them, or risk being captured in a “train.” The flashes when I felt the back wheels slip around the corner because I applied the brakes too late or tried to “double brake” or “double turn” when I shouldn’t have. But with my teacher whispering words of encouragement and praise, especially after getting through these hairy incidents, my confidence increased, and they happened less and less.

The lady’s lunch, on Friday, was a terrific celebration as well.

We were all able to get together to share our experiences of the morning and introduce ourselves to each other and hear about each other’s background and track history. The rest of the weekend I would see someone from our group and feel perfectly comfortable in walking up to say hello and have a conversation, as well as share tips and events of the track that day. Having that support helped me to be able to reach out to the men as well and feel like I belonged on the track and in the sport.

I had the wonderful opportunity to talk to Holly Brown about how the women’s track day started and all the effort that went into making it an event and am deeply indebted to her and the other trailblazers that made it possible for me to have such an awe-inspiring day. I appreciate all her efforts in pushing to help the men realize that women want to be on the track too – if not for the same reasons, for other





Laura on-track



Luncheon hosted by repeat lady-drivers, coordinated by Holly Brown

perfectly legitimate reasons. We all operate on the same roads and encounter the same dumb drivers (to put it nicely) and maneuvering on the track helps us to be able to be safer in our everyday commutes. Holly spoke of a time when she was driving, and a truck, out-of-turn, cut across the road into the traffic. If she had slammed on her brakes to avoid it, or turned too sharply (following her previous instincts), she would have lost control of her vehicle. But because of her experience on the track, she was able to go "off-road" while totally in control of the car, and after passing the truck, navigate safely back onto the road, and continue her trip. (Hopefully with no nails in the tire.)

All in all, the Lady's Day and Track weekend were complete successes for me. I count it as one of the best weekends of my life, which, at 57, is saying something! I met a troop of incredible women (and men) who supported me and helped me feel completely welcome and at ease. I experienced the adrenaline rush my husband talks about, and I want more, more, more!

Ironically enough, to celebrate the day, they gave us blue shirts with white writing and a pink line traveling across them - I'm sure they are encouraging us ladies (in the pink) to keep at the sport and move into the blue group soon. The colors go from green to blue to white... and with a blue shirt, with white writing, I feel encouraged to keep

moving on. I always did look good in blue... (Maybe next year the shirt will be red!)

During my last run at the track on Sunday, I remember letting this black car pass me, as he had legitimately caught up with me. I dogged him almost the entire session and was a little frustrated because when I wanted to pass him back, he never pointed me past. Eventually some cars came between us, where I "lifted" and lost some track speed to let them by and we were separated a bit. After we left the track, the driver of that car (whom I had spoken to briefly the day before) came up to me; he was extremely excited. He jumped out of his car, grinning from ear to ear, and gave me a fist bump. He told me that all weekend he had watched me pass him and speed off into the distance and had been frustrated, but in the last session, he finally found "the line"

and was able to catch up with me. It made his entire weekend. As a competitor, I should be a little ashamed that I wasn't able to keep my line on the last run; but as a woman, I was thrilled that I was the one he wanted to catch up with, the one he had targeted to pass to call it a victory. I found joy in his accomplishment - even when it meant I had been behind in mine. And *that* is why women need to be on the track, if not for the thrill of the pass, then for the celebration of the victory - whatever that victory may be. ■

Laura is an IT professional living in SC (PCA Carolinas Region). She and Keith bought their first Porsche last August. He's done one AX and a track day, while Roebling Road was Laura's first anything - and she can't wait for more!





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DRIVE TO OUTRIGGERS

On Saturday, January 21st, 30 cars and 60 members gathered in Altamonte Springs for a drive to Outriggers Tiki Bar and Grille in New Smyrna Beach. The drive took the group through the backroads north of Orlando, and then east towards the beach, where they had a relaxing lunch overlooking the Indian River.





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SAGE WORDS FROM AX VETERAN MAURY HAMILL



Florida Thoroughbred Region PCA President Bill Hodge asked Maury Hamill, one of his Region's members (featured in our Spring '22 issue), how to get more members involved in Autocross. Maury, who continues to competitively carve the cones at age 90 (yes, 90!), sent along the below reply. We think you'll find it very informative.

If you come out to one of our AX events, you will almost always find Maury, his daughter Heather Hamill, and her son Zac Saubert all out on the course. And invariably, all of them will be in the top times!

Over the years I have written several articles to encourage AX participation. Generally, letting folks know this is a fun way to exercise their Porsche in a safe environment seems to help. It's much less time and expense than DE events and very little added wear on the car, since the speeds are modest, less than most highway driving in Florida. Speeds that are similar to local driving help people learn how their car, and they themselves, react to quick turns, hard braking, etc. In fact, most experienced autocrossers can recall traffic incidents in which their "autocross reflexes" helped them avoid a crash or fender bender. So there is that educational experience aspect to improve emergency response.

Some may complain about less seat time than a track event, which is true, but every AX is different. That's a good thing; one must walk the course several times to learn where it goes, when to brake, when to accelerate, and so on. In fact, many drivers who do both track events and AX say that their AX experience helps them learn a new track faster. Guided/instructional course walks are available (and in some groups required) for novice drivers, and in-car instructors are encouraged for those who desire them. And the competitive aspect will appeal to many.

Since most Porsche owners buy these cars because they enjoy driving, autocross is a great way for them to explore the normal speed performance envelope, learn enough to improve their driver-safety, and have a lot of fun in a safe way.

Maury



PHOTO: TANE HOPU



PHOTO: TANE HOPU

Above and Left:
Maury's Cayman
#90 on-track at the
Daytona International
Speedway during the
2021 SCCA AX



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DIESELGATE, BOSCH, & THE SERIES 1 PORSCHE 944

BY CHRIS DUFFY (ORIGINALLY PUBLISHED JULY 31, 2018 ON 924S944.COM)

NEARLY EVERY EARLY 944 has "The 944 Shudder." When lifting off the throttle from any position, the revs drop below idle, and then the engine recovers. If you've never experienced it, it looks like this:



See the video at youtu.be/2uprkX4RI64

So what's that got to do with the surprising, unsettling, completely unprecedented mass deception event that is dieselgate? More than you might think.

The 944 was developed during the late 70s and early 80s. Economy of all types, and particularly fuel mileage, were a bit of a concern around then. Porsche, like all manufacturers at the time, was very interested in finding ways to make more power and further distances on less fuel. They had a design goal, so they chased it. In 1981 at the 24 hours of Le Mans, they reaped their reward. Two 944 prototypes placed very well in that race, even though they were based on production cars and therefore much slower than the purpose built race cars that made up the majority of the competition.

Porsche did well in that race because they had developed a very advanced, very reliable, and very efficient fuel injection system, which meant that their cars spent less time on pit road refueling than any other car in the field. Autoweek.com says, "Fuel economy was again the secret weapon. Thanks to the engine management system, the 924 GTP stopped only 21 times in 24 hours for fuel and only spent an amazing 56 minutes on pit lane." This fuel injection system was moved to the production 944, which showed up in Europe in 1982 and in the US in 1983. The 944 did deliver on its fuel economy promises, and it still makes respectable fuel mileage numbers today. There were a couple problems, though.

First, the fuel mix between Europe and the US was significantly different. Therefore Porsche delivered two different engines, the US getting a slightly lower compression engine to match the lower octane fuel.

Second, the emissions regulations. One of the ways that Porsche had figured out how to save fuel was by cutting off fuel entirely when the throttle was closed. This made the long braking areas at Le Mans use no fuel whatsoever, because the engine was effectively off

whenever the throttle was closed. Great idea, and a great improvement over carburetor and earlier EFI approaches.

The issue is that once you've turned the fuel off, you have to turn it back on at some point to keep the engine from actually shutting off when the RPM drops past a certain point. The engine was computer controlled, so this was a matter of simply monitoring RPM and turning the fuel back on when a threshold was reached, so that the engine could easily settle into an idle. For the European-market 944s, that threshold was 1,600 RPM. By turning the fuel back on then, the engine would be "running again" by the time the RPM fell to a 900-1,000 RPM idle. For US 944s, that threshold was set to 1,350 RPM, which is simply too low. This is why almost all US Series 1 944s have the shudder; the fuel comes back on too late, so the RPMs drop too far and the engine has to recover.

Porsche intentionally spent development time on this market-specific change - which made the overall product inferior. Why? Because burning less fuel means producing fewer emissions. Keeping the fuel off longer meant it was easier to pass smog checks.

In 1982, right as the 944 production was starting, California passed SB 33. This made California the 20th state in the US to do vehicle smog inspections, showing that emissions testing wasn't just a fad. Worse, the effective date for implementation of inspections in California was March 1984. This is after the first cars would be delivered but close enough to the new model launch that if any 944 failed inspection, it would look like a terrible failure on Porsche's part. They had to be extra cautious about emissions.

They also had to think of something quick, which didn't require a major retooling, since they already had cars in production. Some solution that would help them score as well as possible on a "steady-state 30 mph and drop to idle" emissions test. Not real world emissions, just the test.

A brilliant engineer noticed that the fuel "turn on" threshold could be lowered. "What's the harm in that? Nobody will notice, and it will improve emissions on that particular test!" That brilliant engineer, and the entire equally brilliant fuel injection system on the 944, was from Bosch. So when VW's lawyers screamed that Bosch has been an "active participant" in the dieselgate efforts, all I could think was, "Well, of course." VW is liable for what they sold; but engineers build their systems to the tests their systems will experience.

Over 30 years later, we're still modifying our 944s to remedy the infamous Shudder, the Shudder that didn't need to be there if it wasn't for a change to try and do better on an emissions test.

And now you know. ■



PORSCHE PRESS RELEASE

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Ben Weinberger | Spokesperson Cayenne and Macan

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New Porsche Cayenne testing reaches home straight

Following its launch in 2017, Porsche has consistently enhanced the third generation of the Cayenne with far-reaching measures affecting its powertrain, chassis, design, equipment and connectivity. "It's one of the most extensive product upgrades in the history of Porsche," says series manager Michael Schätzle. In addition to realigning the drive portfolio, the engineers at the Porsche Development Centre in Weissach made major revisions to the Cayenne's chassis system. The aim was to achieve an even wider range between the typical Porsche on-road performance, long-distance comfort and off-road capability. To this end, the Cayenne will feature, among other things, a new, semi-active chassis. In addition, drivers and passengers will be treated to a new and extensively digitalised display and operating concept with enhanced connectivity functions. Innovative lighting technology in the HD-Matrix LED headlights enhances both comfort and safety in the new Porsche Cayenne.

With so many new technologies, complex and elaborate testing was required in order to perfectly tune the components, most of which were completely new developments. "We're subjecting the new Cayenne to a complete and comprehensive testing program, just as if it we'd developed it from scratch," explains test manager Ralf Bosch. Alongside increasingly accurate virtual simulations, real-life testing is still a high priority for Porsche. It represents the test of whether any new model is ready for launch. During what we call complete vehicle testing, the aim is to ensure the operational stability and functionality of all components and systems as they interact – in situations that the customer experiences and far beyond. In the course of endurance tests, a vehicle's life is simulated under tough conditions that are only rarely experienced in the customer's hands. Under everyday conditions, the vehicles complete well over 200,000 kilometres in urban traffic, on country roads and on motorways within a few months.



To simulate extreme conditions, the prototypes also travel around the world, with the aim being to put their quality and durability to the test in different climate zones. For the new Cayenne, tests took place in Asia, Africa, Europe and North America. In total, more than four million test kilometres were covered. "What we demand from the new Cayenne in tough off-road tests in Spain, on punishing sand dunes in Morocco, or during highly dynamic drives on ice tracks in Finland and on the Nürburgring Nordschleife isn't something we presume many customers will ever do," says Dirk Lersch, who leads the prototype assembly and testing team for the Cayenne. "But anyone who purchases a Porsche should know that it can withstand exceptionally high loads – regardless of the surface being driven on."

The new Porsche Cayenne will celebrate its premiere this Spring.

DONNER'S INAUGURAL ROADTRIP

ARTICLE BY ANNETTE VASICKANIN | PHOTOS BY ANNETTE VASICKANIN & JIM WHITAKER



ABOVE:
DONNER TAKING
A BREAK AT
THE RIVERSIDE
SMOKEHOUSE

LEFT:
THE SMILES ON THE
FACES OF THE DRIVERS
TELL YOU ALL YOU
NEED TO KNOW ABOUT
DONOVAN'S DRIVES

PCA MEMBER DONOVAN DEAN does non-PCA backroads drives throughout this lovely State of Florida, which always have the same things in common: the Soul of old Florida, curvy roads, and usually ending with a stop at a tiki bar!

I have done my fair share of drives with Donovan Dean in the past. Once I rode along with

him and the group in his previous cognac metallic Boxster stick shift with dark beige interior to Jimbo's Pit Bar B-Q in Lakeland. What many may not know about Donovan is he does these drives without a GPS or map display. Yes, these roads and routes all are laid out in his head. He has been known to be on a route with the group and

decide a turn as he is going along. (I have been there when he has done so!) His knowledge of Florida backroads is outstanding.

When I first drove with him, I would ask, "Why can't we stop here or there along the way?" I was advised very quickly that his responsibility was just to show me the back roads so that I can go



back on my own and investigate the area that he introduced me to more fully. I took this to heart and began doing my own road trips to these areas that he had shown me. It was through driving these road trips throughout Florida that I found that I really love the state I live in. Florida is such a beautiful state to explore and see up close.

In November, I changed up my old car, Dasher, a graphite blue 2018 Cayman 718 with beige and black interior, to a 2023 Cayman S. Donner, my new car, is a metallic silver GT with a black interior and red accents. Donovan now drives a 2006 Boxster S six-speed manual in a midnight blue metallic with beige interior.

On January 7th, Donovan Dean had us meet at Magnolia Park in Apopka to begin our first drive of 2023. This was to be Donner's inaugural road trip! I arrived just before 10 in the morning and found eight other cars already assembled. After a few minutes' discussion of where we were going to end up, we headed off.

In the past, whenever I drove with Donovan Dean, I always liked to be number two in line, and fortunately, I was able to join in this position. As we were pulling out of the park, another car arrived and

joined us, making us a party of ten.

Donovan's route took us through Apopka, Ocoee, Winter Garden, Oakland, and Clermont, where we had our first comfort break. On a country road I observed a large beagle running towards the street, and it appeared it was going to run right into Donovan's car! Instead, it ran right behind his car and then acted as if it was going to dart back and forth. I put on my hazard lights to warn everyone else behind me about this erratic dog. I was later told the dog has been spotted on this road before and usually does a similar thing.

Onward we went through Mascotte, Bushnell, and beautiful Nobleton, where we stopped at the Riverside Smokehouse for our second comfort break. Next we went through Floral City where we drove through the beautiful Avenue of the Oaks and then ended in Homosassa Springs. This drive was different from previous drives, because I had already experienced a lot of the individual places that we passed by on my own. Each place we went through had meaning to me.

OUR DESTINATION WAS CRUMPS in Homosassa Springs. On a previ-

ous Donovan Dean drive, we'd attempted to go to Crumps but they'd had no electricity. On a drive of my own, I tried going, but they were again without power. Third time was the charm! And boy, were they busy! When we arrived at the parking lot, a driver new to Donovan Dean's drives mentioned to Donovan that it was a great drive to get there, and he couldn't wait to see what he'd have for us on the way back. Donovan just chuckled and said, "That's on you." Someone else mentioned, "It's called putting 'home' in your GPS and using it." At Crumps, it is required that you check in with a hostess to sit, whether at the bar or table dining. Of course, when we arrived here, Donovan Dean promptly told us, "I got you here; now you're on your own."

Crumps Landing is a lovely place right on the Homosassa River, where there is plenty of boat activity, soft white sand, beach-chairs, and, of course, a tiki bar. Because they were so busy, we were allotted two larger tables next to each other. At the table where I sat were Mark Poobough and two other couples that are now my friends- Nona Woolfolk, Bob McCue, Stephen Campbell, and Andrea Jepson. Everyone at



the table had experience with tracking, so that was a wonderful experience to be with like-minded individuals. It was a gorgeous near-cloudless day with just a slight breeze and temperatures in the 70s. It's wonderful to experience winter in Florida, isn't it?

The food was delicious. I had ahi tuna, but there were also chicken, seafood, and salads on the menu. They have quite an extensive drink menu for those who like to imbibe.

For those who have not yet experienced a Donovan Dean drive,

they are highly recommended for exploring our beautiful state while enjoying a spirited drive. Once you get out there, take note of where you go and what you discover that is beautiful, then go back yourself and explore some more. You won't regret it. ■

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