

THE SPIEL

CITRUS

OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA



Fall 2025

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1st Grand Prize: A stunning 2026 Porsche 911 GT3 + \$35,000 cash
2nd Grand Prize: A sleek 2026 Porsche 911 Carrera + \$35,000 cash

Fall 2025 Member-Only Raffle Now Open!

The wait is over! The Porsche Club of America is thrilled to kick off the Fall 2025 Member-Only Raffle, your exclusive shot at driving home a brand-new Porsche and pocketing a massive cash prize. The raffle is open and runs until December 12, 2025.

Don't wait. Every ticket you purchase boosts your chances of claiming one of these dream prizes. Log in and click the link above to enter and secure your chance at winning a piece of Porsche perfection. Drive. Dream. Win. Good luck, members!

More information: pca.org/news/fall-2025-affle



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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, September, and December**. 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.

UPCOMING EVENTS

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

NOVEMBER

2 (Sun)	Cars & Coffee Drive Shack
2 (Sun)	Officer Vote Deadline If sending Ballot via Email
3 (Mon)	Membership Meeting & Election Porsche Orlando
8 (Sat)	Cars & Coffee Porsche Orlando
8 (Sat)	Festival of Speed World Equestrian Center
15 (Sat)	Cars & Coffee LPT Realty Lake Mary & House Blend
17 (Mon)	Race/Track Car Night Forward/Slash

DECEMBER

1 (Mon)	Membership Meeting Porsche South
6 (Sat)	FLC AX by German Excellence Tavares Sheriff's Training Center
7 (Sun)	Cars & Coffee Drive Shack
13 (Sat)	Cars & Coffee Porsche Orlando
20 (Sat)	Cars & Coffee LPT Realty Lake Mary & House Blend

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Cover: David Strong's 1967 911S in Aga Blue.

Photo by Jorge Rosado. (See full image on p. 10.)



PRESIDENT'S LETTER

The 2026 Citrus Region charity calendar project is progressing with great momentum, bringing together the vibrant spirit of our Region's members and the amazing photography of Master Photographer Ray Baldino. Ray's skill and artistic vision has elevated the quality of this year's calendar above those he has produced for other regions in the past. Through his lens, the unique character and warmth of our participants shine. Each photograph captures genuine moments, blending professional technique with heartfelt authenticity. Ray's dedication has been instrumental in crafting a calendar that both honors and uplifts the Citrus Region, while supporting a very worthwhile cause, the Russell Home for Atypical Children. The culmination of everyone's efforts with the calendar will be celebrated with the release of the calendar at the annual holiday party. Get ready to be impressed with 14 amazing pieces of art per calendar.

This year's holiday party on January 10 will not only mark the release of the 2026 calendar but also open the opportunity for new participants to be featured in the 2027 edition. Once you see the incredible artwork in the 2026 calendar, I can promise that you will want to be featured in next year's edition.

In addition to the excitement surrounding the calendar, the Region is moving forward with renewed leadership. The slate of officers for the next two years—announced to all members via eblast on September 17, 2025—promises to guide our community with energy and experience. I am truly confident in the candidates: Scott Hansen as President nominee, Joe Coen as Vice President nominee, Memo Sahinbas as Secretary nominee, and Alex Dimitriu as Treasurer nominee. Each brings a wealth of knowledge to their respective roles and is poised to help lead Citrus Region to even greater accomplishments.

The election will be held during our upcoming monthly meeting on November 3. For those unable to attend in person, voting is accessible via email—simply send your vote (by November 2) to floridacitruspca@gmail.com before the meeting and be sure to include your name, a valid email address, and your PCA membership number for verification. This is a wonderful opportunity to support our Region's future by participating in the democratic process and ensuring your voice is heard. With such dedicated individuals stepping forward, the path ahead shines brightly for Citrus Region.

Very respectfully,
Karyn Rinaldi



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NEW MEMBERSHIP

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 many events in the second half of the year!

July

Gustavo Lopez
James and Judy Kosegi
Chris Whyman
John Seaward
Antonio Arias
Erin Dotson and Steve Salmonsens
Jo Ann Guido
Fabio Romano
Paul Scusa
Mabel Jacuzzi
Melissa Craig
Jeffrey Pelletier
William Parker

August

Michael and Evelyn Dye
Brandon and Elizabeth Perry
Jesus Roa
Jason Engling
David and Kerrie Adams
Martin and Johanna Dinkov
Dmytro Dun
Katherine Ellis
Nader Khatib
Daniel Molina
Abbos Jon Roohparver
Jose-Afredo Lopez-cintron

September

Bruce and Barbara Bennewitz
Carlos and Heather Escobar
Lisa and Jimmy Mcmillion
William Kempert
Christopher Fong
Eliezer Paiewonsky
Tanner Morgan
Eric Gray
Yutaro Iwamura
Guido and Christina Sdrenka
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TRACKSIDE ADVENTURES: *ROEBLING TO THE GLEN*

SIX TRACKS, COUNTLESS MEMORIES **BY CATHY PEFFEN**



A DAY AT THE TRACK (...OR MAYBE SIX?)

When my husband first started driving HPDEs back in 2012, I'll admit—I loved having the house to myself on weekends. But eventually curiosity won, and I tagged along. First Daytona (an easy day trip), then Sebring, and then Roebling Road when we became HPDE Registrars three years ago. Last summer I even braved Barber Motorsports Park in June—95 degrees and all. So what would 2025 bring? Turns out, a *lot* of track time, a whole crew of drivers, and plenty of friends, old and new.

ROEBLING ROAD – LADIES FIRST

We kicked off the year at Roebling, where the spotlight was on the ladies. No, I still don't drive during HPDEs—but I love watching people push their skills and chatting with friends in the paddock. Our drivers were front and center, and the atmosphere was a blend of competition and camaraderie. (If you missed it, you can read about the Ladies DEX in the Summer 2025 issue of the *Spiel*.)

BARBER MOTORSPORTS PARK – COOLER, CALMER, FASTER

March took us back to Barber, and thankfully, the weather was a far cry from last summer's swelter. The Alabama Region PCA hosted 26 different regions, and Citrus was well represented with 11 cars and 13 drivers: Mark Peffen (my husband), Lyn Perez, Mike Colon, Simon Youngman, Juan Fong, Andrea Jepson, Steve Campbell, Chris Campbell and his daughter Caiden, Kevin Sheehan, Bert DeVillano, and Randy and Carolyn Holihan.

With temps in the 70s, everyone—and every car—was happier. Several drivers even set personal records around Barber's 2.38-mile, 16-turn course with its rolling elevation changes. As for me, the track staff gave me insider tips on the best vantage points, so I trekked miles around the track spotting sculptures tucked into the landscaping. (The dangling lady and the ant attack are must-sees!) I even got to take photos from the starter's stand.

Since Parade was in Birmingham this year, we reconnected with Karyn Rinaldi and Ingrid Fong after they



Opposite & Top Right: Barber Motorsports Park (Randy Holihan on track)

Top Left: Mark Peebles, Mark Peffen, Randy and Carolyn Holihan at NCM

Below: Cathy Peffen with Nancy Gibbons

did parade laps on the track. The whole weekend had the feel of a giant family reunion—with lap times.

NCM MOTORSPORTS PARK – FRIENDS, FAMILY, TOO MANY TURNS

The very next weekend, a smaller crew of Citrus drivers—Carolyn & Randy Holihan and Mark Peffen—headed to Bowling Green, KY. They spent time with family and friends in Nashville and Bowling Green during the week, and by Thursday, Mark Peebles had joined to round out the group.

NCM's 3.2-mile, 23-turn track is famously complex, sitting right across from the Corvette plant. Thanks to Kentucky Region PCA (special thanks to Perry & Denny Fortnoy), each of our drivers—who are instructors themselves—was paired with an instructor to sharpen their lines. Jaimie, Greg, Richard, and Kenny shared detailed coaching, which left my head spinning just listening. The drivers wisely concluded: *"We'll sleep on it and be better tomorrow."*

Off-track, the weekend was filled with friends and family. Mark's cousins came out Friday and Saturday, his





Top: Virginia International Raceway (blue car is Mark Peffen)

Middle: Mike Colon, Randy Holihan, Chris Campbell, and Carolyn Holihan at CMP

Above: The paddock at VIR

Opposite: The paddock at WG: the "Primaries" cross the Finish Line

childhood friend drove up from Nashville, and one of Mark Peebles' longtime friends came down from Cincinnati. Saturday, the drivers finally felt in sync with the track, just as the weather began to turn. Sunday only allowed for one morning run, but lunch at the Corvette Museum was the perfect send-off.

We drove home just ahead of severe storms that caused flooding in Kentucky. Thankfully, our friends in Blue Grass PCA, including president Jaimie Diehl, were safe, though bourbon distilleries weren't so lucky.

VIRGINIA INTERNATIONAL RACEWAY (VIR) – HILLS FOR DAYS

After a short break, it was time for VIR in Danville, VA. Our "core four" (Mark, Randy & Carolyn Holihan, and Mark Peebles) were joined by five more Citrus drivers—Tom Taylor, Mike Hollosy, Chris Campbell, David Herzog, and David Young. Add in several friends we'd met at VIR before, and it was a full house.

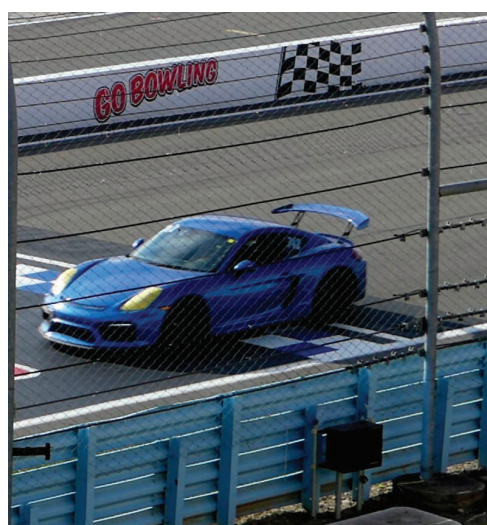
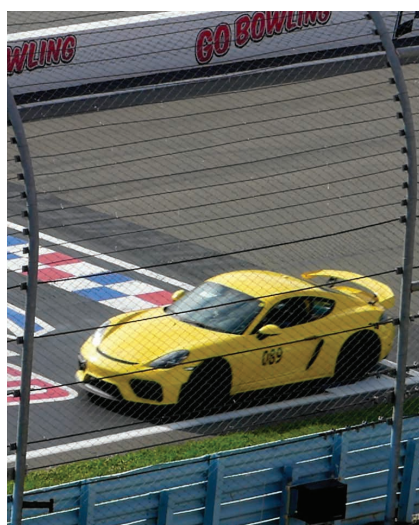
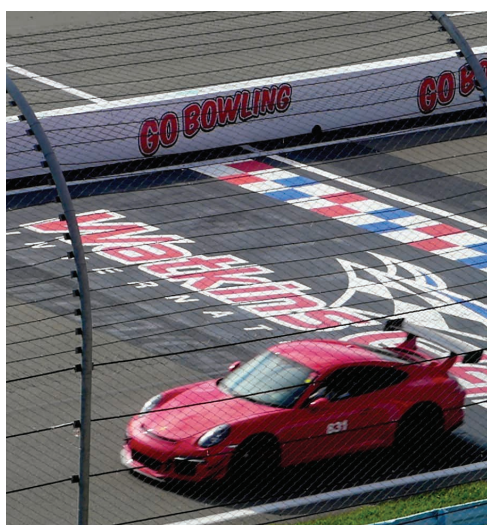
VIR is a spectacular track for drivers and spectators alike: 3.27 miles, 11 turns, and elevation changes that had us flat-Florida folks panting as we walked or biked to vantage points. Turn 1 alone drops 35 feet! Luckily, a friend of Mark's who now works on staff at VIR gave me a personal tour, pointing out prime spots and insider details.

The Oak Tree turn is a favorite—though the original oak was lost to lightning, one of its acorns was planted, and now the "Son of Oak Tree" grows there. A mailbox nearby holds a visitor's journal where people from all over leave their thoughts, making it a living time capsule of track memories.

Outside the track, Milton proved charming with Aunt Millie's pizza and ice cream and Milton 66's bluegrass beer garden. Some stayed onsite in the track lodges, while others were in Danville, 20 miles away. Either way, the scenery of rolling hills was a treat.

CAROLINA MOTORSPORTS PARK – SHORT & TECHNICAL

In June, Carolyn & Randy Holihan, Mike Colon, and Chris



Campbell represented Citrus at CMP in South Carolina. Mark and I didn't make it, though I still insist a track with my initials deserves a visit! Carolyn reported back that the 2.27-mile, 14-turn layout was flat and technical—like a longer Roebling with extra challenges.

WATKINS GLEN – FAST CARS & FINGER LAKES

We wrapped the spring season with a bang at Watkins Glen in July. This time, Citrus brought a big crowd: returning drivers like Mark and Mike Colon were joined by the Holihans, Chris Campbell, Steve Campbell, Mike Hollosy, Juan & Ingrid Fong, Paul Lane, and Andrea Jepson. Some trailered cars themselves through the scenic hills of Virginia, West Virginia, Pennsylvania, and New York, while others flew in and had cars shipped ahead.

The Glen is legendary—3.4 miles, 11 turns, and seriously fast. Even seasoned instructors took coaches along for extra pointers. By the end of the weekend, Juan, Chris, and Mark had christened themselves *The Primaries* (yellow, red, and blue cars), a nickname that stuck.

For me, Watkins Glen was a spectator's dream. I

climbed high stands to see nearly the whole track, and Nancy and I discovered a pedestrian tunnel (more like a storm drain!) into the "boot." Off-track, we each found our adventures: I met my niece from Buffalo and visited wineries with Ingrid and Nicole Fong, Nancy had a family lunch at Belhurst Castle, and Chris & Nicole Fong hiked waterfalls before dragging Ingrid & Juan along for more exploring. Watkins Glen isn't just about racing—it's a whole Finger Lakes experience.

WRAPPING UP

Six tracks in one season: Roebling, Barber, NCM, VIR, CMP, and Watkins Glen. Each had its own flavor, from southern hospitality to bluegrass beer gardens to Finger Lakes wine. For the drivers, it was about shaving seconds; for me, it was about people, scenery, and unexpected adventures tucked around every turn.

As the team eyes bucket-list tracks for 2026, I'll be there too—sometimes trackside, sometimes off exploring—but always part of the adventure. Who knows where the next lap will take us? ■



J. Rosado

YOU DREAMED ABOUT IT FOR YEARS. You've read the magazines, watched the videos and it's finally yours. Your perfect German sport car from the brilliant minds of Zuffenhausen. It doesn't matter if it's a Cayenne, Macan, Panamera, 718 or 911 it was built and designed with one thing in mind, to deliver maximum performance. Whatever segment you look at Porsche aims to be the performance leader. It's what we've known to come and expect as enthusiasts. But how many ever think about what it really takes to keep these perfect machines in top top shape? Luckily the same engineers that we love and trust also have figured out exactly what to do to keep it performing as it should for the long haul!

It should come as no surprise that a company like Porsche has thought long and hard on how to not only build the worlds best sports car but also how to keep them on the road! Over 70% of every Porsche ever made is still driving today! Porsche maintenance is quite simple when you follow factory procedures. To keep things simple I'll be talking about more modern cars. Namely anything water cooled when it comes to the 911 and almost everything else from 1996 to present. Service intervals are broken down into yearly services or every 10k miles whichever comes first. Oils, fluids and materials can break down even if the car is barely being used so it's always best to have the car serviced once a year regardless. Your first year or

10k miles whichever comes first is a basic oil change plus systems check and general overlook. The 2 year 20k repeats the same but adds brake fluid flush and cabin filter. The 3 year 30k another oil service(seeing a trend) plus spark plugs. Last but not least the 40k is your major consisting of oil, brake fluid and all filters. Exceptions to this repeating service cycle would be PDK or transmission services and belt services. Once again I've over simplified this to the most common models and there are unique needs to some specific Porsche vehicles. GT cars for instance have different needs.

THE IMPORTANCE OF SERVICES are not only the service themselves but getting capable eyes on parts of your Porsche you can't see. You can't be sure if a line is starting to leak some sort of fluid. You can get ahead of before it becomes a costly fix! My best recommendation is to bring your Porsche to a shop or person that you can trust. Personally I've always brought mine to the folks that only worked on Porsche. That will assure you get a 10k miles whichever comes service and not just an oil change. Experience and passion matter. If you don't live and breath this brand I'll be looking for someone that does! ■

Andreas Moraitis is the co-owner of Central Florida's newest Porsche-only shop, Nine Sport Motorwerks.



A. Moraitis



J. Rosado



A. Moraitis



A. Moraitis



REMEMBERING FLORIDA CITRUS REGION CHARTER MEMBER **DAVID ENGLISH**

**BY NORT NORTHAM
& KEVIN DUFFY**

Florida Citrus Charter member David English of Sneads, Florida passed away at his home on August 18, 2025 surrounded by his family after a long struggle with cancer. David cherished his Porsches over the years, including a 914, a 1986 911 Carrera, and a beautiful black 1984 944.

Shown at Porsche events, his 944 was like new, but had over 250,000 miles on it. He kept it and his 911 in stock, pristine condition while actually driving them regularly. He last showed his 944 in the Florida Citrus Region 50th Anniversary celebration this year, winning his class in the Concours. His 944 was purchased new at Contemporary Cars in 1983, ordered from the factory by our own Nort Northam. Nort and David traveled to Germany for the Treffin in 1983 to pick up the car. Porsche CEO Peter Shutz signed David's delivery paperwork!

David was born in Lansing Michigan on September 30, 1950. In early childhood he lived in many states as his father was in the U.S. Air Force. At the age of ten, the family settled into what would be his home for the remainder of his life - the State of Florida - residing first on McCoy AFB in Orlando. David attended Durrance Elementary School, Oak Ridge High, and the University of Florida in Gainesville, where he received a Bachelor of Arts in 1972 and a Master of Education in 1980. He had a long and fulfilling career in the field of mental health, beginning at the Orlando Sunland Center for people with disabilities, Sunland Center in Gainesville, Sunland Center in Marianna, and finally, the Florida State Hospital in Chattahoochee.

During these years he also owned and operated a very successful chestnut farm known as L&E Farms. David had many things in his life that he truly loved - he cherished his two daughters, Elizabeth and Jennifer, and his love for his Porsches could not be understated. Also not to be forgotten are his love of golf- playing courses all around the U.S. with his best buddies- as well as attending races in his Brumos Mobile, hanging with his race track camping crew Team Mimosa. ■

In lieu of flowers, donations may be made in his name to the Machen Florida Opportunity Scholarship, to help Florida high school students with their education at the University of Florida.

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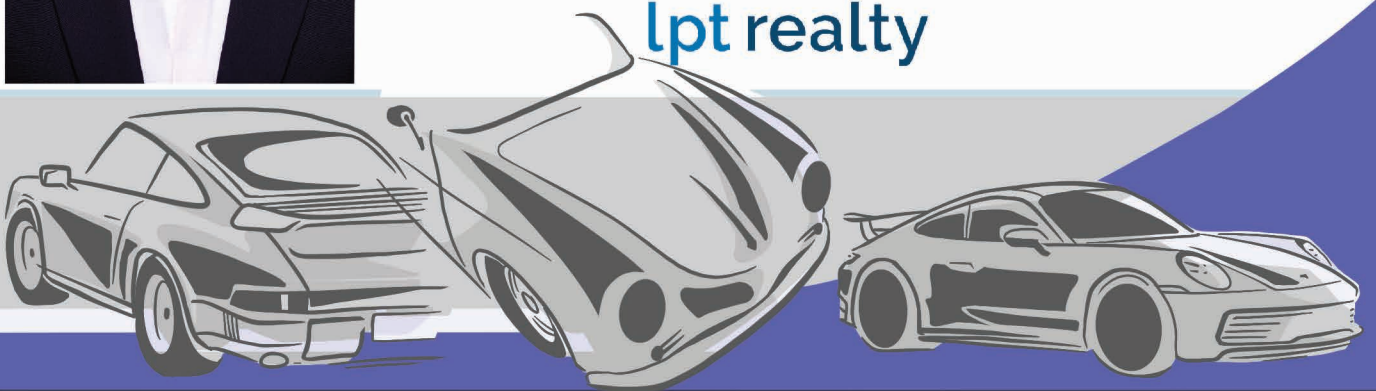
"This is the day the Lord has made; let us rejoice and be glad in it"
Psalm 118:24

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SAHLEN'S 6 HOURS OF THE GLEN JUNE 19-22

In addition to attending local race events (i.e., Rolex 24 Hour, 12 Hours of Sebring) each year, we seek out new tracks/new Porsche experiences outside Florida. Last year we attended Petit Le Mans in Atlanta, GA. This year we sought out a race/location with some familiarity, though neither of us ever attended a race at Watkins Glen.

My familiarity with Watkins Glen comes mostly from being a race fan, but also from Sim Racing. The overall design and flow of the track have always been a favorite of mine. My wife Ara is an upstate New York native who knows the Finger Lakes area quite well but had never been to a race event at Watkins Glen. So, off we went!

We arrived the day before the Sahlen's 6 Hours of the Glen, toured the Town of Watkins Glen, and

drove the 6.5-mile historic track that circles through town and snakes through the abutting countryside. Later that day, we embarked on a few wine tastings to finish off the day.

On race day, we attended Cars & Coffee at the Porscheplatz, participated in a Porsche driver meet and greet with Michael Christensen, prior to the race. The Watkins Glen track/facility was fantastic. The facility contains great views of the track, whether from grandstands or hillsides to catch all facets of the race.

The local PCA reps were outstanding, helped us navigate the facilities, and generally made us feel at home. Watkins Glen is a great escape from the Florida heat if racing is your game.

Marc & Ara

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TAKE ME HOME, *Country* *R*



***"Almost heaven, West Virginia
Blue Ridge Mountains
Shenandoah River"***

-John Denver, 1971

My wife Becke and I regularly enjoy participating in Porsche Club events with Maureen and George Sautter. In fact, in recent memory, we've attended Treffen Georgia Mountains, Porsche Parade Palm Springs, all four Treffen at Sea cruises, Treffen Sonoma, and countless other local and regional events. However, Becke and I were not planning to attend Treffen Homestead due to other obligations Becke had. George had registered himself and Maureen for Treffen Homestead taking place April 30, 2025 through May 4, 2025, but later found out that Maureen couldn't attend. So, what to do?

As far as George was concerned, cancelling was the last thing he wanted to do, because he knew what great adventures lay ahead. So, George invited me to join him for the event. And I'm grateful he did.

Now, for those of you who know Maureen, you know she goes by the nickname of "Moe." And while at first, I had to explain to many attendees, "No, I'm not Moe..." I eventually came to terms with the nickname, and was proud to be by George's side the whole week. And by his side I was...

We decided to drive George's 993 Carrera 4S from Orlando to Hot Springs! So, when I say, "by his side", I really mean it. Compared to modern 991s and 992s, a 993 feels very compact. Yet, it's just the right size. It's just the right weight. It has just the right number of beautiful manual gears. And it has just the right number- ZERO- of nanny technologies intervening the whole way (PASM, PCCB, PDK, etc.). It was absolutely thrilling driving that beautiful car on the interstate, and more importantly, on the beautiful Blue Ridge Mountain roads. I had forgotten how exhilarating a perfectly rev-matched downshift from 3rd to 2nd can be while heading into a decreasing radius uphill hairpin turn. What a pure machine.

We decided to break the trip up and have dinner with Melanie Thompson, former Florida Citrus Region member, who now lives in Charlotte, NC. So, after a wonderful dinner at STK and a night in the Ritz Carlton (where the valet prominently displayed the 993 at the front entrance of the hotel), we set out in our small caravan with Melanie the next morning for Hot Springs, VA!

Upon arrival, we met up with Florida Citrus Region members Joe & Julie Coen, Ingrid Fong (where's Juan?), Karyn Rinaldi and Leslie Sikorski. We were also thrilled to see good friends from Kansas City, Jeff and Mary Beth Tudas!

The Omni Homestead Resort & Spa has been hosting vacationers (including 24 U.S. presidents) for over 250

Roads

BY SCOTT HANSEN



Above: PCA members from various regions gather with their cars at the Buena Vista Overlook

Left: Leslie Sikorski, Scott Hansen, Ingrid Fong, Karyn Rinaldi, Joe & Julie Coen and George Sautter in front of the Homestead Resort





years. But it's never seen anything like the Porsche Club of America! A fantastic group of enthusiastic members, with a rainbow of Porsche colors and models, celebrating the marque, meeting up with old and new friends ("treffen" means meet in German) and enjoying every minute of it.

The highlight of the week for me was the incredible drives the local host region had planned for us. The roads were in beautiful shape, and featured endless curves and spectacular scenery. And best of all, there was very little traffic. In fact, on our first drive, we went for several hours without having to follow any other vehicles. We didn't even end up with any interlopers in our group. Simply wonderful.

The elevation changes and incredible views were worth the price of admission. And there's nothing quite like a cool morning drive in the mountains in the best cars in the world with your good friends.

Each of our drives included a stop for lunch that gave

Top: Resting before a drive through the Blue Ridge Mountains

Bottom: George Sautter and Scott Hansen enjoying the Overlook

everyone a chance to compare notes on the drive we had just completed. The food was great, but the stories of the drive were even better.

So, after days of driving, eating, telling stories, and generally having a great time, we found ourselves wrapping things up with a wonderful closing night dinner. And we realized how lucky we were to be together as a group of Porsche enthusiasts in such a beautiful and historic location. This is a memory that will last a lifetime.

But, for George and I, the fun wasn't over yet. We made the decision to join Joe & Julie Coen on the Amtrak Auto Train for our return trip to Orlando. The train leaves from Lorton, VA, on the outskirts of Washington, D.C., just a few hours from Hot Springs. Upon arrival, the Amtrak team carefully loaded our cars into the train for the overnight trip home.

So, instead of battling traffic on the Interstate for 12 hours in the rain, we settled in for a surprisingly excellent Amtrak steak dinner (with two nice bottles of wine we brought with us), and a good night's sleep (albeit a bit wobbly for the uninitiated).

We arrived in Sanford, FL the next morning around 9:00 am. Glad to be home to be sure. But still glowing from the memorable experience we all shared. The cars probably



Top: George Sautter's 993 Carrera 4S carves up the roads

Middle: Boarding the Amtrak Auto Train

Bottom: A picture is worth a thousand words



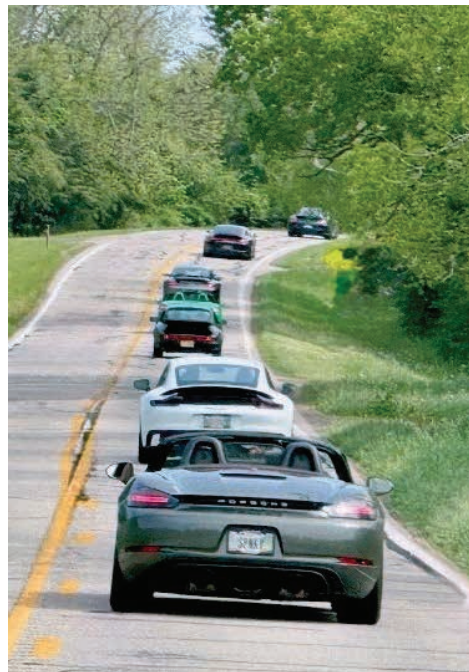
appreciated a bit of a break also, all nice and cozy in their rail cars.

And, here's the plug: If you've never had the opportunity to participate in a Treffen event, you owe it to yourself to do so. If it's too far to drive your car, Turo usually has an excellent selection of Porsches you can rent in the event that you must fly to your destination.

Currently, we've just returned from the Treffen at Sea 70th Anniversary Cruise that took place Saturday August 30, 2025 to Saturday September 6, 2025. Stay tuned for that article coming soon!

And remember, it's not just the cars...it's the people! ■

Scott is a member of both the Florida Citrus and Space Coast regions and has been nominated as FLC President for 2026-2027.





BUSINESS SPOTLIGHT

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Outside of my passion for helping people with their investments, you'll often find me behind the wheel of one of my favorite cars—a Carmine Red 991.1 911 GTS, restored 1983 Slate Gray Targa SC, or on the racetrack in my Vali-built Lava Orange Spec Boxster. I've enjoyed endurance racing with fellow Citrus PCA members as well as club racing with PCA.

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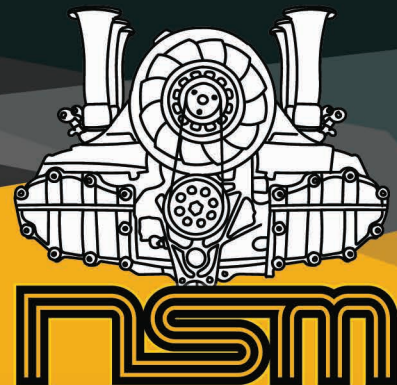
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911 TURBO NIGHT AT FORWARD/SLASH



1st Place



2nd Place

At our July Porsche Night at Forward/Slash sponsored by Drivers Choice Motors, the competition model was 911 Turbo/Turbo S cars. We also ha a few other special awards.

First place:

Mark Sanchez, 1984 slant-nose 911 Turbo, owned 35 years

Second place:

Keith Williams, 2021 992 Turbo S

Third place:

Jon Frierman, 2020 992 Turbo S

Car We'd Most Like To See In Our Garage:

Hiram Turull, 2025 GT3 RS, Weissach Package

Best Yellow Car:

Lesley Haynes, very yellow 944

Honorable Mention:

Heather Churchill, rare 1997 993 Turbo



3rd Place



Car We'd Most Like To See In Our Garage



Best Yellow



Honorable Mention



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CAYENNE & MACAN NIGHT AT FORWARD/SLASH



1st Place



2nd Place

At our August Porsche Night at Forward/Slash sponsored by Drivers Choice Motors, it was Cayennes and Macans on display with a great turnout!

1st place
Tony Sutherland, 2009 Cayenne

2nd place
Wesley Bourne, 2016 Cayenne Diesel

3rd place
Josh Smith, 2015 Macan Turbo, 122,000 miles

Car We'd Most Like To See In Our Garage:
Daniel Pearce, 2025 Macan Turbo EV

Best Silver Colored Porsche
Francis Lugo, 2014 Cayman



3rd Place



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BOXSTER & CAYMAN NIGHT AT FORWARD/SLASH



September's Porsche Night at Forward/Slash sponsored by Drivers Choice Motors featured Boxsters and Caymans.

First Place:
Kelly Czarny, 2024 Spyder RS

Second Place:
Eric Perez, 2020 Spyder

Third Place:
Gil Francisco, 2008 Cayman S

Car We'd Most Like To See In Our Garage:
Matt Harris, 2024 Carrera S/T

Best Blue Car:
Fabio Romano, 2025 GT4 RS

Thank you to all those who bring their cars out to these events, and to our sponsor, Drivers Choice Motors, for their support! ■





Best Blue



Car We'd Most Like To See In Our Garage

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PORSCHE PRESS RELEASE

07.10.2025 - Article & photos originally published on newsroom.porsche.com

Porsche focuses on Formula E and North American IMSA

As part of its comprehensive realignment, Porsche AG will in future focus on two factory projects in motorsport. Porsche Motorsport will concentrate on competing with the Porsche 99X Electric in the ABB FIA Formula E World Championship and with the Porsche 963 in the North American IMSA WeatherTech SportsCar Championship.

In Formula E, Porsche is gaining valuable insights for its electric production sports cars. "In this competitive environment, we will continue to drive forward the development of high-performance vehicles," says Dr Michael Steiner, Member of the Executive Board for Development at Porsche AG. The fourth generation of Formula E cars will be introduced for season 13 (2026/27) and will bring further development freedom. This will enable Porsche to achieve an even steeper learning curve for its all-electric production vehicles. With its involvement in the IMSA WeatherTech SportsCar Championship, which features the 24 Hours of Daytona

as its highlight race, Porsche is underlining the importance of the North American market and endurance racing for the brand. In addition to the two factory commitments in Formula E and IMSA, customer racing remains an important pillar of Porsche's motorsport strategy.

Porsche Penske Motorsport will end its involvement in the FIA World Endurance Championship (WEC) at the end of the current season. Dr Michael Steiner: "We very much regret that, due to the current circumstances, we will not be continuing our involvement in the WEC after this season."

Motorsport has always been of major importance for Porsche and is an essential part of the brand. "We use motorsport as a development platform for future technology and to illustrate the potential of our sports cars," says Thomas Laudenbach, Vice President Porsche Motorsport. "With the Porsche 963 in the North American IMSA series and the Porsche 99X Electric in the Formula E World Championship, we want to continue to fight for overall victories in the future. That is our tradition and our focus." ■



MEMORY LANE



Take a drive down memory lane with us as we celebrate 70 years of the PCA!

This is Vol. 16, No. 8, the August 1988 edition of the Spiel.

Another long edition of the Spiel with some fun articles. Notice the "Tech Talk" feature to your left, which we have reintroduced in this current issue (see p. 10).

Read the full issue on our "Vintage Spiel" digital bookshelf at flc.pca.org/the-spiel.

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Ads in this section of THE CITRUS SPIEL are free to PCA members. You are reaching 300+ Florida Citrus Region members plus additional out-of-region mailouts and advertisers. Mail or phone your ad to Editor, The Citrus Spiel, 440 Terrace Drive, Oviedo, Florida 32765; phone (305)365-2936, anytime prior to the 25th of each month. The Editor reserves the right to size the ad according to available space. Unless removed, all ads in this section will run a maximum of three (3) months.

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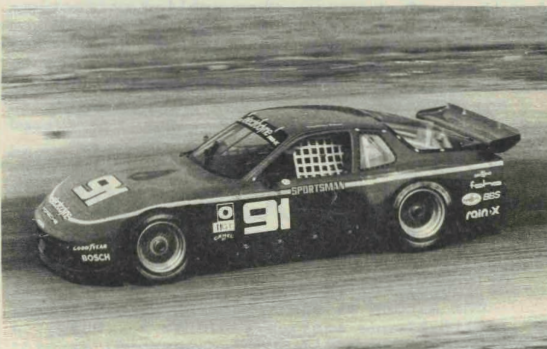
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Because of the press of business, there will be no September issue of THE SPIEL. Ed.

Porsche 944 Turbo GTR Debuts In IMSA GTO Series



The Electrodyne Porsche is the first 944 Turbo GTR to compete in the IMSA Camel GTO Series.

Porsche's exciting tube-frame 944 Turbo GTR is making its first entry into the highly competitive IMSA Camel GTO series for production-based GT cars.

Similar to the 944 Turbo GTR's campaigned the last two seasons in SCCA Trans-Am and GT1, the new Electrodyne Porsche features updated suspension geometry along with on-board air jacks and a quick-fill fueling system. The bodywork has been designed to meet IMSA GTO specs including specific air flow ducting and a rear spoiler. Power comes from a 2.5 liter, four-cylinder, 944 Turbo-based engine producing more than 500 horsepower.

Chet Vincentz and John Bauer will share the driving responsibilities. Vincentz has 7 GTO victories in Electrodyne Porsche's, and Bauer drove a 911SC to the 1980 Trans-Am Championship.



TECH TALK

by Ron Folden

THE WORKS AND WHY

An automobile that looks, feels and smells like new is a pleasure to drive. It is no fun driving a car when your hands stick to the steering wheel. Nor is it fun going for a Sunday drive when you can't see out the windows, or when you have to leave them open to get a breath of fresh air. A complete detail will give your car the freshness it had when you first drove it off the lot.

With the skyrocketing prices of new cars, good used cars are maintaining high dollar values. There aren't many people around who can afford to trade in their used cars for new ones simply because they are tired of them. Most of us sell our old cars because they don't run right or because they look bad. So, when the time comes to change cars, your detailed used car will bring more bargaining power. Whether you trade in your car to a dealership as a down payment on a new one, or you sell it outright to a private party, your clean and shiny car will bring top dollar. How can anyone quibble on price when the product looks brand new.

Along with the cost of new cars, auto painting costs have risen, too. A good auto detail can save money in the long run. Paint will last much longer. A well-done wax job prolongs the life of the paint and sharpens the appearance of the vehicle.

Preventive maintenance is less work on a detailed car. When an oil leak is detected, it is easy to repair. Once the car is buffed,

Cont'd on Page 20

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WELCOME TO FLORIDA CITRUS REGION



The following folks are either new to the Porsche Club of America, the Florida Citrus Region, and/or the Orlando area. You, as members of all three of the above, should take every opportunity to make them feel welcome. DO IT!

NEW MEMBERS

ALEX and HOLLY JOB, of Casselberry, join FCR this month. They are former members coming back to the fold. The 1987 White 924S currently owned by the couple is not their first Porsche - by any means. They have also had a 1958 356A Coupe; 1971, 1972, and 1973 911Ts; 1973 914 2.0; 914-6 IMSA GTU race car; and they now have a 911 IMSA GTU machine. Alex and Holly have lived in the area for 4 years, but he's been in the garage a lot.

MRS. LEE FINBERG of Lake Mary, Florida, brings a 1988 Red 944 to membership in FCR. Mrs. Finberg heard of the club through the Mercedes Club magazine (we don't reciprocate) and is interested in social events.

TRANSFERS

WILLIAM AND CAROL BAUSSER transfer in to FCR from the cold country of Chicago. with them a 1968 912 and, I hope, a love of warmer weather. Welcome to central Florida, folks. Come join us at the next event!

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Detailing (Cont'd)

and occasional coat of wax will continue to protect the paint. The interior will need some attention, however, as time goes by. Its condition depends on you and your passengers; the more children you have, the more often you'll need to clean the interior.

Once a vehicle has been completely detailed, upkeep is much easier because the basics are done. A simple vacuuming normally keeps the carpets clean. Buffing the paint should be done only to remove oxidation or blemishes (the process actually removes a layer of paint). Simple waxing will protect the paint.

I believe a complete exterior detail might just help to increase fuel economy. An oxidized paint job feels rough to the touch, whereas a clean, waxed surface is smooth and slippery. A smoother surface should glide through the air easier. Although airplanes move much faster than the legal speed limit on the ground, pilots have told me that they have gained as much as twenty knots after a buff and wax. The same theory should hold true for automobiles.

A clean engine should also run cooler. Without a coat of grease and dirt acting as a blanket, the powerplant should be more reactive to the cooling action of the air blowing by it. Moving engine parts on the outside, such as cables and linkages, should operate easier. This includes the choke mechanism, which may be prevented from opening all the way because of grease build-up, causing the engine to burn richer than intended, a waste of fuel.

During the course of an auto detail, you will be using products and chemicals which could be potentially harmful to the automobile and detailer. It is imperative you read and

Cont'd on Page 21

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Detailing (Cont'd)

follow the instructions on the labels of those products. No one but you can be responsible for the product usage; when applied correctly, the various cleaning, dressing, and polishing agents will do an excellent job of helping your car look its best.

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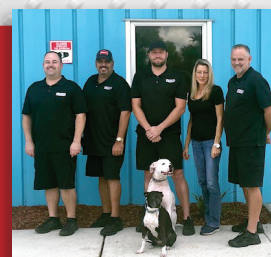


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