Die Porsche Kassette



Gold Coast Region — PCA

November 2026

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Die Porsche Kassette

November 2026

Features

End of Summer Getaway 12

More Than a Rally: Our Journey from the South of France to Stuttgart 14

Finding Gold 18



Upcoming Events

Events Calendar 4

Departments

Officers / Board Members / Chairs 4

First Turn 5

Key Strokes 7

In the Paddock 8

Social Scene 10

From the Driver's Seat 22

Tech Corner 28

Advertiser Index 32

Photo Finish 34





Cover: Image by Rosi Borroto as she, Maria T. Santi, and Rada Gaynullina enter the Black Forest in Germany during their road trip through Europe. See their story on page 14.

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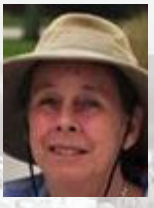
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www.GoldCoastRegion.org

2026 CALENDAR

Visit goldcoastregion.org for the most up-to-date calendar

October

1 GCR BOD Zoom meeting (enroll on goldcoastregion.org)
10 Oktoberfest at the Biergarten in Boca Raton
15 GCR Elections open
24 Stone Crab drive & dine

November

5 GCR BOD Zoom meeting (enroll on goldcoastregion.org)
15 GCR elections close
21 Holiday Party

December

3 GCR BOD Zoom meeting (enroll on goldcoastregion.org)

Start making plans:

48 Hours at Sebring Club Race
February 4-7, 2027
Volunteer registration is now open:
www.48hoursatsebring.com

Stay tuned to the eNews emails for event updates or check the GCR calendar on our website. If you have any ideas for a social event or would like to volunteer, please email us at:
socials@goldcoastregion.org

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SUBMISSIONS

Die Porsche Kassette welcomes member submissions for articles and stories about your Porsche experiences. Generally, such submissions need to be made by the first of the month for consideration to be published in the following month's issue. However, no guarantee is made for timing of any article submitted. Please send materials via email to the newsletter editor: cspanglerdesign@gmail.com. Text should be presented in a Word document (.doc), "Roboto" font at 10-point size. Use "Kassette Material" in the subject line of the email transmission. Both text and supporting photographs should be attached to the email. Photos should be high-resolution files and not be embedded in the document.

Additionally, Die Porsche Kassette will accept photographic submissions for the Photo of the Month consideration. These should be sent to: gcr.photofinish@gmail.com.

Questions? Contact Christy Spangler at cspanglerdesign@gmail.com.

FIRST TURN

Why I Went Backwards to Go Forward

Ian Gerada, President



A few weeks ago, I did something that probably makes absolutely no sense to a normal person.

Fortunately, most Porsche people are not normal people.

I bought a 12-year-old car with a manual transmission, no navigation, no Porsche Sport Exhaust and considerably less horsepower than my 911 already sitting in my garage.

And I couldn't be happier with it.

The newest addition to the family is a 2014 Cayman S, a 981-generation car with a naturally aspirated 3.4-liter flat-six and, most importantly to me, a six-speed manual gearbox. Emily, my 997.2 Turbo S, now officially has a little sister.

There was one requirement I was not willing to compromise on: it had to be a stick shift.

Yes, I know PDK is faster. I know it shifts better than I ever will. I know the computer wins the race.

I don't care.

This wasn't about buying the fastest Cayman I could find. If outright speed were the goal, I already have a Turbo S capable of rearranging your internal organs when you put your foot down.

The Cayman was about something different.

It was about driving.

Modern cars are extraordinary. Every generation becomes faster, safer and more sophisticated. But sometimes I think we confuse more capability with more enjoyment.

The Cayman reminded me that they are not necessarily the same thing.

There is something wonderfully deliberate about pressing the clutch, selecting first gear and knowing you are required to participate in what happens next. You choose the gear. You decide when to shift. Sometimes you get it absolutely right. Sometimes you don't.

That is part of the fun.

Then there is the engine.

The Cayman S has 325 horsepower, which sounds almost modest today.

Here is the shocking discovery: 325 horsepower is plenty.

In a relatively light, mid-engine sports car, it is more than enough. You can work the engine, hear that naturally aspirated flat-six climb through the rev range and use several gears without immediately finding yourself at speeds requiring an uncomfortable conversation with law enforcement.

The car also isn't particularly loaded. It has Sport Chrono and PASM, but no factory navigation and no Sport Exhaust.

Strangely, I don't feel deprived.

Buttons do things. Gauges look like gauges. The engine starts with a key. The gear lever is connected to something mechanical. There isn't a giant screen dominating the dashboard.

It feels modern enough to use every day but old enough that the driving experience is still the main event.

And the mid-engine Cayman has a completely different personality from the 911. It feels balanced, eager to change direction and wonderfully connected.

So yes, in 2026 I went backwards.

Less horsepower. Less technology. More effort.

And somehow, every time I take it out, it feels like progress.

Sometimes moving forward means remembering what made driving fun in the first place.

Drive safely.

Ian

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KEY STROKES

In the Interim

Christy Spangler, Layout Artist



Anthony Jacquette and Christy Spangler

Please pardon our dust.

For the past several years, I have had the pleasure of working with an amazing team: the *Die Porsche Kassette* committee. The team includes Roger Fabel, editor; Mark Johnson, writer; Lisa Kohen, copy editor; and Anthony Jacquette, graphic artist, among others who have lent a hand and contributed content over time. I am grateful for all of our volunteers.

Our committee is looking for new volunteers - if you like to write, design, copy edit or proofread, please reach out to us and let's keep the tradition of this great team going.

As the newsletter committee transitions, Anthony and I have some big shoes to fill as we continue working together to prepare this November issue for your enjoyment.

Along with the updates from our region leadership, this issue includes a recap of the End of the Summer Getaway social that took place over Labor Day weekend.

The Members Feature is an incredible European summer road trip story from three of our members who went on an International Ladies Tour with ladies from the French Porsche Club. This story is a testament to the doors that open when you are a PCA member.

In Finding Gold, we meet a longtime member and PCA volunteer, Fred Kohly.

Pedro Bonilla continues the 959 story in the Tech Corner.

The 48 Hours at Sebring Club Race takes place February 4-7, 2027. I encourage you to come and spend a day or the weekend. You can get involved and volunteer to help out in different positions around the track. Visit www.48hoursatsebring.com for the details. See the ads on pages 26 and 31.

As we enter into the holiday season, this issue ends with a beautiful fall photo from a member who went on a driving tour in Vermont.

I hope you all have a safe and wonderful holiday season.

Christy

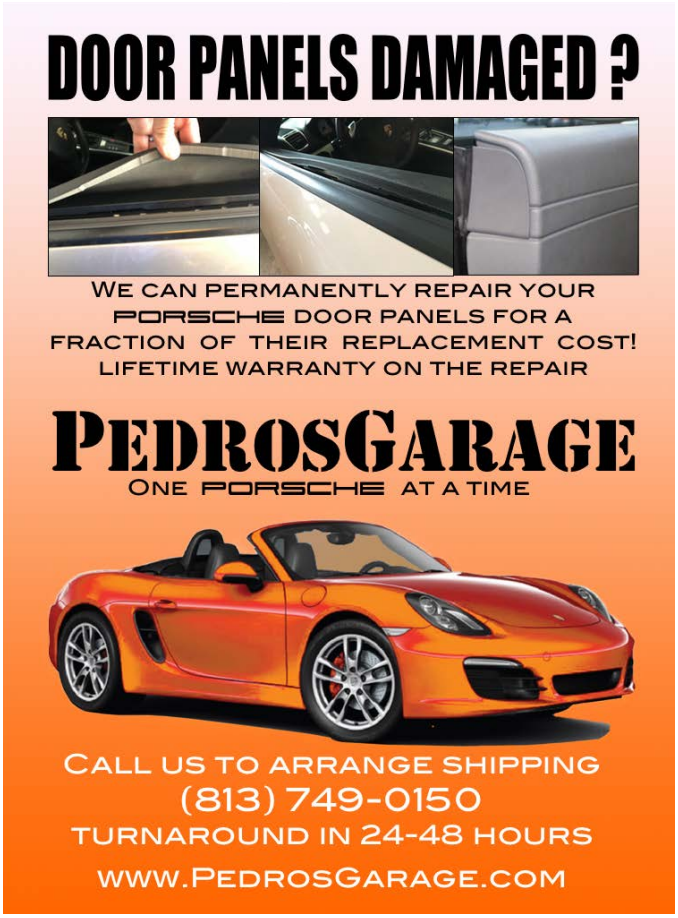
Die Porsche Kassette

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- Writers
- Proofreaders
- Copy Editors
- Designers
- Photographers

If you are interested, contact:

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IN THE PADDOCK

Update on the Membership Numbers

Paul Raben, Membership Chair



WELCOME NEW PCA MEMBERS

Matthew Altimar	2020 Macan S
Assen Andonov	2017 718 Cayman S
Sergio Balsinde	2013 911 Carrera Cabriolet
Hervde Barbera	2025 911 Carrera S
Craig Bloom	1979 911 SC
Guillermo Bonet	2000 911 Carrera
Caley Castelein	1973 911S
Raul Cepero	2023 911 Turbo S
Juan Concha	2022 911 GT3
Manny Coroalles	2024 911 Carrera T
Manny Enriquez	2026 911 Turbo S Cabriolet
Erik Ginsberg	2019 911 Targa 4 GTS
Jorge Jaile	2000 Boxster
Jonathan Jonasz	2024 911 Carrera
Lev Kandinov	2024 911 Carrera S Cabriolet
Andrew Kilimemt	2026 911 GT3
Tyson Kutner	2019 911 Turbo S
Michael Lester	2018 Macan
Longji Liu	2022 Macan
Fernando Maldonado	2022 718 Boxster GTS 4.0
Benjamin Marcos	2003 Boxster S
Nelson Martinez	2004 911 Carrera 4 Cabriolet
Rodrigo Navarro	2005 911 Turbo S Cabriolet
Leigh Needelman	2021 911 Carrera 4S Cabriolet
John Pawlik	2019 911 Turbo S Cabriolet
Eduardo Pelaez Romer	2026 911 GT3 Touring
William Penland	2025 911 Targa 4 GTS
Stephanie Perry	2020 718 Cayman GT4
Leonid Ponarski	1996 911 Carrera
Anna Ponarski	2025 911 Carrera
Ricardo Ramirez	2025 Panamera 4
Oscar Ronda	1999 911 Carrera
John Viglione	2015 911 Turbo S

WELCOME PCA TRANSFERS

Oliver Aycock	2022	718 Cayman	FROM Northeast
Jakob Wimberly	2021	911 Turbo S	FROM Space Coast
Igor Zeljic	2004	911 Turbo Cabriolet	FROM North Florida

Primary 2,403 **Co-Members 1,137** **Total 3,540** **Juniors 314**

Restored with Passion

This 1980 911 SC has been fully restored by 9 Auto Motion of West Palm Beach, retaining its original Schwarz Metallic black exterior while receiving a range of carefully considered performance and aesthetic upgrades.











Under the rear deck sits an uprated 3.6-liter engine producing 369 horsepower, paired with a Motec fly-by-wire engine management system for modern, precise engine control while preserving the character of the classic 911. The cabin features a distinctive two-tone red and grey theme, with rich red leather basket-weave detailing carried through the Recaro seats and echoed across the door panels and dashboard fascia.



Contact 9 Auto Motion to discuss your dream 911 restoration project.

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SOCIAL SCENE

Welcome to the Holidays!

Vanessa Varela, Broward Social Chair



November is here, and you know what that means — cooler weather, great company, and plenty of reasons to get out and enjoy our Porsches! As we head into the holiday season, the Gold Coast Region has some exciting things happening, and we hope you'll join us for the fun.

All Aboard for Our Holiday Party!

Our biggest celebration of the season is almost here! On **November 21**, we're trading four wheels for a little time on the water as we celebrate aboard a yacht. It's the perfect opportunity to dress up, enjoy a great evening with friends, and make some wonderful memories with our Porsche family.

If you haven't signed up yet, now is the time! Don't miss out on what promises to be a fantastic night. Be sure to check the club calendar for details and registration information.

More Than Just Porsches

One of the best things about our Gold Coast Region is that the fun doesn't stop when we park our cars. It's the friendships we build, the stories we share, and the members who make every gathering special. Whether you're a longtime member or new to the club, there's always room for one more at the table.

Have an idea for a social event? Know a great restaurant, a fun destination, or a unique experience our members would enjoy? We'd love to hear from you! Our region is always looking for fresh ideas and volunteers to help bring them to life. You don't have to be on the Board to make a difference — sometimes the best events start with a simple suggestion.

Let's Keep the Good Times Rolling!

As we approach the end of another fantastic year, I want to thank everyone who has attended our events, volunteered their time, and helped make our region such a welcoming community. Your enthusiasm is what keeps our club active, engaging, and fun.

Keep an eye on the club calendar, sign up for upcoming events, and bring a fellow Porsche enthusiast along. After all, the best part of owning a Porsche is having people to share the experience with!

See you at the next event & happy motoring!

Vanessa







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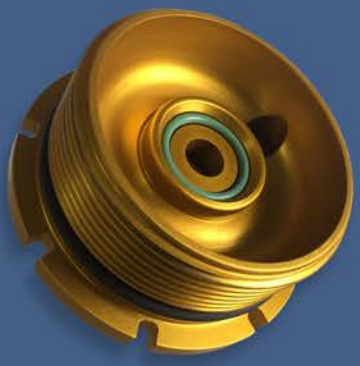
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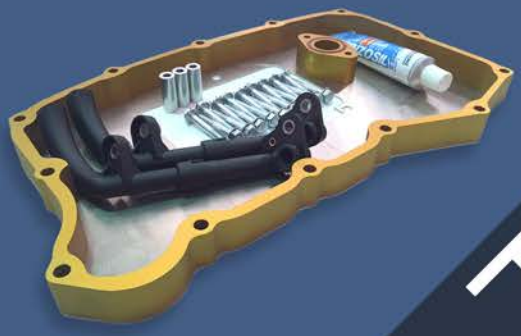
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End of Summer Getaway 2026: Cape Coral, Cars and Good Company

Labor Day weekend gave Gold Coast Region members one more chance to squeeze in a proper summer getaway, and Cape Coral proved to be a great choice.

Our 2026 End of Summer Getaway brought approximately 60 PCA members and around 30 Porsches to The Westin Cape Coral Resort at Marina Village for a relaxed weekend built around the things our club does best: driving, good food, plenty of conversation, and spending time with Porsche friends.

The weekend actually started on Friday for a number of members, with an organized group leaving Broward and heading across the state to Cape Coral. Once there, lunch at High Tide Social House provided an easy start to the weekend before everyone settled into the Westin and began catching up.

Saturday morning brought another organized drive from Broward, led by Michael Rezman. That group made its way across to Cape Coral and met up with the rest of the club at Pinchers, where approximately 60 members gathered for lunch. It was a great sight seeing the parking area fill with familiar cars and familiar faces, along with plenty of new ones.

After lunch, everyone made their way back to the Westin and settled into a very relaxed afternoon around Marina Village. Saturday evening continued with dinner at Gather, just steps from the hotel, where another large group of members came together for an evening of food, stories and plenty of Porsche conversation.

One of the nicest parts of these getaway weekends is that there is never a requirement to do everything as a group. Some members spent their time around the hotel and pool, others explored Cape Coral and the surrounding area, and on Sunday a number of members headed out on a dolphin-watching cruise.

The weather also played along remarkably well. Despite the usual South Florida summer concerns, we enjoyed excellent conditions for most of the weekend. A little rain on Sunday morning briefly interfered with pool plans, but certainly not enough to dampen the weekend.

What made the trip a success was not any one activity. It was the atmosphere. These weekends give members time to actually sit, talk and get to know one another beyond the usual few minutes at a cars-and-coffee or monthly social.

A big thank-you goes to Vanessa Varela for helping organize the weekend and to everyone who made the drive across the state to join us.

Judging by the conversations, laughter and number of photographs taken, the End of Summer Getaway did exactly what it was supposed to do: give us one more memorable Porsche weekend together before summer disappeared into the rearview mirror. ■

Want to see more? Scan the QR code accompanying this article to view the full photo album from the weekend.

Scan here to see gallery











FROM THE MEMBERS

More Than a Rally: Our Journey from the South of France to Stuttgart

By Maria T. Santi, Rada Gaynullina, Rosi Borroto

Sometimes the most unforgettable journeys begin with something as simple as a Facebook post.

Our journey to the International Porsche Ladies Tour began when Rosi came across a post announcing something very special: the French Ladies were organizing their first International Porsche Ladies Tour. When Rosi showed it to Maria, she was intrigued. Then Maria saw where it would begin, Provence, in the South of France, and her response was immediate:

"We have to go!"

Maria has always been in love with France and Rosi with travel and Porsches. Maria loved the history, the fashion, the food, the countryside and that unmistakable French approach to enjoying life. The idea of experiencing Provence from behind the wheel of a Porsche, surrounded by women who shared our passion for these remarkable cars, was irresistible. The opportunity was then shared to see who else was interested.

Rada, sharing her love of travel and Porsches, decided to embark on this journey. What Rosi, Rada and Maria could not have known was that they were about to experience something far greater than a road rally. We were about to embark on a journey we would carry in our hearts forever.

From Paris to Provence

Rosi and Maria's adventure began in Paris. From there, Rosi and Maria boarded the high-speed train south to Montélimar, while Rada arrived through Marseille. As the train carried Rosi and Maria from Paris and into the French countryside, the anticipation grew. By the time we reached the South of France, we felt as though we had stepped onto a movie set.

The light was different. The landscape was different. Everything seemed effortlessly beautiful.

Our home base in Montélimar was a charming hotel with ties to the Porsche Club in France. It had history and character—the kind of intimate European hotel that makes you feel connected to the place rather than simply visiting it.

But before we could meet the other women, Rosi and Maria had one very important stop to make. We needed our Porsche.

Meeting Our 911 GTS

At the Porsche Service Center in Montélimar, we were introduced to the car that would be ours for the week: a gray Porsche 911 GTS. Naturally, no great adventure begins without at least one complication. The administrative process was not quite as effortless as the Porsche itself. We encountered the usual setbacks with credit cards overseas and spent some time working through the details. Eventually, everything was resolved.

We climbed into the GTS, started the engine and drove away. Suddenly, none of the frustration mattered. We were in a 911 GTS, in the South of France, with the roads of Provence ahead of us. This was really happening. Next stop, pick up Rada. How many ladies fit in a 911 GTS?

"I Feel Like I'm in a Movie"

Our first drive took us toward the home of Phala, one of the leaders of the Porsche community in Provence.









The drive was magical.

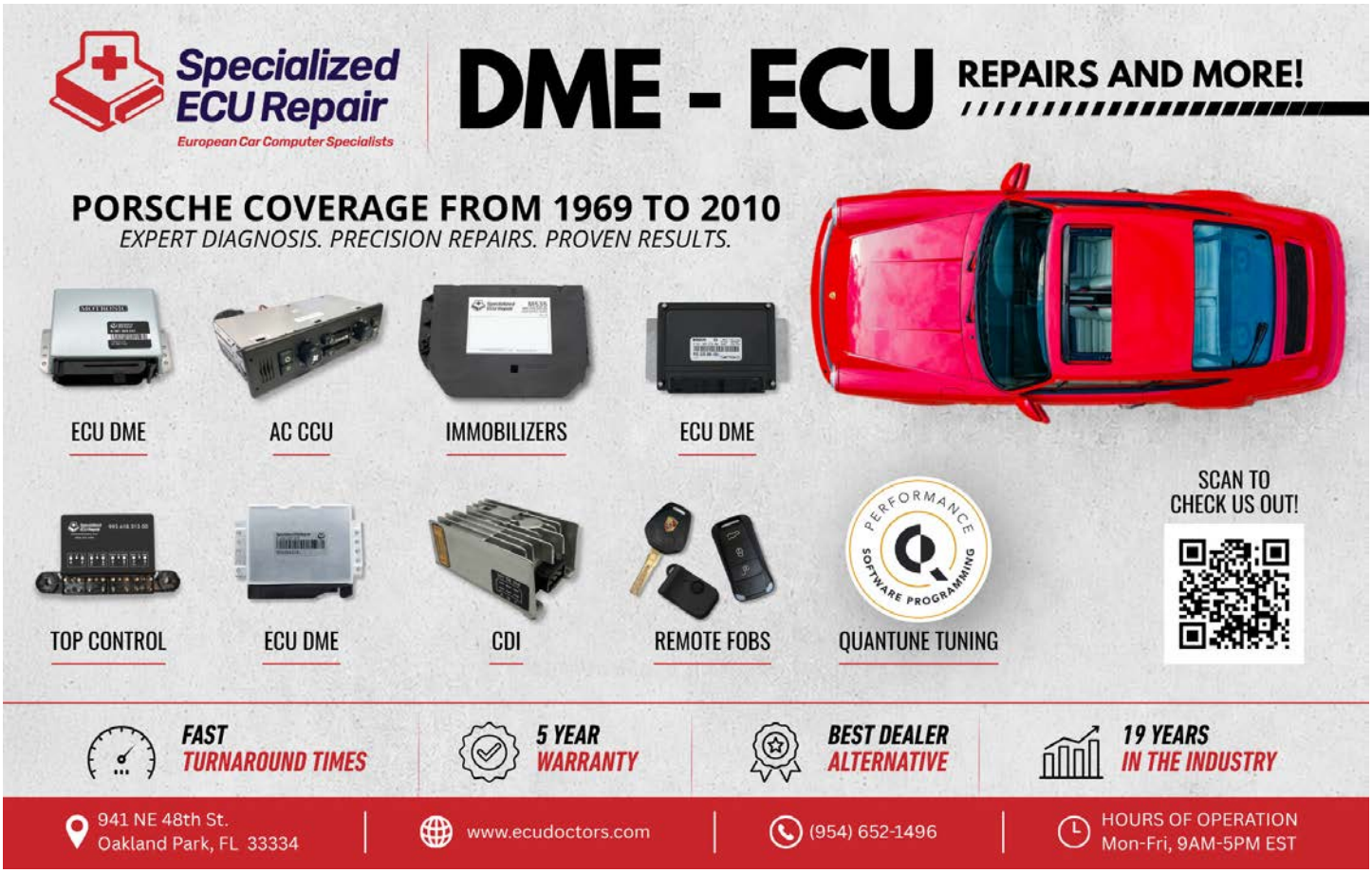
Lavender fields surrounded us. Beautiful countryside appeared around every turn. The road stretched ahead as the sound of the GTS became the soundtrack to our first experience of Provence.

I kept looking at Rosi and Rada and saying: “I feel like I’m in a movie.”

Then we arrived at Phala’s home and discovered that she lived in a magnificent 18th-century villa. At that point, even the movie comparison seemed inadequate. At the villa, we met the women organizing and leading the rally. They placed the rally emblems on our car and presented us with the special items we would carry throughout the week. It was also our first glimpse of the personalities that would make this journey so memorable. Each woman seemed to embody her own version of that effortless French spirit—the natural beauty, the elegance, the independence, the confidence and, yes, even the quintessential French woman who always seemed to have a cigarette in hand. They were individual, interesting and completely themselves. And we loved them immediately.

Aperol Spritzes and New Friendships

That evening, approximately 20 of us gathered for dinner at a beautiful bistro, “La Ferme Chapouton”, surrounded by nature and overlooking the castles of Provence.







Aperol Spritzes appeared, conversations began, and strangers slowly became friends. The women participating in the rally had come from different regions of France, including Normandy, as well as Germany and Austria. What struck us immediately was the energy of the group. These women had positive attitudes, beautiful souls and engaging personalities. Everyone seemed genuinely interested in meeting one another and discovering what the coming days would bring. Once again, the setting felt cinematic: beautiful women, beautiful cars, a summer evening in Provence and glasses raised around a table. But the real magic wasn't the scenery. It was the connection beginning to form among us.

Seventeen Porsches Take to the Road

It started with the sound every Porsche enthusiast knows by heart: a chorus of Porsche engines waking up in the early morning light of Montélimar, France. Over 30 ladies, 17 Porsches, 7 Porsche Clubs, one shared passion, and a route that would take us through some of Europe's most scenic roads and most iconic landmarks. The International Porsche Ladies Tour wasn't just a drive; it was a celebration of freedom, friendship and the joy of being behind the wheel of a car you truly love. Our first major destination was Zurich, Switzerland.

The first day's journey would ultimately take approximately ten hours with our stops, but when you are traveling through some of Europe's most beautiful landscapes in a Porsche, time seems to work differently. One of our most memorable stops was along Lake Geneva, where we enjoyed lunch overlooking the water—fresh fish, potatoes and rosé wine.

The meals throughout this rally became more than stops for food. They were where friendships developed. Every table brought a new conversation, a new personality and another opportunity to learn about the women sharing this experience with us. Then we climbed back into our cars and continued around Lake Geneva toward Zurich.

Arrival in Zurich

By the time we reached Zurich, it was late.

We parked our Porsches together, and seeing the collection assembled after a full day on the road was magnificent—a mixture of 911s, other classic and modern Porsche models, Boxsters and an unforgettable air-cooled Porsche driven by Christine. Christine became one of the great characters of our rally. She lived in a remote town in France and possessed the kind of genuine happiness that draws people toward her. She seemed always to be smiling. There was nothing pretentious about her. She simply loved her Porsche, loved driving and loved being part of the experience. Those were the personalities that transformed this rally from a driving event into something much more meaningful. Zurich was quiet by the time we arrived. We had dinner, talked about the day's adventures and prepared for the next morning. Because our next destination was the one every Porsche enthusiast dreams about: Stuttgart.

Chasing the French Ladies to Stuttgart

We woke up the next morning particularly excited. We were headed to Germany and we could not wait to experience the Autobahn.

The highlights of Stuttgart were, of course, staying at the Radisson Porsche Design Tower, visiting the Porsche Museum and the Porsche Factory. Walking among the legends added meaning to every kilometer we had driven and the factory tour brought that story to life. Precision, choreography and human expertise working alongside advanced technology—it was impossible not to feel proud to be part of this brand's community. Watching skilled Porsche factory experts hand-finish details and tailor each car to individual customer specifications gave us a new appreciation of what we drive, making us feel like ambassadors of a heritage we had seen from the inside.

That morning, as we were leaving, we spotted five Porsches taking off. There wasn't much discussion. We jumped into the GTS and followed them. We





assumed we were following the entire group. We weren't. We had managed to attach ourselves to only part of the rally. It turned out to be one of our best mistakes. Ahead of us were some of the French women we had befriended—and these ladies could drive. They were aggressive. They were fierce. They were fast. There was nothing leisurely about this women's Porsche rally. These ladies had come to drive and Rosi and I were more than happy to follow. Eventually, we arrived at the home of Porsche.

Welcome to Porsche Country

Our accommodations in Stuttgart immersed us completely in the Porsche world. Walking through the hotel, everything seemed to have a Porsche connection—the artwork, the decorations, the details in the rooms and even elements of the dining experience. We walked through the halls taking it all in. We were in heaven. The following morning, we were going somewhere very special. The Porsche Museum and the Porsche factory.

Taking Over the Porsche Museum

The next morning, our Porsches formed a convoy through Stuttgart toward the Porsche Museum. Porsche had arranged for the rally cars to be displayed directly in front of the museum. One by one, we pulled into position. It was a proud moment. These cars had traveled with us from the South of France, through Switzerland and into Germany. Now they stood together in front of one of the most important places in the Porsche world.

During our visit, we were also fortunate enough to meet a leader in the international Porsche women's community, and an official Porsche photographer captured our group and some of the wonderful moments we shared. For three members of Ladies n Porsches and the Porsche Club of America who had traveled from the United States, it was an extraordinary experience.

The Human Touch Behind a Porsche

Our tour of the Porsche factory gave us an entirely new appreciation for the 911. The precision involved in manufacturing these cars is almost impossible to describe until you witness it firsthand. Every customer's individual selections were carefully organized. Each car moved from station to station in sequence, with workers knowing precisely which components and specifications belonged to each vehicle. During the tour, we learned about the different stages and timing involved in assembling the body and eventually "marrying" the car to its engine. The process was fascinating. But what impressed us most was how much human touch remains behind these sophisticated machines. We visited the upholstery section and saw the craftsmanship that goes into the interiors. We learned that beautiful embroidered details are created by hand. Suddenly, something I had seen countless times inside a Porsche had an entirely different meaning. We tend to think about Porsche in terms of engineering, horsepower, handling and performance. Yet standing inside the factory reminded us that behind the technology are people, craftspeople using their hands, their experience and their attention to detail to create something that eventually becomes deeply personal to its owner. After that visit, we knew we would never look at the interior of a 911 quite the same way again.

Continued on page 24...

FINDING GOLD

He's a Porsche guy; he teaches, judges, knows Porsches — and, most importantly, drives them!

Member feature by Fred Kohly



Fred Kohly and his wife, Lucy, have been married for 46 years — "obviously, we married young," he jokes. Together they raised four children who now live across the country, from New York City to Nashville, Tennessee, to Dana Point, California.

The real attraction in visiting those cities is family, particularly their six grandchildren, ranging in age from 2 to 11. Spending time with them, he says, "is the most exciting part of it all."

Born in Cuba, Fred and his family were fortunate enough to escape just in time — literally by one day. His father was a well-known real estate owner and developer, and the family fled just before the authorities came looking for him. Under the new government, private property was being seized and those who opposed the regime were being targeted.

The family arrived in Key West basically homeless and began rebuilding.

"What a ride it has been," he says. "We are beyond grateful for the opportunities this country has given us. GO USA!"

After a rewarding career in finance, he is now enthusiastically retired. Along the way, he formed lifelong friendships with many remarkable people — including quite a few Porsche friends.

Ah Yes, Porsche!

Over the years, he has owned a dozen or more Porsches and wishes he could have kept them all. Today, the garage consists of three very different examples: a 1973 911S in Bahia Red with a black interior, a 1965 356 SC in Metallic Silver with a wine-colored interior, and a 2018 991.2 GTS in silver with a black interior.

The '73 911S

The 1973 911S is a special car, with limited production of 915 coupes for U.S. delivery. He purchased it in 2026 from a gentleman in Houston with the help of fellow Club members Mike Joffee and Lou Gonzalez, both experts in early Porsches and experienced Concours judges. The '73 belongs to the generation commonly known as the "long-hood" or "short-bumper" 911S. Remarkably, he bought the car sight unseen after several conversations with the owner.

"Sometimes you can just tell from talking to someone that you're dealing with a straight-up person. I had that feeling about him."

What really gave him confidence was that the seller had already trailered the car approximately 230 miles to Ed Mayo in the Dallas area, widely regarded as an authority on early 911s. As fate would have it, Mayowas also a good friend of Mike Joffee.

After the purchase, the car went back to Mayo's shop to be sorted before being delivered to Miami in great shape.













The Accidental 356 SC
The 1965 356 SC came into his life almost by accident.

In 2010, he stopped by his friend Luis Gill's Porsche shop and noticed a 356 sitting in one of the bays. The owner had brought it in to be sorted before selling it after the car had spent more than ten years sitting in a garage.

He casually mentioned that he might be interested, and the two soon worked out a deal. It was still in the shadow of the 2008–2009 financial crisis, and there weren't many people eager to buy an old Porsche. "Needless to say, it worked out pretty well for me."

Interestingly, the seller had acquired it somewhat by accident himself, spotting the 356 with a "For Sale" sign at a Jacksonville gas station. He kept driving, couldn't get it out of his mind, and eventually turned around. He owned it for more than 20 years and kept extensive documentation going back through the two previous owners.

The 356 doesn't get driven as often as Fred would like, but when it does, it attracts attention everywhere it goes. At stoplights, people roll down their windows to ask about it, and, when parked outside a restaurant, it often draws its own small crowd.

"My wife is a good sport about it," he says.

It's also genuinely rare. Only about 528 examples of the 356 SC coupe were produced in 1965.











The GTS — The One You Can Drive Anywhere

"I wanted something more than an S, but not quite as uncomfortable on the road as a GT3. The GTS fits that role perfectly. You can drive it every day, take it on long trips, and when you want to get up and go, it's a beast."

Before the GTS, he owned a Cayman GT4. He loved the car but found the road and tire noise tiring on long trips and the gearing better suited to the track. Then there was the color: Speed Yellow.

"I loved it and hated it. It was a great-looking car, but every kid on the block wanted to race you!" For his next Porsche, he wanted something less noticeable. His brother Eddie located the GTS at a Porsche dealership in Jacksonville, while friend Tony Fernandez of Lucky Driver negotiated the deal. "I love the car — and it's a little less noticeable!"

PCA, Racing and Learning to Drive

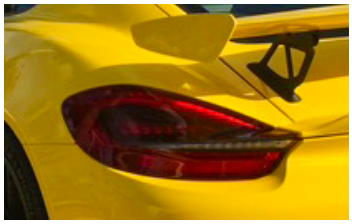
Fred joined PCA in 1989 after buying his first Porsche, a Guards Red Carrera Targa with a linen interior. Before long, he discovered the racing side of PCA and became addicted to track events for roughly a decade. The Targa eventually gave way to other Porsches — along with a seemingly endless supply of tires and brakes. More importantly, he became a much better driver.

"The exhilaration of driving on a racetrack at speed while being completely in control is difficult to describe. Those were some of the most enjoyable times of my life."

He still gets on the track occasionally, but today one of his greatest pleasures is teaching at PCA track events and helping other drivers develop their skills.

Over the years, he has participated in practically every aspect of Porsche Club life, from autocross and track events to social gatherings and Porsche Parades. Then came another addiction — Concours.









Learning to Lose Before Learning to Win
He started showing cars locally and eventually progressed to state, regional and national competition. "My first show was a disaster! I learned how to lose long before I learned how to win."

With experience — and considerable help from fellow Club members — things changed. Eventually, he won three national Concours events at Porsche Parades with three different cars.

That success led PCA National to ask him to become a Concours judge. He attended the seminars, became certified and began judging.

"It's a lot of fun, extremely competitive, and yes — I absolutely consider it a sport!"

It's Really About the People
These days, he particularly enjoys driving with close friends to destinations such as the Florida Keys, Naples, Ave Maria and Everglades City, along with local Cars & Coffee events.

"When you're with good friends who know how to drive, it's an absolute blast. The friendships and camaraderie are a big part of what makes it so enjoyable."

After decades of PCA membership, that sense of community may be what he values most: people from different walks of life coming together through a shared enthusiasm for Porsche.

"The greatest thing about our Club is the incredible number of people who volunteer their time, energy and resources for the benefit of everyone else."

After nearly four decades as a PCA member, he has a simple message:

"To our Club leaders, I salute you and offer a big thank-you. And to all our members, it's remarkable how a common interest in these cars can bring so many different people together and create friendships that last for years."

For Fred, the cars are extraordinary machines, but the people and experiences surrounding them have made the journey even better.

"Stay safe, keep driving, and I'll see you at the next Cars & Coffee!"



FROM THE DRIVER'S SEAT



The Importance and Duties of Corner Workers at a PCA Driver Education Event

Dan Doyle, DE instructor

At a Porsche Club of America (PCA) Driver Education (DE) event, much of the attention naturally focuses on the drivers, their instructors and the cars circulating on the track. Behind the scenes, however, an equally important group of people help make the event safe and organized: the corner workers. Positioned around the circuit, corner workers are the eyes and ears of the event control team. Their observations, communications and quick responses are essential to maintaining a safe learning environment for everyone on track.

Corner workers are stationed at designated locations around the track, usually at or near each corner. From these vantage points, they can see portions of the track that may not be visible to the drivers, instructors, or control personnel. Their primary responsibility is to monitor what is happening on the track and communicate important information to the appropriate people. They watch for incidents, disabled or stopped cars, debris, fluid spills, changing track conditions, and other situations that could affect the safety of drivers and workers.

One of the most visible duties of a corner worker is the use of flags. Flags provide drivers with immediate information about conditions ahead. A yellow flag, for example, warns drivers of a situation requiring caution, such as a stopped or disabled vehicle or an incident. Drivers are expected to respond appropriately by slowing down and exercising caution. Other flags may communicate different conditions, including the need to give particular attention to a specific situation or the end of a session. Because drivers may have only seconds to recognize and react to a flag, the corner worker must display it clearly and correctly.

Corner workers also play an important role when an incident occurs. If a car leaves the driving surface, spins, stops, or becomes disabled, the corner worker immediately observes the situation and communicates what has happened. Depending on the circumstances, this information may be relayed to the control station, safety personnel or other corner stations. The corner worker may also report whether the driver appears to be okay, whether the car is in a dangerous location, and whether debris or fluids are present on the track.

Another important responsibility is identifying changing track conditions. Oil, coolant, water, dirt, gravel, or pieces of a damaged vehicle can create significant hazards for following drivers. Corner workers are often the first people to recognize these hazards. They can communicate the location and nature of the problem so that appropriate warnings can be given and the track can be inspected or cleaned before normal activity resumes.

Corner workers also monitor driver behavior and help enforce the event's safety standards. PCA DE is an educational environment and not a racing competition. Drivers are expected to follow the event's rules, respond appropriately to flags, maintain situational awareness, and drive within their abilities. If a corner worker observes a concerning situation, the information can be communicated to event control for appropriate action. This helps instructors and event officials address potential problems before they become more serious.

Communication is therefore one of the corner workers' most important skills. A corner worker must remain attentive throughout the session, accurately interpret what is happening, and communicate useful information quickly. At the same time, the worker must avoid unnecessary distractions and remain focused on the track. Good corner workers are observant, disciplined and calm, particularly when an incident occurs.

Corner workers also work as part of a larger safety system. They do not operate independently. Information from individual stations is combined with observations from other corner stations, instructors, event control, emergency personnel and other members of the PCA DE team. This coordinated system allows the event organizers to make informed decisions about whether a session should continue, be slowed or be stopped.

For drivers, understanding the role of corner workers is important. A flag station is not simply a place where someone waves flags. It represents a critical communication point between the driver and the event's safety organization. Drivers should actively look for corner stations, know where they are located, understand the meaning of the flags being displayed, and respond immediately and appropriately.

Ultimately, corner workers help provide the foundation for a safe and successful PCA Driver Education event. Their work may receive less attention than the cars on the track, but their contribution is indispensable. By watching the circuit, communicating changing conditions, displaying flags, reporting incidents and supporting the event's safety procedures, corner workers help ensure that drivers can concentrate on learning, improving their skills, and enjoying their Porsche in a controlled environment. For every driver participating in PCA DE, recognizing and respecting the work of the corner workers is an important part of being a responsible participant on the track.

Dan

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...continued from page 17

One Last Sunset Together

That evening, we dressed in white and pink for our final rendezvous. We gathered on a rooftop overlooking a vineyard as the sun began to set. Once again, Aperol Spritzes were in our hands. By now, the drink had practically become part of the rally. We shared stories and laughter with our new friends and members of the Porsche Club community in France.

Awards were presented to some of the fastest ladies on the rally, an appropriate ending for a group of women who had demonstrated all week that they knew exactly what their Porsches could do. But beneath the celebration was a realization none of us particularly wanted to acknowledge. It was time to begin saying goodbye. Only days earlier, most of us had been strangers. Now it was difficult to imagine that the journey was almost over. Rada would be continuing to Portugal, while Rosi and I would eventually make our way back toward Paris and then Miami, but Provence had one final gift waiting for us.

One Last Night at the Truffle Farm

We eventually had to return our 911 GTS to Montélimar, but the timing meant we could not return the car that evening. Phala graciously invited us to stay at her 18th-century villa. After approximately three hours on the road, we arrived back at the beautiful truffle farm where our adventure had begun. Almost immediately, we were invited to participate in a truffle tasting with German visitors staying at the property. We met the adorable truffle-hunting Labradors and learned about the generations of tradition behind Aimé Truffe. Then we tasted the truffles. Later, our hosts prepared a homemade dinner, allowing us to experience even more truffles and truffle oil while sharing stories around the table. It was the type of experience you cannot manufacture or schedule. Our hosts shared how they came to love Porsches and told us about each of the four Porsches sitting in their driveway and garage.

As members of the Porsche Club of America, participating in this rally alongside the French ladies opened our eyes to culture, beauty, different ways of life and some of the most interesting personalities we could ever have hoped to meet. Most importantly, it gave us friendships that will last a lifetime. We arrived as Porsche enthusiasts. Somewhere along the roads between Montélimar and Stuttgart, we became friends.

Rosi, Rada and I found ourselves in a magical place, experiencing something none of us could have imagined when we first said yes to this journey. There were glamorous moments and funny ones. There were long drives, wrong turns, credit-card problems, hotels without air conditioning and even a bug bite or two. But those imperfections made the experience ours because this trip wasn't about perfection; it was about living. Our factory tour taught us that despite all of Porsche's extraordinary technology, engineering and precision, there is still a human touch behind every car.

This was more than a drive. In just 4 nights and 3 days, the tour covered 5 cities, countless landscapes and a spectrum of experiences: from lavender fields in Provence and rosé under the sun, to Lake Geneva villages, the Alpine mountain roads and the beating heart of Porsche in Stuttgart.

But the real story was the ladies, each with her own journey into the world of Porsche. We all came together to create something bigger than a road trip. It was about building friendships that will last long after the engines are switched off. And it was about freedom, the feeling of taking the wheel of a car that amplifies our personalities.

For every Porsche enthusiast reading this, the message is simple: a Porsche is more than a car. In the right company, on the right roads, it becomes a story you write one curve, one city and one shared moment at a time. It became our story and we were lucky enough to live it. ■

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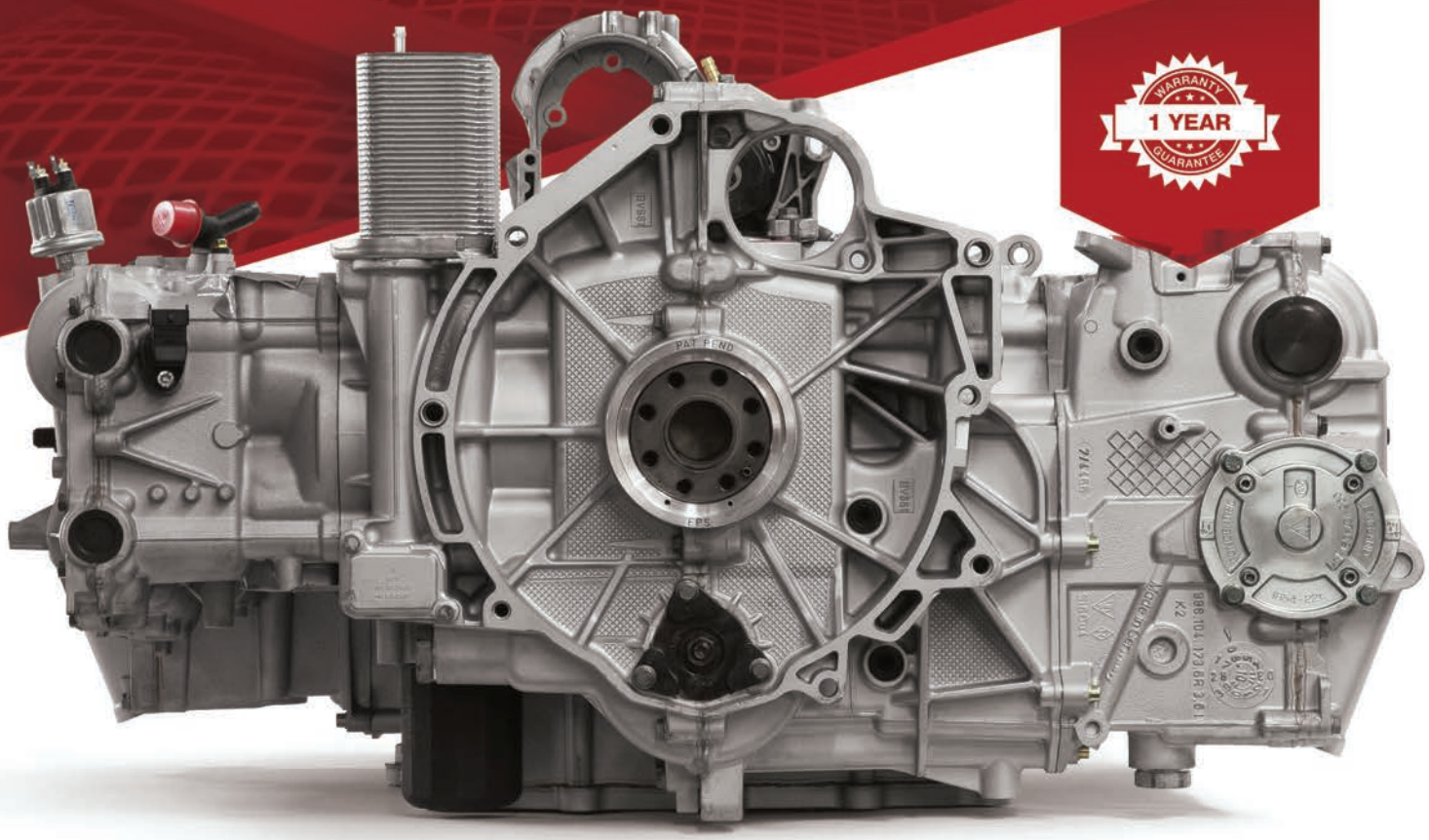
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TECH CORNER

The 959 Part 2 in America

Story and photos by Pedro P. Bonilla, Suncoast PCA, tech writer



In a previous issue we discussed the beginnings of the 959 as well as its technical advances and immediate racing successes.

Now we'll tell you the rest of the story.

The 959 was never meant to be a street car and certainly not a California car to be driven on normal city roads.

Two years after the Gruppe B appeared at the Frankfurt Auto Show (1983), Porsche announced the introduction of the 959 with a production of 200 cars to homologate the model for competition.

Even at the price of $250,000, all of the cars were quickly spoken for.

When the U.S. Department of Transportation requested four cars to crash-test, Porsche said no. Without approval from the National Highway Traffic Safety Administration (NHTSA) the 959 could not be sold nor driven on US soil.

Two of the first buyers of the 959 were Microsoft co-founders Bill Gates and Paul Allen. News of the banning of the 959 in America was not well accepted by the pair who decided to ship their cars to the West Coast anyway. Their contraband was soon discovered and impounded and reportedly confined to a California warehouse for more than a decade.



With no way to lawfully enjoy their 959s at home, some wealthy US owners decided that changing the law was what they'd do.

In 1990 a Seattle-based company called Vehicle Technologies, Inc. launched an attempt to import the 959 and have it approved for the USA, an effort that was quickly thwarted.

Several years later, a group called The Special Vehicle Coalition engaged in discussions regarding proposed new legislation that would allow cars of note that were never sold new in the USA to be imported as individually owned show exhibits.

This costly and lengthy campaign finally paid off in 1998 with the arrival of the "Show and Display" (S&D) Law which permits significant cars such as the 959 to be driven on US roads for up to 2,500 miles per year.

S&D, however, did not exempt the cars from having to be emissions compliant. Suggested grammar only: "The Environmental Protection Agency (EPA) requires vehicles less than 21 years old used on US roads to meet air emissions standards for the year of manufacture.

So, making a 959 compliant was not going to be easy, especially in California.

For starters, the 959 never had catalytic converters nor was its Motronic's brain programmed to recognize an oxygen sensor (although the car was built with the wiring harness and bung for a sensor). Reportedly a few factory retrofit kits were made available but it's difficult to know if that's true or not.

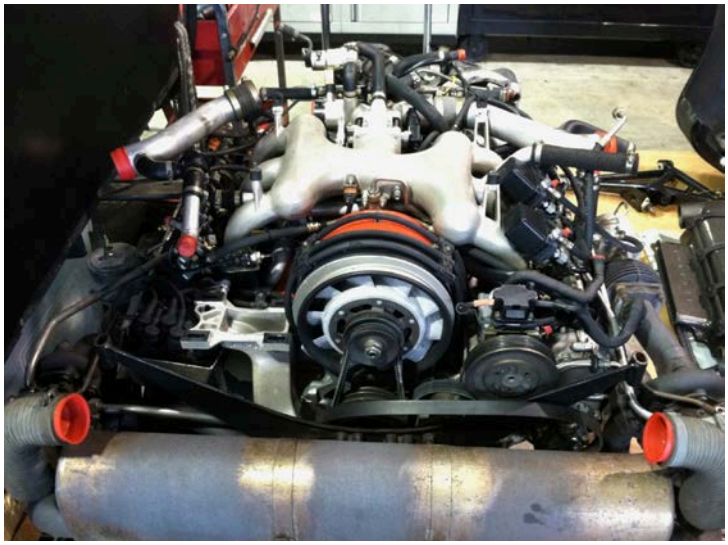
The first company to gain NHTSA and EPA approval for a Porsche 959 under the S&D legislation was G&K in Santa Ana, CA. They partnered with GIAC, a developer of vehicle software, and the first 959 was certified in September 2001. It took almost $50,000 of work to do it.

But because the 959 had its engine derived from the 935/76 race car which later also powered the 956 and 962C to victories at the 24 Hours of Le Mans, there were those who hoped for more from the newly certified 959 than just clean/green performance. Enter Bruce Canepa, a California racer who became a Porsche fanatic. In 1988 he purchased a 959, which he thinks to this day, is one of the best – if not the best – all-around sports cars ever made. He also believed that the 959 had some additional performance potential built-in. He figured that it was good for 600 hp so he set out to modify the 959 to make 600 hp while still hitting the EPA emissions targets.









Based in Scotts Valley, CA, Canepa Design changed their 959s from a sequential-turbo setup to a twin-turbo operation using Garrett turbochargers. They installed new engine management systems and new exhausts which included catalytic converters. Two versions were prepared: A Phase 1 making 575 hp and a Phase 2 making 640 hp. They also offered a suspension package with tuned dampers and titanium coil springs plus a new clutch and pedal assembly to improve feel. The original wheels were modified to accommodate 245/45R17 front and 275/40R17 rear Michelin Pilot Sport2 rubber.

Nowadays, though, the 959 can be used in the USA with no certification other than the S&D Certificate. This is because the EPA requirements expired once the 959 turned 2z1 years old. A total of 337 cars were built before production shut down in 2009.

Most of the 959s in America were modified to comply with the existing regulations, but after 2010 a few factory-original 959s have come to America.

For more information on the Porsche 959 and more, please visit my website: www.PedrosGarage.com

Happy Porsche'ing,

Pedro

Photos of a freshly imported 959 getting a new clutch

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PHOTO FINISH

Christy Spangler, photo editor



Hamed Rodriguez sent in this photo of his 2018 Porsche GT3, which has approximately 10,300 miles. This picture was taken in Vermont this October. Six friends, along with Hamed, shipped their cars to drive those twisty roads.

Hamed took this photo with an iPhone.

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