

THE SPECIAL

CITRUS

OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA



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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.

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Cover: Tom Purcell's 2024 all factory original 992 Dakar with 2k miles at the Nov. 8 Festival of Speed at the Ocala Equestrian Center. No. 1,773/2,500, decked in "Rallye 1978" Martini livery inspired by winning 911 racers of the 1970s. 3.0-liter twin-turbo Boxer engine producing 473 hp and 420 lb.-ft. of torque, Pirelli Scorpion tires.

Photo by Lyndsey Coyle.

JANUARY	4	Cars & Coffee
	Sun	Drive Shack
	5	Membership Meeting
	Mon	Porsche Orlando
	10	Cars & Coffee
	Sat	Porsche Orlando
	10	FLC Annual Banquet
	Sat	The Alford Inn
	10	Calendar Project Opens
	Sat	Info at clubregistration.net
16	Meet & Greet + Tech Session	
Fri	Tinterz Orlando, 6:30	
17	Cars & Coffee	
Sat	LPT Realty Lake Mary & House Blend Cafe	
19	Front Engine Transaxle (944/924/968/928) Night	
Mon	Forward/Slash	
30	Driver's Choice Solo Day	
Fri	Roebing Road Raceway	
31-1	FLC HPDE	
Sat-Sun	Roebing Road Raceway	

FEBRUARY	1	Cars & Coffee
	Sun	Drive Shack
	2	Membership Meeting
	Mon	Porsche South Orlando
	14	Cars & Coffee
	Sat	Porsche Orlando
	16	996 Night
	Mon	Forward/Slash
	18	Date Your Porsche Night
	Wed	TBD
21	Cars & Coffee	
Sat	LPT Realty Lake Mary & House Blend Cafe	
21	Chili Cookoff	
Sat	Porsche Orlando	

MARCH	1	Cars & Coffee
	Sun	Drive Shack
	2	Membership Meeting
	Mon	Porsche Orlando
	6-8	Werks Reunion
	Fri-Sun	Amelia Concours D'elegance
	13-15	Hoe Down w/ Space Coast Region
	Fri-Sun	Westgate River Ranch Campground
	14	Cars & Coffee
	Sat	Porsche Orlando
16	Air-Cooled Night	
Mon	Forward/Slash	
18	Date Your Porsche Night	
Wed	Runabout Brewing Co. Orlando	
21	Cars & Coffee	
Sat	LPT Realty Lake Mary & House Blend Cafe	
29-2	Treffen Lowcountry	
Sun-Thurs	Montage Palmetto Bluff, SC	

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



PRESIDENT'S LETTER

As 2025 concludes, so too does my tenure as President of the Florida Citrus Region PCA. Over the past four years, it has been a privilege to serve this organization, experiencing memorable journeys, forging enduring friendships, and creating lasting memories. However, these achievements are the result of collective dedication rather than individual effort. I wish to acknowledge our members and volunteers whose commitment and initiative have sustained the strength of this club. Whether by stepping forward when needed, generating new ideas and seeing them implemented, or welcoming newcomers with warmth and kindness, your contributions are what make this Region thrive.

While I may have gotten recognition, that recognition really belongs to others. I would like to extend my gratitude to the Executive Council members from the last four years—Bert Delvillano, Lyn Perez, John Vick, Scott Hansen, Jim Lapiana, Dan Beyer, and Alex Dimitriu—whose guidance and advice have been invaluable. And to the Board of Directors who have worked tirelessly to make things happen for your enjoyment: Joe and Julie Coen, Alex Madramootoo, Mark and Cathy Peffen, Steve Williamson, Michael Colon, Simon Youngman, Gary Merideth, Lori Sahinbas, Anne Delvillano, Lyndsey Coyle, Travis Young, Nancy Dinon, Mike Hollosy. To the many additional members who contributed beyond board service—there are too many to mention by name here—please know that your efforts have significantly impacted our success. I cannot express enough heartfelt thanks to each and every one of you.

I offer my sincere thanks to every member of our community. Serving as President has been a remarkable experience, and while I will miss leading this group, I know that the incoming officers will continue to advance the club's mission with competence and enthusiasm. They are already preparing a variety of engaging activities for all. As reflected in the PCA motto, "It's not just the cars. It's the people," our club is, above all, a family of friends. Scott, I wish you great success as you embark on your term. You have a fun drive ahead of you...

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!

October

Guillermo Alcover
Boris Ayala
Alexander Boikov
Benigo Casiano
Gabryel Cosanni
Wesley De Kruijff
Rainer Flor
Shawn Hiemstra
Danny Huddleston
Robert Johnston
William Kitchen
Camilo Espinel
Al Ramirez
Luis Rios
Ronald Rogg

Alexis Sailor
Mike Smith
Keith Tanner
Yunier Tarragona

November

Kevin Arnold
Ryan Bredahl
Robert Graves
Jorge Hernandez
Peter Hogarth
Heaven Kaufman
Chase McCain
Steven Mccraney
Barbra Munson
Sherrick Purchas

Thomas Allen Rensenhouse
Navjot Salh
Scott Secrest

December

Anthony Sanchez
Tommy Omdorf
Jeff Tudas
Romy Maxwell
Kyle Madorin
Gary Brown
Ricky Artes
Matthew Rentz
Brian Espi
Matt Carmack
Josiah Biddle

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50 YEARS OF THE 924

KEVIN R. DUFFY, M.A.ED.
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2026 MARKS THE FIFTIETH ANNIVERSARY of the introduction of the Porsche 924, one of the Porsche cars that helped support Porsche when it was in trouble. And it is one hell of a story.

The Porsche 914 was created with a collaboration with VW-Audi in the late sixties. Using a mid-engine layout and starting with a VW engine, the 914 was different from the rear-engine Porsches. Sold in the US through VW dealerships, it was also serviced by VW while Porsche worked on expanding their dealer network. The 1970 Motor Trend Car of the Year was the “entry level” to Porsche. It sold well with more than 115,000 produced between 1969 and 1976. But a replacement was needed.

Porsche had been working with VW to develop a new sports car to be jointly marketed worldwide by both

Porsche and VW. “Project 425” was born as VW lacked the engineering to develop such a car, employing Porsche to do the engineering. Part of the “deal” was to use as many components from the VW parts bin as was possible. Utilizing an Audi transmission as a transaxle, the rear suspension from a VW Vanagon, the front suspension from a Super Beetle, and the venerable 1984cc inline 4-cylinder from Audi, the project yielded a 95-horsepower car that was comfortable, handled well and had four seats.

But around 1975 the deal fell apart. It is said that Porsche had been paid 50,000 marks for its engineering, so Porsche gave them back 40,000 marks and bought the car back. In November 1975 in the South of France, Porsche debuted the new car to the world, to be designated “924.”

While the new front-engine water-cooled Porsche earned high praise for its styling, handling, fuel economy



and reliability, it suffered in performance with only 95 horsepower in North American trim. So, Porsche got to work on a derivative with Porsche power by installing larger 4-cylinder engines and even a V6 engine in the 924, testing both for performance and the ability to assemble it on the line. The V6 was too wide to install from below on the assembly line, so reportedly the engine designers for the 928 V8 were tasked with designing a 2.5 liter four - and the 944 concept was born.

The 944 debuted in 1982 at both race tracks and auto shows to rave reviews. Using bodywork from the 924 Carrera GT, its wider fenders and track gave it a more aggressive look, and the new 148 horsepower engine was well received. (That doesn't seem like much today, but the 911 sported 217 horsepower)

Demand in North America was very strong for the 944 with customers waiting up to a year for delivery. Our own David English ordered his 944 in 1983 as an '83 model from Nort Northam at the dealership in Orlando but took delivery of a 1984 model - it took that long to get.

While North America got the 944 in 1983, Porsche kept producing the 2 liter 924 for the rest of the world until 1985 - then VW cut off the engine supply. By then they

had delivered over 130,000 engines to Porsche for the 924. Peter Schutz, the CEO at the time, directed the engineers to put the 944 2.5L driveline into the narrow-body 924, then call it a 924S. It was produced in small numbers in Europe as an '86 model, then brought to the US in 1987 and 1988. About 23,000 924S cars were built, most of which were 1987 cars.

In all Porsche produced over 300,000 924 and 944 cars in all variants between 1976 and 1991. This provided Porsche with a needed influx of capital to improve the 911 line and help with early development of the Boxster.

The reason that we have GT3's and GT4's today is due to the success of the lowly 95-horsepower 924 and its successors. This great little car turns fifty this year. So next time you see one, give it a tip of the hat and a "thank you." A "Happy Birthday" would also be nice. ■

Kevin has been with the Porsche Club of America for almost thirty years. He is currently a member of the Florida Citrus Region, the Space Coast Region and the Appalachian Region. A regular participant in PCA events and car shows, he brings his 1987 924S "Sparky" to autocross, drives, and shows.



BUSINESS SPOTLIGHT

MANUEL DELGADO

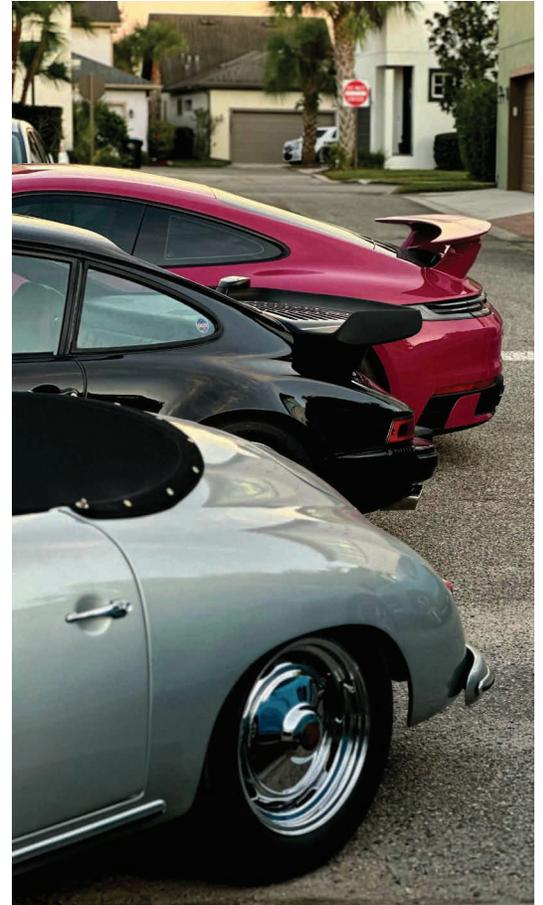
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What many don't know is that Manuel and his family are lifelong Porsche lovers themselves. With a small, carefully curated Porsche collection, they are regulars at local car events, Porsche Nights, Cars & Coffee, charity events, Toys for Tots drives, and community shows where they share their love for design, engineering, and the culture that makes Porsche ownership so special. For Manuel, these moments are more than just hobbies; they are cherished family experiences.

That same spirit of excellence carries over into his real estate brand. Manuel's signature "Driven by Dreams" ethos reflects both his personal journey and the meticulous, high-performance service he delivers to every client. Whether helping families find their dream home or representing luxury sellers with world-class marketing, Manuel approaches each transaction with the same attention to detail and passion Porsche owners recognize instantly.

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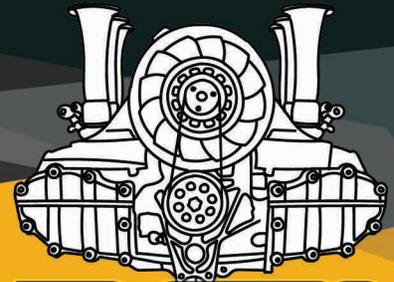
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TREFFEN AT SEA : PCA 70

Smooth Sailing After All These Years **BY SCOTT HANSEN**



"The sea, once it casts its spell, holds one in its net of wonder forever."
- Jacques Yves Cousteau

SAILING FROM August 30, 2025 through September 6, 2025, PCA's 70th Anniversary Cruise highlighted the history and majesty of the East Coast. We embarked from New York City at the Brooklyn Cruise Terminals, with ports of call in Boston, Massachusetts; Portland, Maine; Saint John, New Brunswick; Halifax, Nova Scotia and then back again to New York City. Along the way, we experienced fantastic in-port Porsche events, special entertainment, Porsche celebrity appearances, seminars, competition, dinners and the now legendary Porsche Diecast Concours at Sea.

Jacques Cousteau was right. We all experienced the spell cast by the sea (and the beautiful Enchanted Princess) which will hold us in its net of wonder forever.

It's likely that Bill Sholar, founder of the Porsche Club of America in 1955, could never have envisioned nearly 1,000 PCA members spending a week together sailing up

the East Coast, 70 years after the club's founding. To put the timeline into perspective, 1955 saw the introduction of the significantly revised 356A, the expansion of the high-performance 356 Carrera line, and a legendary racing season for the 550 Spyder (the "Giant Killer"). Unfortunately, 1955 infamously saw the death of James Dean in his 550 Spyder that September. We've all come a long way since then.

And, speaking of coming a long way, my wife Becke and I joined many good friends from the Florida Citrus Region, as well as other regions across the country, for a few action-packed days before embarkation in the "city that never sleeps." Well, New York City may never sleep, but we were in bed by 9:00 pm each of the two nights before embarkation. We wanted to preserve our energy for our time aboard the ship.

Finally, after a year of anticipation that began upon our return from last year's cruise to Alaska, Saturday morning had arrived! We made our way to the Cruise Terminal in Brooklyn where we boarded the magnificent *Enchanted*



70TH ANNIVERSARY CRUISE

Princess. The scene was epic with the Manhattan skyline glistening just across the East River. It was sure to be a memorable week and we couldn't wait to get underway and to attend the Pirelli Welcome Social and Opening Ceremony.

SPEAKING OF MEMORIES, some big things were happening in Brooklyn back in 1955. The Brooklyn Dodgers defeated the New York Yankees in the World Series, marking a major victory for the team. And, amazingly, discussions and planning for the World Trade Center project were taking place, foreshadowing its eventual construction. At the time, controversy surrounded the project with concern over the city's urban landscape. Of course, the Twin Towers are now an indelible part of the history of New York City and the United States of America. As we set sail, we stood in awe of the new Freedom Tower, which dominates the lower end of Manhattan, just as the Twin Towers did years earlier.

We spent the entire next day at sea, enjoying all that the ship had to offer. Smooth seas, fantastic food and Porsche-focused seminars and activities. But that was just

during the day. As the night approached, the real magic began. For me, having the opportunity to present one of our Florida Citrus Region - 70th Anniversary challenge coins to *Enchanted Princess* Captain Giuseppe was a real honor and highlight of the week.

Still on a high from meeting the captain, we all headed off to dinner. It was really special, because the Maître D' was able to seat 18 of us together, allowing us to recount stories of the exploits of our first day at sea. Who would have thought Yankee Pot Roast could be so good. Just like grandma used to make. That must have been one big crockpot!

After dinner, we headed to the elegant Princess Theater to see The Temptations, best known for their iconic Motown sound (my hometown) and their string of hit singles such as "My Girl," "Ain't Too Proud to Beg," "Papa was a Rolling Stone," and "Just my Imagination." The PCA did a great job of signing The Temptations to four performances just for us!

Early the next morning we found ourselves docked in Boston Harbor, with a collection of beautiful Porsches awaiting us, courtesy of the local PCA region.



BOSTON EXPERIENCED NOTHING BUT ANGUISH IN 1955. In August, Hurricane Diane caused devastating flooding just a few days after Hurricane Connie saturated the region with heavy rain. Diane dumped an additional 20 inches of rain over a two-day period setting a record for Boston's wettest month, with the city's highest single-day rainfall total of all time.

But the weather was spectacular for our visit, allowing many of us to walk the historic streets of Boston, taking in famous landmarks such as Paul Revere's house, the Old North Church, with lunch at the Union Oyster House founded in 1826 followed by a stop for cannolis in Boston's famed North End Italian neighborhood.

But this food-fest was just getting started, because Day 3 aboard the ship featured our chance to "Dress to Impress" at dinner. Maureen Sautter, Becke Hansen, Ingrid Fong, Diane Levendakes, and Kathy Lewis set a pretty high bar for everyone else to aspire to!

Hats off to the culinary staff for some really excellent meals. We all agreed, the food aboard the *Enchanted Princess* was the best of the four PCA Cruises we've been on. And, that's saying something, because they were all really enjoyable. Well done, team! After a 10,000-calorie day, we topped off the night with some music and dancing, hoping to burn some of it off. Although, I'm not sure we succeeded, partly due to the new unlimited drink package introduced by Princess, now known as the George Sautter package.

We experienced smooth sailing throughout the night, arriving very early the next morning in Portland, Maine. We were welcomed to the harbor by the historic Portland Head Light, which was completed in 1791, featuring a fourth order Fresnel lens that can be seen from 24 nautical miles out to sea. Portland was a charming town to visit with plenty of sights to behold and an excellent port-side restaurant serving delicious lobster rolls.

THE YEAR 1955 SAW THE OPENING of the Maine Turnpike Extension, connecting Portland to Augusta, allowing the



**Top Left: Headed out to sea in NY Harbor
Top Right Porsches at the port in Boston**

Middle: Scott Hansen presenting Captain Giuseppe with a FLC Region 70th Anniversary Challenge Coin; Kathy Lewis asks him to sign her Love Boat t-shirt

Bottom: Is that The Temptations or is it Just My Imagination?



Top Left: Diecast Concours at Sea

Top Right: *Decorate Your Door* competitor

Middle Left: Presenting a Challenge Coin to the PCA Acadia Region's rep for New Brunswick: Saint John area, Omer Fournier

Middle Right: Dressed to impress at PCA Formal Night:

Bottom: Hansens and Fongs at the famous Reversing Rapids and the Bay of Fundy in Saint John

first paying users to travel on the second-ever long-distance superhighway in the USA, predating President Eisenhower's Interstate highway System by a year. Way to support throngs of Porsches speeding around the countryside, Maine!

Day 5 saw our arrival in Saint John, New Brunswick, and another Porsche Club of America Region welcoming us to their beautiful town. I was thrilled to meet the local regional leader, thanked him and the region's members for such a warm welcome, and presented him with our challenge coin.

SAINT JOHN'S MEMORABLE EVENT IN 1955 (they still talk about it today) was the infamous Maurice Richard riot that took place at an NHL hockey game. Richard, a famous Quebecois player, was high-sticked and retaliated against the offending player and a linesman, sparking a brawl on the ice and a riot in the stands. A very Canadian event indeed, which generated North American interest in hockey and sports in Canada.

But no such riots were in store for us on Day 5 of the cruise. Instead, we got to experience the highest tides in the world at the Bay of Fundy, with daily swings of up to 70 feet. And, depending on whether or not the tide is coming in or going out, the Saint John River actually changes the direction of its flow.

After another lovely dinner, the PCA Sock Hop Party got underway and lasted throughout the evening. Photos have been redacted from this part of the article to protect the innocent (and the guilty)! And with that, we were off to Halifax, Nova Scotia, which is located exactly halfway between the equator and the North Pole, sitting at 45 degrees N!

Our arrival on the morning of day 6 at the port was marked by the largest gathering of Porsches of the entire week. Not only did the local region come out in force, they also invited PCA cruise passengers to ride with them as they took many of us on a scenic driving tour of the city. What a generous group!

The Hansens and Fongs, along with other PCA cruisers, had a chance to take a 16-kilometer (10 mile) e-bike ride all around the Halifax area. We saw some incredible sights, experienced significant elevation changes (which was no problem thanks to the e-bikes) and witnessed our fellow PCA cruise passengers being driven around town by the local region in their Porsches.

THE CANSO CAUSEWAY, CONSTRUCTED IN 1955, connects Nova Scotia's largest island, Cape Breton, to the Nova Scotia peninsula. The Causeway was a significant feat of civil engineering featuring over 4,544 feet of rock forming the connection. And keeping with the civil engineering theme, 1955 also saw the opening of the Angus L. Macdonald Bridge, which crosses Halifax Harbor. Once again, a local community paving the way for Porsche traffic for decades to come!



Top: eBike tour in Halifax

Middle: Legendary Porsche Motorsports Pres. Alwin Springer receives a Challenge Coin

Bottom: Farewell dinner

TINTERZ SPOTLIGHT



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ONE OF THE MOST VISIBLE SIGNS that the ship was full of PCA members was the Decorate your Door competition. Every hallway on every deck featured the epitome of Porsche creativity!

Before dinner that night, Kathy Lewis had the opportunity to fulfill one of her objectives aboard the ship. And that was to have Captain Giuseppe add his autograph to her Love Boat t-shirt that contained the signatures of our prior Treffen at Sea Princess Captains.

Kathy was grateful that the captain accommodated her request, but I think her favorite is still Captain Paolo from the *Regal Princess*.

One of the highlights of the voyage was a panel discussion featuring Porsche motorsports legend, Alwin Springer. Springer oversaw development and racing of the amazing 917s, 934s, 935s, all the way up to the 962. He founded Andial, and later became the President of Porsche Motorsport in the United States. The stories he told during the panel discussion were simply amazing. And for me, another highlight of the week was having the opportunity to present Mr. Springer with one of our Florida Citrus Region Challenge Coins.

With our adventure winding down, we still had one more day at sea to enjoy the various PCA activities, and everything the *Enchanted Princess* and her crew had to offer. As we approached New York on our final night, we had one last chance to celebrate our good fortune at the farewell dinner,

glad to have one last chance to enjoy a meal together, albeit a bit sad that the cruise was coming to an end.

I can only imagine that passengers crossing the Atlantic, arriving in New York Harbor in 1955, had similar emotions. Glad to be welcomed home by the Statue of Liberty. Sad that their journey and all of its adventures was coming to an end. And, most importantly, thankful for the time they got to spend sailing the sea with their fellow passengers...both old friends and new.

That is certainly the case for all PCA members that joined our Treffen at Sea 70th Anniversary celebration aboard the *Enchanted Princess*. After all, "It's not the cars...it's the people."

Special thanks to the PCA National Team for everything they did to make this event so special. Vu Nguyen, Executive Director, and Melanie Williams, National Events Manager seemed to be on duty all the time and were working hard on board the ship and ashore in our ports of all. An amazing performance.

And of course, a huge thanks to Captain Giuseppe, his officers and the entire crew of the *Enchanted Princess*. They truly made our 70th Anniversary something to be remembered for many years to come. For our younger members, mark your calendars for our 100th Anniversary Cruise! ■

Scott is a member of the Florida Citrus and Space Coast regions and the newest elected FLC President.



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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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CRC 5035136 12/25



PORSCHE PRESS RELEASE

10.12.2025 - Article & photos originally published on newsroom.porsche.com

Threads of time: how the 911 Turbo wears its heritage

From Anatole Lapine's 'Black Watch' trousers to Ferry Porsche's company car, the story of Porsche's tartan interiors comes full circle in the Scottish Highlands - with a visit to the spiritual home of the Mackenzie tartan.

As the door of the Porsche 911 Turbo 50 Years opens and reveals its interior trimmed in Weathered Dress Mackenzie tartan, a huge smile lights up the face of 38-year-old Viscount Tarbat, the heir to the clan chieftom of the Mackenzies. "I suppose that means that we're now officially the fastest clan," he grins.

turbo 50

A man with dark hair, wearing a dark grey zip-up sweater over a light-colored collared shirt, a blue and green plaid kilt, dark knee-high socks with orange tassels, and black shoes, stands next to the rear of a dark grey car. He is looking towards the camera with a slight smile. The background is a stone wall with a window.

Colin Tarbat, as he is more normally known, is standing outside Castle Leod, his family home and possibly the oldest continuously occupied building in Scotland. Alongside him are his three-year-old son Roddy and his father John, 77, who is the current clan chief and Earl of Cromartie.

The Earl looks thoughtful when asked what tartans and clans mean these days: "We can't just march down the A9 brandishing swords and muskets anymore – but we can show that we belong to a clan in our tartan. Clans unite people regardless of race, religion or politics."

Tartan patterns in Porsche sports cars

The use of tartan for Porsche interiors was legendarily inspired by the choice of the then chief designer, Anatole Lapine, to wear his tartan (or plaid, as they are known in US English) trousers to work one day. Tartans were first used on one-offs, such as the original 911 Turbo RSR concept of 1973, which featured seat centres and bolsters in the black, blue and green of the iconic Black Watch tartan. The rather bold red and blue Maclachlan tartan was used in the very first 911 Turbo, which was presented to Louise Piech in 1974 for her 70th birthday.

Dorothea Müller-Goodwyn, who was part of the styling team at Porsche from 1970 to 1975 and again from 1978 to 2003, remembers: "We had a Scottish colleague in our team who recommended two traditional tartan fabric makers from his homeland to me. Unfortunately, the Scottish fabric makers were unable to supply us with the qualities that we required for the interior of the sports cars: lightfast and abrasion-resistant." As a result, the later production vehicles utilised materials from an automotive textile manufacturer located in the Swabian Alps.



Three different tartan upholstery options could then be selected by customers of the 911 Turbo from 1975. As Müller-Goodwyn later noted, "Following the success of the exclusive tartans in the Turbo, in the next model year we also used them in the 911."

A notable example of one of these three tartans was the Mackenzie tartan featured in Ferry Porsche's Oak Green Metallic 911 Turbo. Now, an evolved version of the clan's tartan, with more muted greens, browns and whites, has been used in the 911 Turbo 50 Years - an example of which is rolling up the long driveway to Castle Leod, a place perhaps best known these days as the inspiration for Castle Leoch, home of the Mackenzie Clan in the 'Outlander' television series.

Tartans represent identity

"My job is as an explosives consultant but my destiny has always been to be the slave to a castle," laughs the Earl. "We re-roofed the place in 1990. The last time it had been done was in 1616. But for members of the clan, it's a bit like coming home. There are two million members of the Mackenzie clan worldwide, with many of them in Scotland, Canada, Australia and New Zealand. But there are also members in Russia, Argentina, Germany, France and Switzerland. People are looking for something that outlasts the transient, that has a real sense of history - not unlike a Porsche really. And wearing a tartan gives you a sense of identity. It's not so different to wearing a football shirt."

To learn even more about tartan and its history, our next stop is at Kinloch Anderson in Edinburgh, arguably the home of tartan in Scotland, and supplier of tartan to the British royal family since 1903. John Kinloch Anderson is the sixth generation of his family to run the business: "In the old days, cloth was coloured with vegetation that was found where you lived. Different weavers used different dyes, based on what tree roots and so on that there were to use locally." As time went on, these woven patterns became associated with the clans that came from those places.

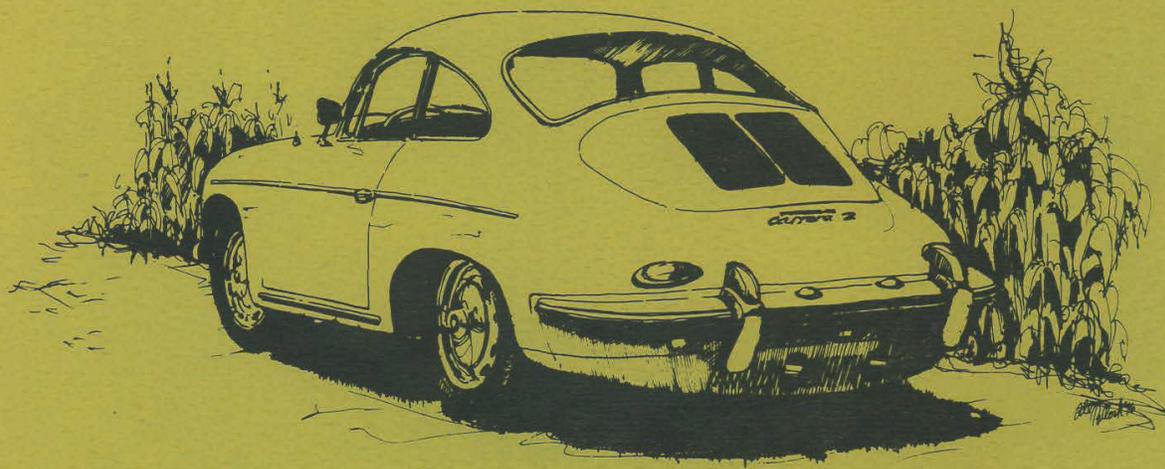
"Clan tartans were outlawed after the Jacobite rebellion in 1745, but British monarchs the next century made them very fashionable, and they started to be codified. Now there are more than 2,000 tartans commercially woven and a further 10,000 registered with the Scottish Register of Tartans, an official government-run organisation." As it is not the Scottish way to show off, Kinloch Anderson doesn't mention that his mother was instrumental in setting it up.

Tradition and variety: Kinloch Anderson's tartan legacy

"People can choose a clan to belong to - if they have ancestors from Scotland, or there's something that means something to them after a visit to Scotland, even sometimes a Scottish friend. And tartan doesn't have to be connected to a clan. We make house tartans or there may even be a whisky or a golf course with a tartan that you like."

MEMORY LANE

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Dec 77

CHRISTMAS PARTY &
ELECTION OF OFFICERS-1978

DATE:
Dec. 17, 1977

Time: 8:00-11:00 P.M.

Place: Pete & Sherri Rogers

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**This will be the final installment
in our "Memory Lane" series,
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This is Vol. 4, No. 12, the December
1977 edition of the *Spiel*.

Chosen for its cover, which is on-theme
with the current season, this is a scant
issue content-wise, comprised almost
entirely of ads. We are so thankful
to all of you who submit articles and
photos to make the current *Spiel* such
a fun and interesting read. Thank you
and Merry Christmas!

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

1978-Official Ballot

Note: Vote for one person for each office. Regular member and family member are entitled to one (1) vote each for each nominee. Ballot must be signed by both regular member and family member in order to be officially counted (IF ABSENTEE).

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VICE-PRESIDENT-		
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Robin Lueck	___	___
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Steve Kanar	___	___
Connie Cain	___	___
Write-In	___	___
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Sherry Rogers	___	___
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Write-In _____

REGULAR MEMBER SIGNATURE _____

FAMILY MEMBER SIGNATURE _____

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Prepared by:
1977 Nominating Committee
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GT NIGHT



At our October Porsche Night at Forward/Slash sponsored by Drivers Choice Motors, it was GT cars competing, and what a turn out of fabulous cars. This was a great night to be at Porsche Night in Winter Park!

1st place:
Ovi Masui and his green 2025 GT3RS

2nd place:
Klaresse Getus and her white 2018 GT3 Touring

3rd place:
Rachel Czarny and her blue 2016 GT4

Car We'd Most Like To See In Our Garage:
George & Nancy Bonafede and their 2015 blue GT3

Best Red Porsche:
Fertan Bailey and his 2018 GT3





Car We'd Most Like To See In Our Garage



Best Red



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TRACKABLE STREET CARS NIGHT



1st Place



2nd Place

At the November Porsche Night at Forward/Slash, sponsored by Drivers Choice Motors, we featured track-prepared street cars.

First place:
Josh Smith and his 1995 Carrera RS tribute

Second place:
Mike Colon and his 2019 Carrera T

Third place:
Shyler Gabel and his 2015 Cayman GTS

Car We'd Most Like To See In Our Garage:
Simon Youngman and his GT4

Best Thanksgiving-Colored Car:
Byron Stewart and his yellow 993

Join us each month for Porsche Night, every third Monday at Forward/Slash Distillery in Winter Park! ■



3rd Place



Best Thanksgiving



Car We'd Most Like To See In Our Garage



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BEHIND THE SPOILER: A CLOSER LOOK AT THE 911 TURBO'S HIDDEN ESSENTIALS

BY BRIAN BELL

ONE SOMETIMES OVERLOOKED SERVICE ITEM that can be critical to our turbo Porsches is spark plugs. Normal service intervals for a naturally-aspirated engine can be as high as 60,000 miles; however, due to a turbocharged engine's increased performance, it comes with a cost. Spark plugs tend to wear out faster than in naturally-aspirated engines and require replacement at a maximum of 30,000 miles.

This is primarily due to the higher cylinder pressures and temperatures generated by the turbo, creating a more extreme condition in the combustion chamber. As a result, the electrodes can degrade more quickly, reducing the plug's ability to create a strong, consistent spark.

If spark plugs are too worn, they can create abnormal hot spots that may cause detonation (pre-ignition)—the enemy of all turbo engines. Lean fuel mixtures can also adversely affect spark plug condition, as the temperatures are even more elevated.

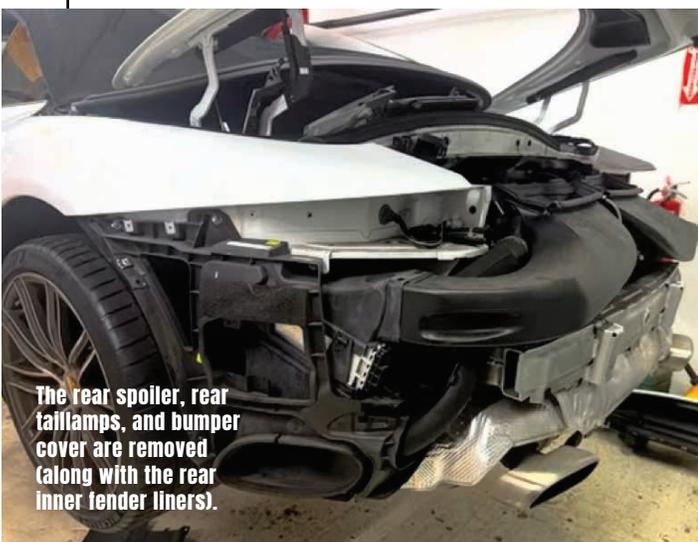
This particular 2018 911, with its 3.0L twin-turbo

engine, came in for repair due to its illuminated check-engine light. Diagnosis revealed that the bank 1 oxygen sensor was stuck, falsely reading a rich condition. When this happens, the engine's computer reduces the fuel mixture to force it lean. In this case, it was causing a very lean condition in bank 1, as the computer was relying on false data. Other possible components that could have caused the rich condition were ruled out during the diagnostic process.

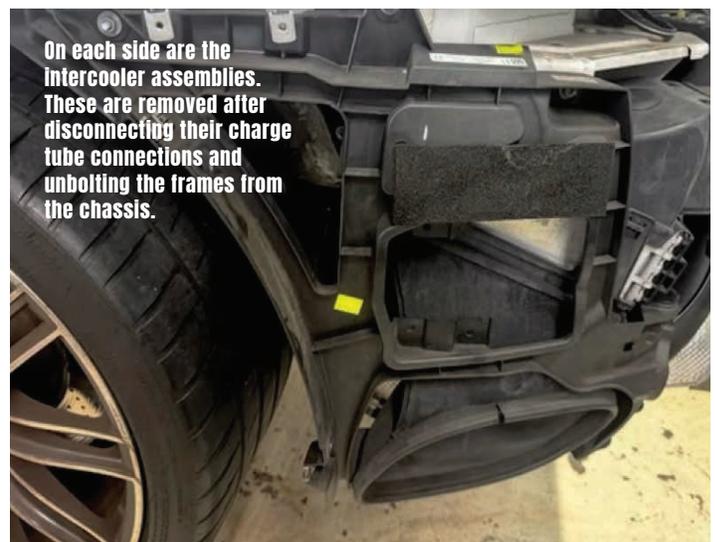
The repair consisted of replacing the faulty oxygen sensor and inspecting/replacing the spark plugs due to the lean condition caused by the faulty O2 sensor.

Accessing both the spark plugs and oxygen sensors is somewhat labor-intensive on later turbo 911s. While not extremely difficult, it requires removal of many components and careful attention to detail.

The Porsche engineering that created such a tightly-packaged engine bay with all the necessary components is impressive. These photos show some of what's involved in accessing the spark plugs:



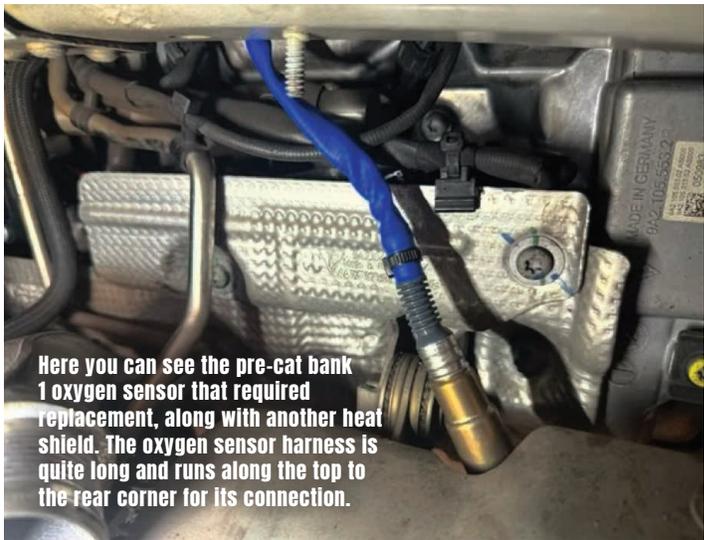
The rear spoiler, rear taillamps, and bumper cover are removed (along with the rear inner fender liners).



On each side are the intercooler assemblies. These are removed after disconnecting their charge tube connections and unbolting the frames from the chassis.



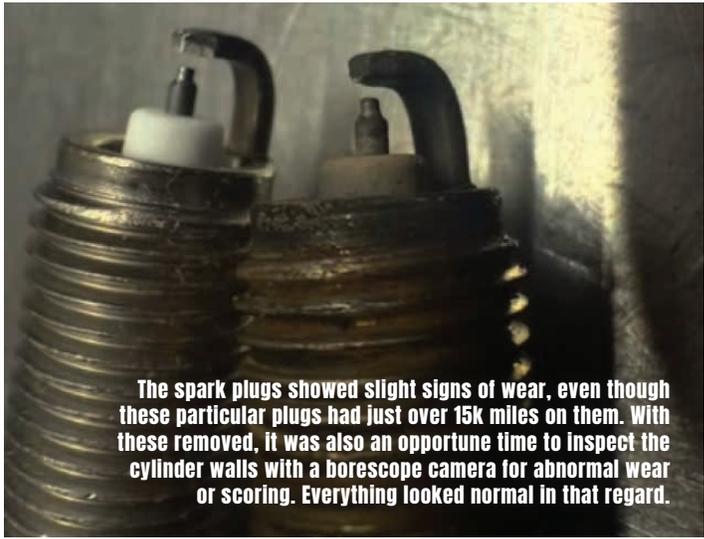
Once removed, you can start to see the sides of the engine behind the heat shields, along with the chassis and crash structure.



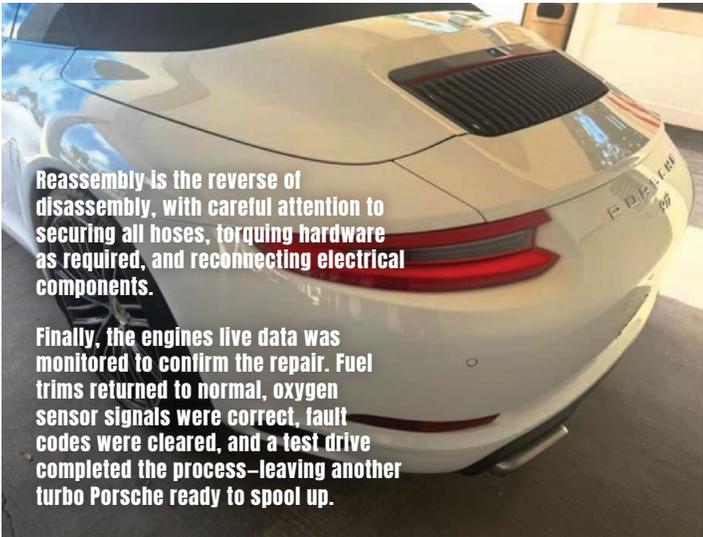
Here you can see the pre-cat bank 1 oxygen sensor that required replacement, along with another heat shield. The oxygen sensor harness is quite long and runs along the top to the rear corner for its connection.



With the final heat shield removed, the ignition coils are visible. These were replaced preventively.



The spark plugs showed slight signs of wear, even though these particular plugs had just over 15k miles on them. With these removed, it was also an opportune time to inspect the cylinder walls with a borescope camera for abnormal wear or scoring. Everything looked normal in that regard.



Reassembly is the reverse of disassembly, with careful attention to securing all hoses, torquing hardware as required, and reconnecting electrical components.

Finally, the engine's live data was monitored to confirm the repair. Fuel trims returned to normal, oxygen sensor signals were correct, fault codes were cleared, and a test drive completed the process—leaving another turbo Porsche ready to spool up.



All back together and ready for delivery.

Brian Bell is a Porsche Tech at German Excellence in Winter Park, which specializes in high-quality repair and maintenance for European vehicles. ■

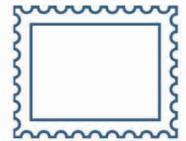


POSTCARD FROM THE ROAD

BY JOHN REKER



DRIVE YOUR PORSCHE! SEPTEMBER 19



Your Porsche is made to be driven. The Porsche 356 Registry, a separate club from PCA, designates a date each year called "Drive Your 356 Day". It is on or close to founder Ferry Porsche's birthday September 19. Members are encouraged to take a drive and come up with an interesting picture of their car with or without the owner in the picture. Then we submit the pictures to the Registry magazine and they all are published. This year I came across a fabulous mural on the side of a building in Winter Park. The car is a 1965 356C Cabriolet in Champagne Yellow. The lighting and art just came together to make a neat picture.

John

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