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OFFICIAL NEWSLETTER OF THE CITRUS REGION PORSCHE CLUB OF AMERICA

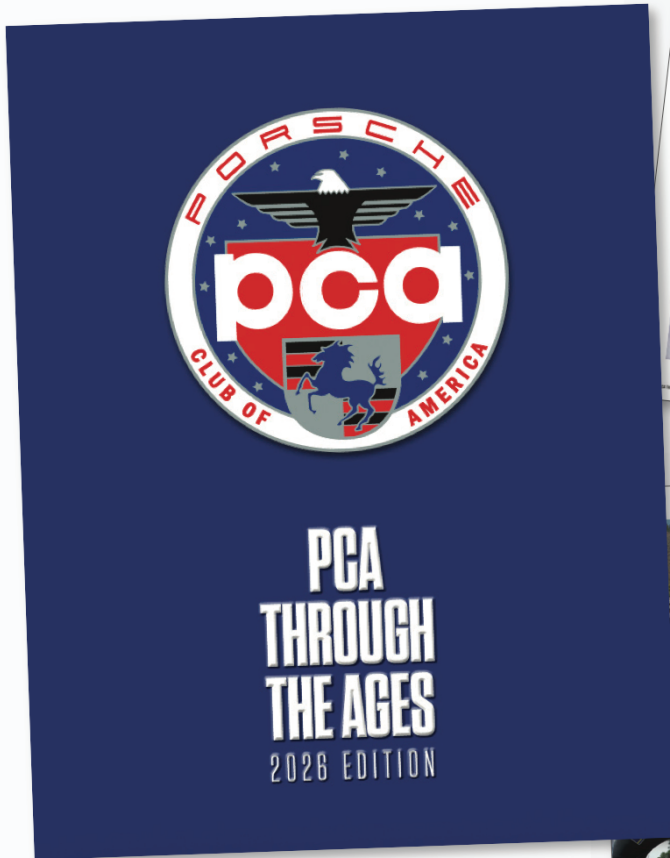


Spring 2026

VOL. 53 - NO. 1



# Updated & Online Now!



## PCA History Book

Updated for 2026, the Porsche Club of America History Book is online now. Inside, you'll find a comprehensive look at the club's journey, detailed sections on key milestones, a showcase of events, and prominent National Awards, complete with descriptions and past winners.

Read the updated book here: <https://ww2.pca.org/pca-history>



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### Florida Citrus Region of PCA



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Monthly Minutes

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/the-spiel](http://flc.pca.org/the-spiel).

Article submissions (Word doc and/or high resolution photos) must be submitted to [spielrepository@gmail.com](mailto:spielrepository@gmail.com) by **February 16<sup>th</sup>, May 8<sup>th</sup>, August 3<sup>rd</sup>, and November 2<sup>nd</sup>**.

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

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## COVER

Keith Thompson's 2019 Boxster GTS flying around the track at the Florida Citrus Region Autocross Sponsored by German Excellence, on December 21, 2025.

Photo by Dan Pate.

# UPCOMING EVENTS

## APRIL

- 29-2** **Treffen Lowcountry**  
Sun-Thurs Montage Palmetto Bluff, SC
- 5** **Cars & Coffee**  
Sun Drive Shack
- 6** **Membership Meeting**  
Mon Porsche South Orlando
- 10-14** **Exotic Car Show**  
Fri-Tues Celebration
- 11** **Cars & Coffee**  
Sat Porsche Orlando
- 10-14** **Exotic Car Show**  
Fri-Tues Celebration
- 18** **Meet & Greet**  
Sat Windermere Collision Center
- 18** **Cars & Coffee**  
Sat LPT Realty Lake Mary & House Blend Cafe
- 20** **997 - Carrera, Carrera S, Targa, 4S Night**  
Mon Forward/Slash, Sponsored by Drivers Choice
- 26** **AutoX Sponsored by German Excellence**  
Sun Lake County Sheriff's Training Facility

## MAY

- 3** **Cars & Coffee**  
Sun Drive Shack
- 4** **Membership Meeting**  
Mon Porsche Orlando
- 9** **Cars & Coffee**  
Sat Porsche Orlando
- 16** **Cars & Coffee**  
Sat LPT Realty Lake Mary & House Blend Cafe
- 17** **AutoX Sponsored by German Excellence**  
Sun Lake County Sheriff's Training Facility
- 18** **991 (excluding Turbos) Night**  
Mon Forward/Slash, Sponsored by Drivers Choice

## JUNE

- 1** **Membership Meeting**  
Mon Porsche South Orlando
- 7** **Cars & Coffee**  
Sun Drive Shack
- 11-14** **Alabama Adventure**  
Thurs-Sun Auburn University
- 13** **Cars & Coffee**  
Sat Porsche Orlando
- 14-20** **Porsche Parade**  
Sun-Sat Lake Placid
- 15** **992 (excluding Turbos) Night**  
Mon Forward/Slash, Sponsored by Drivers Choice
- 20** **Cars & Coffee**  
Sat LPT Realty Lake Mary & House Blend Cafe



Subject to change.

Details and more events at: [flc.pca.org/calendar](http://flc.pca.org/calendar)



# PRESIDENT'S LETTER

My passion for Porsche began at age 15 and became reality in 1994 with the purchase of a new Guards Red 968 Cabriolet—complete with the then-impressive 17-inch wheels. That same year, I joined the Porsche Club of America and the Florida Citrus Region, diving into club activities and forming friendships that have endured for decades.

After stepping away for several years, my wife Becke and I joyfully returned to the club in 2012 with the purchase of our 997.2 Turbo S—still in our garage today—followed by a 2015 Targa 4S and, most recently, our 2020 Cayenne Turbo Coupe. While we certainly love the cars, what truly defines our journey has been the camaraderie, shared experiences, and lifelong friendships built through countless national, zone, and regional events.

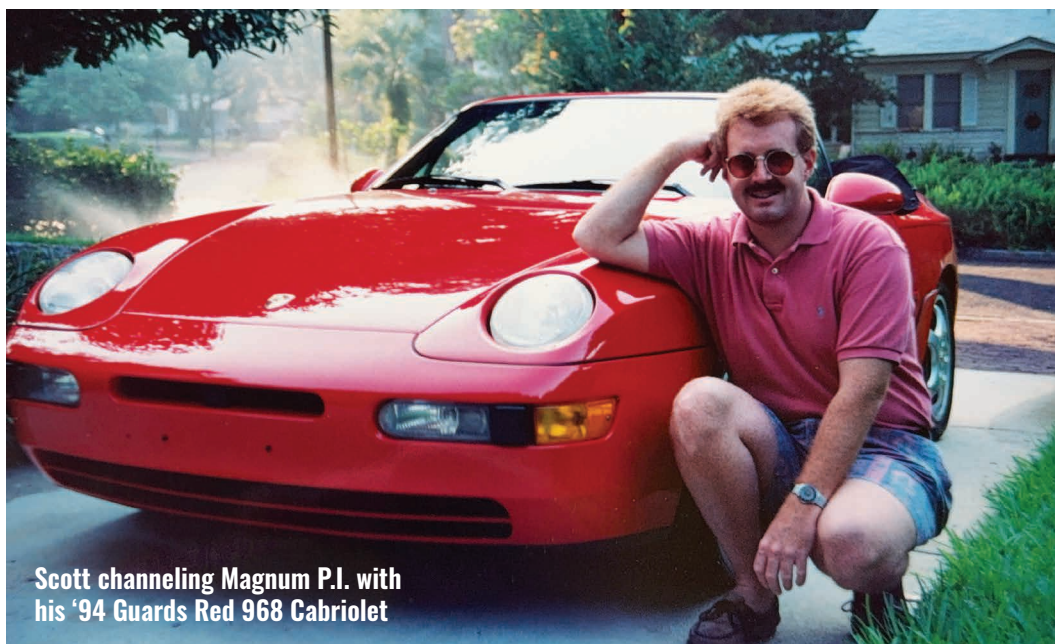
Now, serving as your President, I'm grateful for the opportunity to give back to a club that has meant so much to my wife and me. I am honored to serve the membership as President as we continue building on the strong sense of community that makes our region so special.

I'd like to thank Karyn Rinaldi, our Immediate Past President, for her leadership of the club over the last 4 years. She, along with her executive committee and board of directors, did a fantastic job. Karyn has now assumed the role of Zone 12 Representative, covering Florida and Puerto Rico. The entire zone is now fortunate to have Karyn in this new role. On a related note, Leslie Sikorski, Karyn's predecessor in the Zone 12 Representative Role, did a fantastic job and has left the Zone in good standing for Karyn. Leslie will be the Florida Citrus Region's Membership Chair going forward, which I am grateful for.

The year started off with our Holiday Party and PCA 70th Anniversary Celebration. Our membership enjoyed the evening together, and witnessed our presentation of \$10,000 to the Russell Home for Atypical Children that resulted from our Charity Calendar project throughout 2025. I'd also like to congratulate Jim LaPiana, who was recognized as our Enthusiast of the Year at the event. Thanks for all that you do Jim!

I'm looking forward to a year filled with exciting drives, social events, fund raisers, track events and travel adventures (Cruise, Treffen, Porsche Parade, etc.). But most importantly, I'm looking forward to spending time with our members. After all, it's not just the cars...it's the people!

Sincerely,  
Scott Hansen, *President*



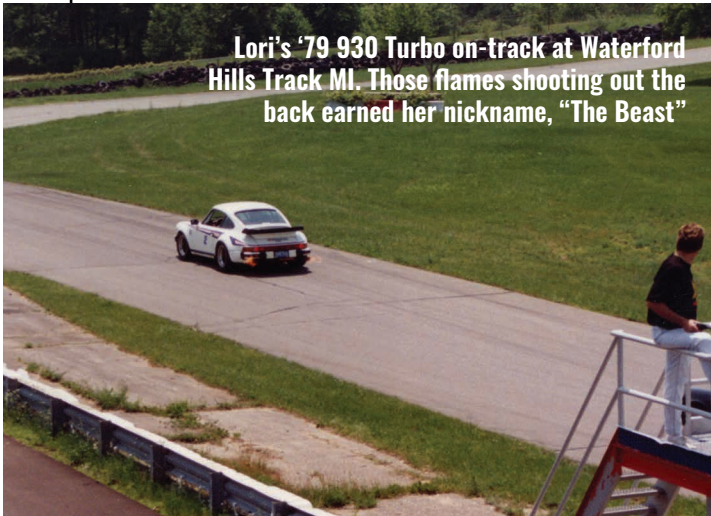
**Scott channeling Magnum P.I. with his '94 Guards Red 968 Cabriolet**



# EDITOR'S NOTE

As I write this, I can't help but reflect on how life has brought me full circle with my PCA experience – from newsletter editor to tracking cars, just a few decades apart.

A little history: in the late '90s and early '00s, I was the editor of the RSR PCA newsletter, The Bahn Stormer in MI. They needed an editor, and since I was a graphic designer with a local newspaper, it seemed like a natural fit. It was a small club made up of friends – and you gotta help a friend. So when Karyn, a friend, was looking for someone to help gather articles and manage deadlines, I said, "I've done this before." Now I work with our publisher, Lyndsey, so she can focus on designing the magazine.



Lori's '79 930 Turbo on-track at Waterford Hills Track MI. Those flames shooting out the back earned her nickname, "The Beast"

The car part. Back when I was with RSR, Memo and I tracked a '79 930 Turbo nicknamed "The Beast" – and for good reason. That was the beginning of our PCA experience. Then life priorities and hobbies changed.

Decades later, I'm editor of a PCA club newsletter again, doing AutoX with a newly acquired, dedicated track car, and looking forward to our club DE in October. For now, I'm having fun with our AutoX series.

I'll keep you updated on how it's going. Mostly, I'm just grateful my hubby and I retired early – we're having a ton of fun enjoying life.

Regards,  
Lori Sahinbas, *Spiel* Co-Editor

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# NEW MEMBERSHIP

BY LESLIE SIKORSKI | MEMBERSHIP CHAIR

**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!**

### January

Wendy Baez  
 Ronnie Bitman  
 Adam Costner  
 Jacob Degel  
 Paty Del Rey  
 Rafael Del Rey  
 Drake Dickerson  
 Estefania Franceschini  
 Oscar Franceschini  
 Sudesh Ganesh  
 Brian Godlewski  
 Mark Hickerson  
 Ruben Jares  
 Chris Jessen  
 Jady Jessen  
 Lance Johnson  
 Frank Molnar  
 Maria Morais

Richard Ocampo  
 Fabrizio Pacheco Velloni  
 Jason Palinkas  
 Arash Rafiei  
 Michael Robbs  
 Robin Rockley  
 Sheila Rockley  
 Tiffany Ruiz  
 Robert Selvaggi  
 Sybilanne Serna  
 Kathryn Shiver  
 Mark Simmonds  
 Patrick Skelly  
 Josh Smith  
 Thais Valoto Velloni  
 Jennifer Wardell  
 Robert Wardell  
 Peter Yates

### February

Angel Beharry  
 Mark Bento  
 Gary Brown  
 Bryan Buckhave  
 Alex Bureson  
 Johnnie Castillo  
 Derek Deler Jr.  
 Nageshwar Dwivedi  
 Christy Goudreau  
 Sean Goudreau  
 Robert Harris  
 Jim Harshbarger  
 Jacob Heaney  
 Fausto Jose Diaz  
 Ray Lopez  
 Yung Nguyen-Siddiqi  
 Catherine Ni  
 James Ni

Sanjay Patel  
 Alan Pinchook  
 Michael Prush  
 Marcel Rodriguez  
 Marcelo Seabra  
 Reshma Shamnarine  
 Kristen Tajak  
 Toby Unwin  
 Marc Viau  
 Patricia Viau  
 Sumaiya Walli

### Transfers to FLC

Alex Bureson (Space Coast)  
 Hung Du (Chesapeake)  
 W. Harmening (Alabama)  
 John Honkanen (Metropolitan NY)  
 Christophe Mangin (Gold Coast)  
 David Yanez (Southeast Michigan)

**"The Drive of a Lifetime, The Home of Your Dreams."**

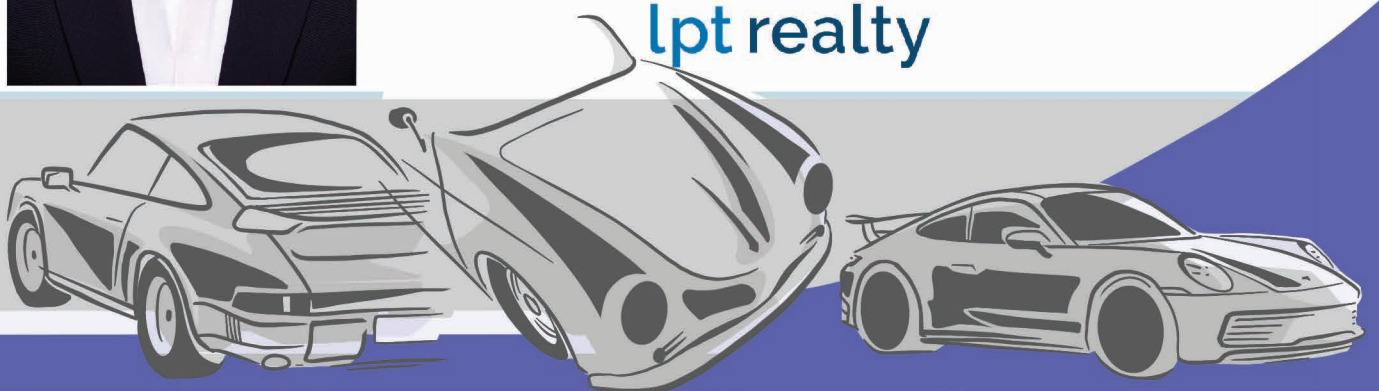
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# BUSINESS SPOTLIGHT

## KEENA WEALTH

TONY S. KEENA | PRESIDENT & PRIVATE WEALTH MANAGER

At Keena Wealth, our mission is simple: We help good people live a good life. We entered this profession not simply to manage assets, but to provide thoughtful guidance to individuals and families who have worked hard to build their success and want to preserve it. Our firm specializes in retirement and wealth strategies designed to help clients transition confidently into the next stage of life. We focus on simplifying complex financial decisions, aligning investments with long-term goals, and helping clients create sustainable income strategies so they can enjoy retirement with clarity and confidence.

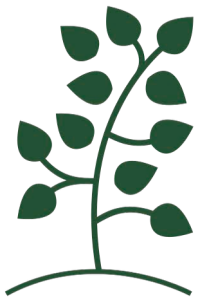
We believe financial planning should feel personal and proactive. No two clients are alike, which is why every relationship begins with understanding what matters most— family, lifestyle, legacy, and long-term independence— and building a strategy around those priorities.

---

*Tony's connection to the Porsche community reflects many of the same values Keena brings to their clients— performance, precision, and long-term relationships. He has owned his Porsche 911 Carrera S since 2013 and enjoys participating in local club drives and events. The Porsche community is made up of individuals who value quality, discipline, and thoughtful decision-making, principles that naturally align with our approach to wealth management. Great relationships often begin through mutual interests and grow into meaningful conversations about planning for the future and preserving what matters most. ■*

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- Sports Media Guides
- Table Tents

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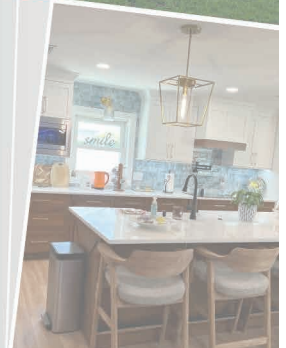
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## DEEP DIVE AT TRITON SUBS

BY SCOTT HANSEN

*“So we sailed on to the sun  
Till we found the sea of green,  
And we lived beneath the waves  
In our yellow submarine!”*

On Monday, October 13, 2025, twenty-two members of the Florida Citrus Region had the opportunity to visit and tour the Triton Submarines facility in Sebastian, receiving a “deep dive” briefing and facility walk through from the Triton team.

Our visit began with a briefing in the employee breakroom delivered by Triton Submarines Executive Director, Sophie Bentham-Wood. Sophie shared some of the history of the company, and highlighted the incredible feats of undersea exploration Triton Submarine owners have accomplished since the company introduced its first personal submarine in 2008. Records held by Triton subs and their proud owners include the deepest, longest duration and most-repeated journeys ever accomplished by leisure, commercial, professional and ultra-deep certified submersibles.

By 2016, Triton had revolutionized superyacht-based exploration. In fact, Paul Allen, the late co-founder of Microsoft, had a 10-passenger sub built named Pagoo, which was housed aboard his 413-foot yacht Octopus.

We had the rare chance to get up close and personal with a variety of submarines, ranging from 2 passengers

all the way up to 10 passengers, which the Triton team of technicians and engineers were hard at work on.

Triton Submarines deliver an average of 2 submersibles per year, ranging in price from \$4 million up to \$40 million, with 30+ submarines delivered to customers to date. From the earliest consultation with the sales and engineering teams through delivery, the average length of time a client has to wait is 4 years. That’s even longer than waiting for an allocation for a GT3 RS! So, if you’re interested, you better order now. All client submarines have maintained their annual certifications and are still in use today. Additionally, every 3 to 5 years, each submarine is completely disassembled, inspected, updated and recertified.

Our group had a very memorable day learning about some of the most sophisticated undersea vehicles in the world. If you’d like to learn more, please visit [www.tritonsubs.com](http://www.tritonsubs.com).

And best of all, the proceeds from our event will be helping support the Humane Society of Vero Beach and Indian River County ([www.hsvb.org](http://www.hsvb.org)), an organization that Triton Submarines works very closely with.

Thanks very much to the whole Triton Submarines team for their hospitality, and thanks to our future submariners from the Florida Citrus Region for their participation.

Our wonderful excursion wrapped up with a lunch at the Sebastian Saltwater Marina Restaurant.

Always remember: It’s not just the cars... It’s the people! ■



**Below Left: World's deepest diving three-person acrylic hulled submersible capable of depths up to 1.4 miles**



**Left: Listening intently beside Paul Allen's 10 passenger sub named Pagoo which was stationed aboard his yacht called Octopus**

**Above: Putting the finishing touches on a pending delivery**

**Below Right: Triton's Alex Aldrich looks through the acrylic porthole from the Triton Full Ocean Depth submersible capable of depths up to 6.8 miles**



# The ALPINE Road

BY ROY W. OLIVIER

**I TRAVEL MORE THAN I'D LIKE** to for business, and it can get old fast. To break it up I try to work in something of interest; sometimes a show, visiting car dealers, hitting museums, tours, etc. I found myself needing to be in Germany for a morning meeting and I could not land that morning and get to the meeting in time. I arranged to land the day before and looked for something Porsche-related to kill a day. My first instinct was going to the Porsche Museum and maybe a factory tour. Unfortunately, both were full, but I was pleasantly surprised to find out from the Heritage and Museum team that I could rent a 911! One of my bucket list items has been to drive a 911 around Germany and had some time to kill so why not check that box?

The next issue was what would I do with a 911 rental, within the allowed kilometers-per-day limits? (Other than to just drive to my meeting and back, which seemed boring to me.) After spending some time online, I discovered the German Alpine Road was pretty close to Munich. It is one of the oldest roads in Bavaria and snakes along the Bavarian and Austrian border for 484 kilometers (301 miles), covering some of the most stunning scenery I have ever seen. Not only is the road fantastic to drive but the lakes, mountains, small towns, and castles are just breathtaking. One of the most famous castles in Germany, the Neuschwanstein Castle, is on the route. Highly recommend spending some time there.

The Porsche rental website allows you to reserve whatever model Porsche you want; there are lots of rental locations and models at various price points. As a side note: you cannot take them to a track, they cover this rule several times during the reservation and pickup process. It was still winter in Germany, so I chose a coupe with PDK.

After landing I took an Uber to the Munich Porsche dealer to pick up my rental. That dealership had more amazing Porsches laying around than I've seen

in a long time. Multiple Carrera GTs, a 918, several GT3s, several GT3RSs, and they had several of the new hybrid 911s. It was shocking to see that kind of inventory after the US dealers having little to nothing interesting for the past several years.

I have a 991.2 4S cab so I was excited to try a 992.1 PDK coupe. An "S" was not available, and I was concerned about renting a "base" car. Turns out it was fantastic and seemed to always be in the right gear for the situation, sounded good, and the ride modes (normal, sport, etc.) offered a great ride no matter the driving conditions. I ran it in manual mode in the mountains and auto mode on the high-speed autobahn runs. I had not driven a 992 before. It was a great car, but I was surprised how big it was. It's the only car I have driven, ever, that I had to raise the seat to get the visibility I wanted. Conditions on this trip ranged from sunny to snowing and everything in-between. The car was amazing. Rain or shine, this is one of the best drives I have been on.

I did not have time to do the full 301 miles. To make my schedule work, I drove from Munich to Bad Tölz and then proceeded west from there. The plan was to go all the way to the end in Lindau, but I ran out of time and turned off before Scheidegg to pick up the autobahn to my dinner in Biberach, which is a wonderful town (with a fantastic restaurant). After my meeting it was a long-ish autobahn run back to Munich. Much of the autobahn has speed limits now (130 km/hr) but there are several "unrestricted" sections which can be a bit intimidating if you have not driven there before. I would just sit back and wait for someone to blow by at high-speed and then just tuck in behind them hitting over 200 km/hr several times. In the US you would be roadkill in a few minutes, but the lane discipline in Germany is fantastic. You quickly get comfortable knowing that people in the right lane stay there, no one will pass you on the right, and they get out of the way if you







**Previous: A quick stop to enjoy the view near Kochel am See, Bavaria, Germany. The views along the route are just stunning.**

**Top: Stopped for the night at Biberach an der Riß in southern Germany, where Boehringer Ingelheim has a large facility. From here it's a quick autobahn blast back to Munich.**

**Above: Rest stop in the mountains. After hours on non-stop winding roads, a break is needed.**



come up behind them, use blinkers etc. It's a great system, in my opinion.

I did discover a few things. First off, there are tons of speed cameras, they do work, and they will track you down in the US. Second, I discovered I have resting "grumpy" face when they take my picture. And third, there are three locations for the dealer in Munich. Don't be an idiot and return the car to the wrong one or you might miss your plane. I'm old enough now that I don't typically run through an airport, but I did in Munch and was the last person to board my flight to London. Frankly, I was shocked I made it. I had a great dinner at the Hyde Restaurant in Mayfair in London, too, but that's a different story...

So, all in, it cost me 890 Euros for two days with a 160 km/day limit (without the speed camera charges). While expensive, it was a fantastic experience and totally worth the money to me. And my wife thinks my speed camera photos are hilarious.

Reserve factory or museum tours at [ticketing.porsche.com/en\\_US/tours](https://ticketing.porsche.com/en_US/tours). Plan early. I tried three weeks before the trip and all the tours were full. I was told I could show up that day and see if anything was available, but I decided to hit the Alpine Road instead. As a side note, if you go to Stuttgart for the factory or museum and you are a car person, set up a Mercedes Museum visit as well. It's amazing.

Reserve a table at the bistro Boxenstopp or the Christophorus restaurant at the museum by emailing [gastonomie.museum@porsche.de](mailto:gastonomie.museum@porsche.de) or by calling them at +49 (0) 711/911-27911.

Enjoy! ■

**Roy has been a member since January 1998. Read his article "Reimagining a Tiny Garage" in the Winter 2024 Spiel at [flc.pca.org/the-spiel](https://flc.pca.org/the-spiel).**

# TINTERZ SPOTLIGHT



## Let's Talk Investment Protection

Your Porsche isn't just a car, it's an experience. That excitement of pulling it off the lot and driving it around town is a symbol of pride, status, and a testament to your hard work. Protecting that investment from road hazards is a necessity.

For those of you who missed our last PCA meet-up, we performed a live demonstration of installing paint protection film. Paint protection film (PPF) is an invisible film that acts like a shield on your Porsche. It prevents environmental debris from damaging your paint. Here's what it covers:

- Fading from UV Rays
- Deterioration from Chemicals
- Rock Chips & Scratches

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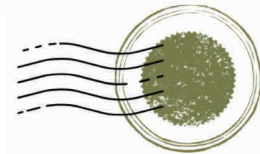
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# POSTCARD FROM THE ROAD



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*During a 2019 European Porsche road trip, I had the privilege of accompanying PCA members to the world-renowned vineyards of the Domaine de la Romanée-Conti in Burgundy, France. The Panamera 4 Hybrid Sport Turismo was a delight to drive on both French country roads and the no-speed limit German autobahns, able to keep up with the 911s.*

*The visit to this famous vineyard was followed by a wine tasting in a private winemaker's cellar, where we delighted ourselves in local appetizers while sipping incredible wines.*

*Nicolas and Tania Bigosinski*



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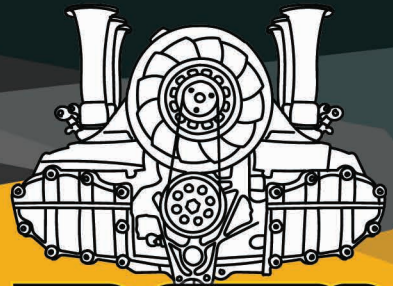
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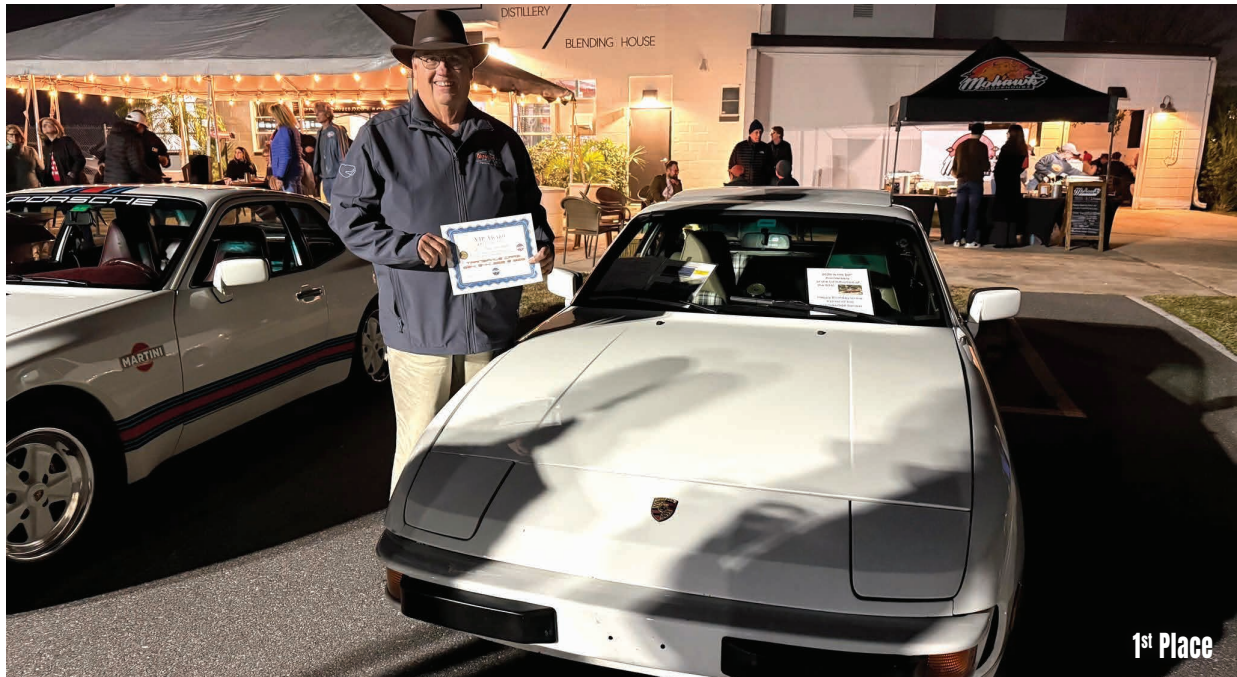
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# TRANSAXLE NIGHT

BY JIM LAPIANA | WEBMASTER



The January Porsche Night at Forward/Slash, sponsored by Drivers Choice Motors, featured transaxle cars. 924S, 944 and 944 Turbos were in attendance.

**First place:**

Kevin Duffy, 1987 924S, "Sparky"

*(A special VIP award was also presented to Kevin acknowledging his leadership and accomplishments in the Porsche Transaxle community.)*

**Second place:**

Gerard Hynes, 944 Turbo

**Third place:**

Kevin N. and Gerard Hynes, 944 Turbo

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

Jason Hendren, 911, "Surfari"

**Best Black Car:**

Lyn Perez, 924S Special Edition

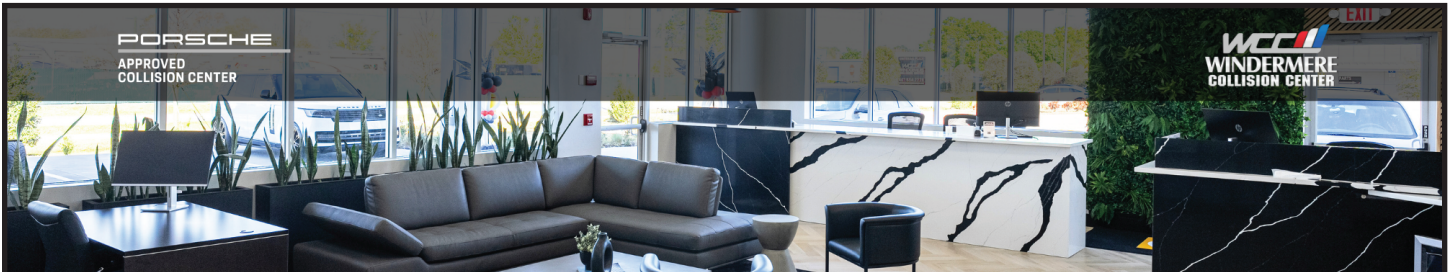




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# 996 NIGHT

BY JIM LAPIANA | WEBMASTER



At our February Porsche Night, we featured the 996.

**1st place:**  
Matt Bender, 1999 996 Carrera

**2nd place:**  
Thomas Rivera, 2001 996 Carrera

**3rd place:**  
Eliezer Paiewonsky, 2003 996 Cabriolet

**Best Silver Porsche:**  
Brian Lewis, 2000 996 Carrera

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



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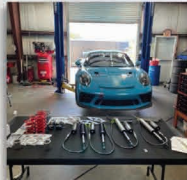
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## REPAIRING THE UNREPAIRABLE

**SAVING PDK TRANSMISSIONS** BY SIMON YOUNGMAN

**UNFORTUNATELY, AS FAR AS PORSCHE IS CONCERNED,** there are no repairs available for their Porsche Doppelkupplungsgetriebe (Dual Clutch Transmission), more commonly known as the PDK. Meaning when your transmission fails, there are no separate parts, tools or repair procedures available aside from replacing the hydraulic valve body and a few seals. In the past, this meant even the simplest of internal failures led to hard conversations about a \$25-35K full transmission replacement with no other options available to the general public. And those of us in the industry trying unsuccessfully to repair the “unrepairable”.

Thankfully, this all changed beginning in 2019 when a grassroots movement started online by simply sharing technical diagrams, information and having discussions on the subject of actually diagnosing and resolving the common internal failures causing full transmission replacements. This was followed by the first aftermarket parts and tool design specs becoming available beginning in 2021, as opposed to sourcing questionable used/grey market factory sensors that could not be rebuilt and would only fail in the same way without their inherent issues resolved by the manufacturers.

With several of the required parts now available and some knowledge of how the internal systems actually operated, a few “pioneers” around the world began initial tear downs and repair attempts in 2021, including our very first, a 2014 911 from Texas. With some of those initial findings, diagnostic steps and repairs completed using sensors now available from companies such as T-Design, there was finally some light at the end of the tunnel for PDK owners facing a transmission failure.

So what are the common failure points and how do we address them? For the sake of this discussion, we will purely focus on those items not available from Porsche as a repair.

First and foremost, is the Shift Rod Position Sensor, or Distance Sensor. This is the sensor pack that reads the locations of the 4 shift rods moving fore and aft for the selection of all 8 gears (7 forward and reverse). When one of these channels begins to read outside

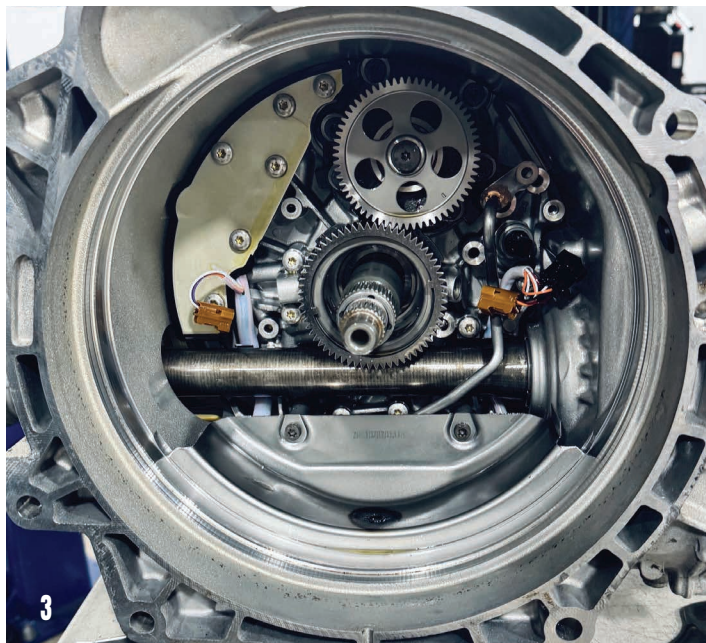
of the normal specifications, the PDK can no longer determine which gear is selected or if a shift actually occurred correctly when hydraulically engaged, at which point it will enter a fail-safe Limp Mode or “Emergency Run” in order to protect itself. This failure has caused more PDK full replacements than any other failure point.

A less common failure is the Speed Sensor that reads the rpm signals from both input shafts within the PDK (Dual Clutches = Dual Shafts). Again, if the sensor alone is misreading the data required for the Transmission Control Unit to perform the job required while controlling all aspects, things simply shut down and the PDK will no longer operate properly if at all.

In order to replace these internal sensors along with other items typically addressed during a PDK repair, the transmission itself needs to be removed from the vehicle and partially disassembled for access, including removal of the clutch pack. Seeing as there are no factory tools or procedures for doing so, and that a majority of the parts are not available if damaged, this can be a daunting task with little room for error. This process also includes removing the factory sensors and splicing of the replacements into the internal factory wiring harness.

Once reassembled, reinstalled and with the initial fluid fill procedures completed, the PDK will require a calibration in order to relearn the data points for all of the items replaced and/or reinstalled. This can be a simple process when things go smoothly, or a several days and many attempts process when they do not. There are obviously tricks of the trade at this point, but a significant amount of breath holding and finger crossing tends to help. From there quality control test drives are performed to confirm all is well and operating as designed, at which point a fully operating PDK equipped Porsche is returned to its happy owner for a fraction of the cost of a full transmission replacement. ■

**Simon Youngman is a Porsche Factory-Trained Technician and Owner of Central Florida’s Porsche Specialist, Drivers Choice Motors.**



**1. Cluster Warning - Typical PDK Failure Warning**

**2. Entire Transmission - Transmission removed from vehicle for tear down and repairs.**

**3. Round opening - Clutch pack removed for pressure sensor replacement**

**4. Top view of transmission - Front section of transmission removed for distance and speed sensor replacements**

**5. Closer/shiny sensors - Updated sensors from T-Design installed and spliced into factory wiring harness**





# POSTCARD FROM THE ROAD



## 944 FEST

Virginia International Raceway

### SEPT. 2025

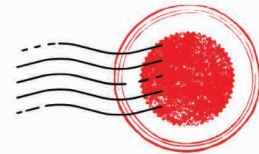
Kevin Duffy, along with Sparky, his white 1987 924S, and I, with my newly-acquired black 1988 924S Special Edition, just returned from 944Fest.

944Fest began in 2001 under the leadership of Elliot Grafton who lived here in Orlando for years and worked for Zotz AutoWerks for a season. If you owned a 944 in Orlando, you know Elliot. Elliot's affection for the Porsche front-engine water-cooled cars has been infectious and he has gathered a following through the years being a key resource for cars, parts, and information. He now lives in the Dahlonega, GA area where he operates a 944 parts business.

944Fest, originally held at Nelson Ledges Race Track in Ohio, is an event to bring together

others who also share an affection for these

cars. But it outgrew that location and moved this year to Virginia International Raceway in the Danville, VA area. The event offered on-site camping and the events activities were comprised of a DE, rallies, and drives, a car show with awards, a karting competition, and a closing banquet with enough raffle prizes to stock a small 944 parts store. The event now boasts one of the largest gatherings of 944/924/928 cars. There were over 165 cars staged for its annual picture together with total cars on site estimated at over 200. FLC member and Porsche Night award winner Gerard Hines and family also attended.



*Lyn Perez*



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# AND NOW FOR SOMETHING COMPLETELY DIFFERENT

BY KEN LUZADDER

**FALL HAS COME AGAIN** and the road itch is powerful. Originally, there was a group trip in the works, however, life being what happens while we're busy making plans, all but your trusty scribe were called to other endeavours. So on October 22nd, my car and I boarded the Amtrak Auto Train bound for Lorton, VA. Seventeen days through six states, with challenging roads in them all. The train portion of the adventure was new and saved two days and over 850 miles of wear on the 911. The loading crews begin at 11:30am, boarding closes at 2:30pm and departure is at 4:00pm. Your vehicle is professionally handled as it is loaded on a closed car constructed specifically to protect it during the 19 hour overnight trip.

There are three accommodations options available. Standard seating is available at no additional cost, Roomettes where bunks fold down and seats join to form a bed, and Suites that offer full beds and extra space. I opted for the Roomette, which includes dinner and breakfast, and was greeted by a dedicated porter who informed me of what was available and where to find it. He verified my dinner seating time, bedding setup, and opening time for the Bar Car.

The train departed promptly at 4:00 with dinner called at 7:00. Three options are available, all of which are acceptable, with beverage choices and opportunities for meeting new and interesting people. Breakfast is the same and service is good. My bed had been turned down before

my return and after some reading and writing, I was resting comfortably for the night. Shortly after breakfast we arrived at the station in Lorton where the cars were delivered.

After loading baggage into the car and confirming that no damage had been incurred, I set out for Roanoke—3.5 hours by Interstate. I chose backroads that would take me past historical locations. Battlefields, presidential residences, and other scenic tourist attractions maintained by the Park Service and other government agencies. My first stop was the Chancellorsville Battlefield site where Lee and Jackson chalked up their greatest victory in the Civil War. This stop would not be a victory for me. In my planning, I had failed to factor in the Government shutdown, and was unpleasantly surprised that the facilities at this and all other planned stops were closed and unavailable. So, the only photos I could get were signs or distant shots of historic places such as James Madison's Montpelier. Arrival in Roanoke was late afternoon as the sun sank in the West.

At daybreak the next morning, I awoke to find frost on the car - this welcome change would hold true for the next eight days and made both the car and me happy to be alive. We set off to begin the nostalgic part of the trip, destination being Clifton Forge and points Northeast. In 1949, my parents eloped from Grafton, WV to Clifton Forge, VA, got married, and honeymooned at Natural Bridge. Many photos were taken, one of which was of my mother standing next to Dad's Studebaker (he was a car guy too) with Natural

Bridge in the background. My plan was to recreate that photo with my car. On arrival, I spied a park ranger parked on the roadside and reasoned that if anyone knew how to accomplish my objective, he'd be the guy. I pulled in beside him and approached his truck. Once he figured out that I was not a threat (his hand was on his weapon when he got out of the truck) he listened to my story. Upon completion, he restated my plan just to be sure he understood and then shook his head and informed me that the Bridge environs allowed pedestrian traffic only. Another disappointment that was somewhat mitigated by the roads - Routes 220, 629, 39,219, & 311 that circled through Marlinton, WV and back down to Roanoke. All of these roads are challenging and a lot of fun to drive.

It was lunchtime in Marlinton when I arrived and I was lucky enough to find the Old Mountain Tavern on the main street. The tavern is connected to an Italian restaurant and has a massive full service bar. The only two people in the bar were the owner (Danny) and his Canadian friend (Dave). I had lunch and a beer and some great conversation with these guys as we had some shared experiences, having all been residents of the state. The pizza and the local IPA were both delicious and I would highly recommend Old Mountain Tavern if you're ever in the neighborhood.

The next day, I made my way to the Blue Ridge Parkway headed North. This section of the BRP is very different from the experience in North Carolina. The road is narrow and runs through farm land with very little traffic, few rest areas, and wineries at nearly every exit. The wine industry has come a long way over the years and many of the wineries also offer lunch menus. Fall colors were in full bloom and numerous old farm buildings provoked memories of my misspent youth. I recommend the experience.

Next stop was Winchester, VA via 220 N. to 42 N. through Woodstock, one of the nicest small historic towns I saw on this trip. Buildings that are throwbacks to Colonial times line a Main Street with quaint shops and a small town attitude you can feel just driving through. Winchester is

**Opposite: Two-man Cars & Coffee in Lexington, KY**

**Right: Family dinner, a bittersweet time with loved ones**

**Below: Mt. Tavern in Marlinton, WV; good food, good folks, and good libations!**





**Top: A beautiful misty morning in Eastern KY**

**Above: Ken's childhood home in Fairmont, WV that hasn't changed in 70 years**

**Right: The "best apartment I ever lived in with a fireplace in every room!" in Lexington, KY**

**Following: Ken & the Gengos DeSoto State Park**



much the same and I got to have dinner with a cousin I hadn't seen in decades and her husband. The restaurant is Piccadilly in the section known as "Old Town." It's a large operation in an Antebellum building with interior and patio seating. If you get there, try the crab cakes with a nice Merlot.

The Fairmont/Grafton/Morgantown area was next on the list and one of the most important stops in my travels. I was born in Fairmont, and while researching the routes for the trip, I wondered if the house where my family lived when I was five was still there. The internet being the wonder that it is took me to Google Earth, where I entered the address, dropped a pin and was astounded to find that not only did the house still stand, but it looked exactly as it did seven decades ago. It was my first stop in Fairmont and I had hoped to meet the present occupants. There was no answer at the door, so I could only replay memories while looking at the house where I had been a happy kid.

**GRAFTON (WHERE THERE IS A LUZADDER STREET)** was my next target on the 2025 Nostalgia Tour. The old family farm lies about ten miles out of town. I spent a lot of time there along with my two sisters and nine cousins roaming the hills hunting, fishing, working in the hay fields, and doing various farm-related chores. The family sold the property when my Grandfather passed and, again, I tried to contact the present owners to get permission to retrace some of the trails from days gone by, but was unsuccessful. So, it was on to Morgantown for a gathering of what is left of my family there. It was great fun to see them and retell some of the old stories, eat good ole home cooked food, laugh, cry a little, and remember those who are no longer with us. Route 50, which crosses the state, makes the Tail of the Dragon look like child's play, and there are multiple roads in this area that are just as much fun.

**ROUTE 19 TOOK ME AS FAR AS CHARLESTON,** WV before the Interstate became the better choice. I rolled into Louisa, KY On October 28th and took a two-day respite from driving and to see some folks who have been important over the years. I believe that it's important, when you have the chance, to reconnect with those you've cared for and about over time. This couple of days was about that, and I got some quality time with some there.

Lexington, KY was next, a town I lived in for almost 10 years. Got to see some folks that I worked with - another car guy - and places. Some bring smiles with the memories, while others make your heart hurt. My car buddy told me about a Cars and Coffee being held the following day and I headed that way around 10:00am. When I pulled into the mall parking lot there was one 2004 996 C4S on the lot. I pulled up and asked if he was all that was left of the C&C. He laughed and we started talking about our cars (as one does) and it turns out he was born and raised in Orlando.

The next morning, I headed to Nashville. Backroads were

again de rigueur, using Route 68 and 31 E. for the four-and-a-half hour trek. After the one night stand, I headed for Natchez Trace southbound for Alabama. The Trace is akin to the Blue Ridge Parkway in that there is little traffic, it is very isolated, and a lot of folks use it for road biking. There are also a lot of deer, so if you drive at any speed, vigilance is required. I saw five along the roadside and had one dart across the road.

Then, it was into Alabama bound for Gadsden. Northern Alabama is pretty country and this being my first experience there, my impressions of the state were challenged. The roads are well-maintained with passing lanes through the hills and drivers for the most part are courteous toward other drivers. At the end of an eleven-hour day, I was very pleased to find a quality Mexican restaurant that also offered one of my favorite tequilas, which was a pleasant end to the day.

After a restorative night's sleep, the Gadsden/Helen run started at 8:00am headed Northeast on scenic Route 3 through De Soto State Park that tracks along the Little River Canyon. On one side of the narrow road the forest is right at the edge of the blacktop, while the canyon borders the other. The depth of the canyon appears to be around 2000 feet. The road is challenging with tight corners and changing elevations guaranteed to raise a driver's heart rate. Needing a break, I decided that the next overlook would be a stop, and coming out of a corner, one presented itself. As I decelerated and entered the parking area, a man jumped out of a Toyota FJ with huge smile on his face. As we got closer, he said, "I heard you coming and thought maybe there would be a group of Porsches!" Mike Gengo and his wife Heather are from New Orleans. They were on a road trip themselves and are the proud owners of a GT3 that they drive with their group, known as the Speed Krewe. Doing what car people do, we spent the 30 or so minutes swapping stories and taking photos. If you're ever around the area, I'd recommend making their acquaintance... I plan to take them up the offer to drive with their group in NO.

Helen, GA was that day's destination with most of it on GA Route 53, which looks better on the map than it does through the windshield. The main difference was the traffic. About 35 miles west of Dahlonega, the passing lanes ceased and the incidence of old Kamikazee pickup trucks commenced. One decided to pull out as I approached and proceeded to drive at 30mph from there to town. There is a hill entering Dahlonega that has the only passing lane there and I took advantage of it. As I started around, there was a second truck, so I resolved to overtake them both, which required exceeding what I thought was a 55mph limit. As I drew abreast of the second truck, I saw the Dahlonega Police cruiser backed into a niche at the roadside. As the officer became animated, I realized what was about to occur and dropped back, hit my turn signal and pulled into the first wide spot I could find. The officer was a younger fellow that seemed pretty reasonable as he informed me



that he had clocked me at 66 (which was odd, since my radar did not activate—I was doing a little more than that) in a 45 zone. He asked about why a Florida boy was driving thru GA. I told my story and that I write articles chronicling my adventures.

He took my license (didn't ask for insurance) and said he'd be back in a few. When he reappeared, he told me he wasn't going to give me a hard time and was going to leave me with a warning and no ticket. I shook his hand and thanked him as he said just to watch out, "as the lines on the highway don't mean much to some folks around here." That wisdom proved true on a couple of occasions further down the road.

**HELEN IS AN ALPINE VILLAGE** tucked into the surrounding hills. The town stretches along the flat side of Route 75. Everywhere else is up, at a steep angle. It is basically a wide spot in the road with about every hotel brand one can think of, shops, and restaurants. To its credit there is a fine Sushi restaurant that offers one of my favorite sakes (there's a pattern developing) and dinner was a pleasant experience.

It had now been fourteen days since loading the car and embarking on this tour and the thought of waking up in my own bed was getting more appealing every day. So I set out for Jacksonville for a two-day layover with my good

friend Robert and his lovely partner, where I was treated to her version of crab cakes. We've had some spirited discussions regarding whose might be better, but upon experiencing her take, I bow to a higher authority. Good food, good wine, and good friends is a wonderful way wind up an adventure.

The last day was I-95 home with really nothing of note to relate - except the realization that drivers in FL are a different breed. Seventeen days on the road by oneself is an undertaking. One that I enjoyed as there were opportunities to see places I had not, meet new people, attack some challenging byroads, reconnect with some folks that I have known and loved along the way, and revel in the good old times while remembering some that weren't so much. In the end, it's more fun with a group.

Final note: The folks at Tim's Wine Market and Orlando Tinting Services were kind enough to support this trip. I have known and done business with them both over the years. They are highly knowledgeable about what they do, take pride in their work and I highly recommend them to all in need of their services. ■

***Ken has been a member of the FLC region for three years and is very active in the club. You may have recently seen him pouring wine at the Chili Cookoff!***



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# PORSCHE PRESS RELEASE

1.22.2026 - Article & photos originally published on [newsroom.porsche.com](https://newsroom.porsche.com)

## Porsche and Singapore artist Priscilla Tey unveil Lunar New Year Mural for the Year of the Horse

Porsche has partnered with acclaimed Singaporean artist Priscilla Tey to create a new mural artwork titled 'Spirit of Legends', celebrating the Lunar New Year and Singapore Art Week 2026. The collaboration marks the next cultural commission for Porsche, displayed at its recently-launched Porsche at Jewel retail store at Jewel Changi Airport.

Following years of art-themed activations as part of Singapore Art Week and in collaboration with globally-renowned artists including Cyril Lancelin, Chris Labrooy, Marc Fornes and Red Hong Yi, Tey's new work titled 'Spirit of Legends' seamlessly marries her whimsical visual language in a piece that, while also marking Porsche's 75th year in Motorsport in 2026 after the iconic German sports car brand took home its first 24 Hours of Le Mans class victory in 1951 in a specially-prepared 356 "Super Leicht", naturally finds resonance with the Lunar Year of the Horse.



RACEBORN |||| 75 YEARS OF PORSCHE MOTORSPORT

'SPIRIT OF LEGENDS'



### Performance meets heritage: Porsche's year of the horse

"The horse not only reflects the graceful performance and agility of our sports cars, it also marks the centre of the iconic Porsche crest - a tribute to the city of Stuttgart, our spiritual home, whose name was once derived from a small ducal stud farm, 'Stuotgarten'. Priscilla's work beautifully embodies this symbiosis of performance and heritage, just in time for the Lunar New Year of the Horse coinciding with the 75th anniversary of Porsche Motorsport," said Yannick Ott, Director Marketing Porsche Asia Pacific. "Throughout our history, creativity has been the spark driving the Porsche brand forward and we are therefore delighted to continue our long-standing engagement around Singapore Art Week and collaborate with such gifted talent like Priscilla Tey," Ott continued. 'Spirit of Legends' captures Porsche's racing spirit in full motion, with horses as the main motif referencing the iconic Porsche crest, itself derived from the Stuttgart city seal. Rendered in expressive and abstract forms, Tey's interpretation symbolises strength, agility and momentum, interwoven with subtle visual nods to Porsche's motorsport history.



### Porsche 956 on display

Anchoring the mural is the Porsche 956, a historic motorsport icon on loan from the Porsche Museum, currently displayed at the Culture Garage within Porsche at Jewel. One of the most successful racing prototypes in motorsport history, the 956 achieved four consecutive overall victories at the 24 Hours of Le Mans in 1982, 1983, 1984 and 1985; it also set a lap record on the Nürburgring Nordschleife that stood unbeaten for 35 years. The mural's colour palette takes cue from this legendary Porsche 956's celebrated racing livery, weaving its blue, white, red and gold hues seamlessly into the composition.

"It's been meaningful to create a work that connects Porsche's illustrious racing heritage with the festive spirit of the season", said Priscilla Tey on the art piece. "I wanted the mural to feel joyful, a little magical, and unique - and I hope viewers can discover new details in each time they look."

As part of the collaboration, Porsche will also release a set of T-shirts, thermal flasks and keychains inspired by Priscilla Tey's work. A set of limited-edition red packets designed by Tey will also be available for sale or as a complimentary gift with purchases exclusively at Porsche at Jewel. ■



# AUTOCROSS SERIES

PHOTOS BY DAN PATE

Check out these photos from some of our recent AX events. Make sure you join the next one on April 26, at the Lake County Sheriff's Training Facility, sponsored by German Excellence! Sign up at [clubregistration.net](http://clubregistration.net).





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