



Newsletter of the Florida Crown Region





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All-New Porsche Service Center Now Open For Business In St. Augustine

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PORSCHE

Porsche Service Center St. Augustine

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- Advertising Chair: Help needed !!
- Newsletter Editor: Wayne Kunkel

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From the Editor Wayne Kunkel

Florida Crown Region is in the “fat part” of our events before we get into the brutal summer heat. Our 2nd autocross of the year will be March 21st at the FIRM. We have a complete set of pylons and timers. Thank you, Mel Ward, for taking care of our property. Hans Mandt, our deal liaison, for helping move and store all the FCR “stuff” that was up on Atlantic Blvd. I had a behind the scenes look at the new service center, where the FCR “stuff”, is stored. The new service center is quite impressive.

Terry and Cathy Sopher’s Soul Rally was a huge success. I have included an article on the rally in this issue of the newsletter. I was navigating Randy Rickabaugh’s 996 GT-3. Randy lives close by and I have been trying to get him reengaged with the region. We both enjoyed a brisket sandwich from Soul BBQ in Brunswick, GA. I did make him stop at an intersection in Folkston, GA so I could get a picture of the Okefenokee Road sign!

Valentine’s Day the region took off from Green Cove Springs Jr. HS and used Bruce Mac Dougal backroads of Clay & Putnam counties to do a great loop and then end up back in GCS at the “Roger That Grill” for a delicious lunch.

If you have ever wondered what it would be like to push your limits with your Porsche, I have a deal for you. One of the safest ways I know of is an autocross. With the new super speeder tickets in FL., it’s crazy to speed anywhere. You won’t get anywhere near the top end speed of your Porsche at an autocross. You will get a better feel for the brakes and handling of your great machine. I owned a 1.7 liter 914 in 1976 when I went to my first autocross. You can beat a 914 to death before you get into any trouble. I entered the world of Porsche ownership for under \$4,000.

I don’t care if’s a new turbo or a used Macan, we all like our cars! The \$75 entry fee will be the best money you have ever spent because I guarantee you that when you walk into work on Monday, you’ll still be smiling.





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AFTER EVENT SALE

REGION WEBSTORES ▾

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WELCOME TO THE NEW PCA WEBSTORE



Eddie Bauer Men's Sport
Hooded Full-Zip Fleece Jacket



PCA logo Rhinestone Ladies
Scoop T-shirt



Porsche 356 Speedster Super
#71 Race Car



1:43 Steve McQueen
Collection - Gulf Porsche 917K

Exclusive PCA apparel and accessories

Place your PCA pride on display with exclusive apparel, lifestyle products, and vehicle accessories. The PCA online store features a wide variety of shirts, jackets, hats, car models, PCA Region items, and much more for men, women, and children.

SHOP ONLINE: www.pcawebstore.org



PORSCHE CLUB OF AMERICA

From the Prez

Chris Pownall FCR PCA President

so far, 2026 is off to a great start and we're already into March. By the time of you read this, Werks Reunion is (most likely) another one for the books. It's fantastic that we have such an excellent show so conveniently located within our region. A hearty thanks to the FCR members who volunteer for the various roles to keep the event running.

Do you know any young/younger people who are interested in Porsches but may be dissuaded by the perception surrounding our cars? As many know, it's not as expensive to get into a Porsche as they think! I'm looking to dive into the topic of how we, as owners, can encourage young drivers to explore Porsche ownership sooner than they thought possible. From potential models and points to research, collectively we have decades upon decades of experience to draw from. It's a brilliant opportunity to keep PCA, FCR, and of course Porsche, going well into the future.

Mark your calendars for Florida Crown's first autocross of 2026! It will be held at The FIRM in Starke on March 21. Thanks to our intrepid Autocross Chair Wayne Kunkel, we're once again hosting an exciting opportunity to stretch the legs of our P-Cars in a safe environment. Don't miss out - sign up today!

Our annual High Performance Driver Education (HPDE) at Roebing Road Raceway in January was a success. While Sunday's weather was damp, the weather held favorably for the most part. Many new faces were there among the track regulars. Huge applause to our HPDE Chair John Pellerin, and Registrar Michelle Mullen, for batting their debut event out of the park.

When you find yourself at one of the numerous FCR events, and happen to notice a new face, take a moment to stop and say hello. Maybe they're new to the region, or just new to attending events. All of us are ambassadors for our region, and have been "the new guy" at one point in time. Let's ensure they get the warm welcome that we may have missed out on ourselves.

Keep the wheels down (and the speed legal),

-CP (EI Presidente)



2026 Calendar of Events

Green Font = To be determined or not yet confirmed

March

- 4th Board of Directors Meeting
- 6th WERKS Reunion Amelia
- 7th- ~~NO Porsche & Pancakes- **Because of Amelia Island-**~~
- 7th-8th Amelia Island Concours
- 10th Social - Fionn MacCools Irish Pub
- 14th RiverGrille on the Tamoka (J Coleman Hosting)
- 20th FCR Ladies Luncheon – TBD (Dora Barren Hosting)
- 21st FCR Autocross FIRM
- 28th Drive In & Dine Out Wobbly Whale
- 28th Porsche & Pancakes – Gainesville Edition
- 28th Brumos FCR Spring Concours (Hylton Early)
- 29th- 31st Spring Treffen Low Country (PCA National Event)

April

- 1st 2nd Spring Treffen Low Country (PCA National Event)
- 4th Porsche & Pancakes – Amelia, Southside, Fleming
Palm Coast has a new **New Location - Oceanside,**
- 14th Social Don Juan's
- 11th Drive in Dine Out Corky Bells – then Garage visit Mitch & Bobby
- 17th FCR Ladies Luncheon – TBD (Dora Barren Hosting)
- 18th **Sopher's Rally TBD**
- 18th Drive in & Dine Out at Hooters (M Chiapputo hosting)
- 25th Tech Session –At Service Center St Augustine - Steve Palmer organizer (Hans reports approved by Aaron Mong)
- 25th Porsche & Pancakes – Gainesville Edition

May

- 2nd Porsche & Pancakes – Amelia, Southside, Palm Coast, Fleming
- 6th Board of Directors Meeting
- 12th Social Caddie Shack
- 15th FCR Ladies Luncheon – TBD (Dora Barren Hosting)
- 16th **Drive in Dine Out at Finns Beachside Pub (M Chiapputo hosting)**
- 30th Porsche & Pancakes – Gainesville Edition

June

- 3rd Board of Directors Meeting
- 6th Porsche & Pancakes – Amelia, Southside, Palm Coast, Fleming
- 9th **Social**
- 14th – 20th Parade Lake Placid
- 19th FCR Ladies Luncheon – TBD (Dora Barren Hosting)
- 27th Porsche & Pancakes – Gainesville Edition

July
1st Board of Directors Meeting
4th Porsche & Pancakes – Amelia, Southside, Palm Coast, Fleming
14th Social TBD
17th FCR Ladies Luncheon – TBD (Dora Barren Hosting)
25th Porsche & Pancakes – Gainesville Edition

August
1st Porsche & Pancakes – Amelia, Southside, Palm Coast, Fleming
5th Board of Directors Meeting
11th Social TBD
21st FCR Ladies Luncheon – TBD (Dora Barren Hosting)
29th Porsche & Pancakes – Gainesville Edition

September
2nd Board of Directors Meeting
5th Porsche & Pancakes – Amelia, Southside, Palm Coast, Fleming
8th Social TBD
18th FCR Ladies Luncheon – TBD (Dora Barren Hosting)
19th-25th Treffen at Sea (PCA National Event)
26th Porscheoctoberfest **Sopher's Rally**
26th Porsche & Pancakes – Gainesville Edition

October
3RD Porsche & Pancakes – Amelia, Southside, Palm Coast, Fleming
3rd-8th Back of the Dragon Tour
7th Board of Directors Meeting
10th Autocross TBD
11th New members welcome Social - confirmed
13th Social TBD
16th FCR Ladies Luncheon – TBD (Dora Barren Hosting)
24th Autocross TBD
31st Porsche & Pancakes – Gainesville Edition

November

- 1st Ponte Vedra Auto Show
- 4th Board of Directors Meeting
- 7th Autocross TBD
- 7th Porsche & Pancakes – Amelia, Southside, Palm Coast, Fleming
- 10th Social TBD
- 11th – 15th Historic at Daytona
- 14th The Putnam Lodge Overnight Tour
- 20th FCR Ladies Luncheon – TBD (Dora Barren Hosting)
- 21st Drive in Dine Out Hooters (M Chiapputo Hosting)
- 22nd Charity Food Drive (week of 22nd M Chiapputo Organizer)
- 28th Porsche & Pancakes – Gainesville Edition

December

- 2nd Board of Directors Meeting
- 5th No Porsche & Pancakes – Amelia, Southside, Palm Coast, Fleming
- 6th Charity Toys for children (M Chiapputo Organizer)
- 8th No Tuesday night Social
- 13th Holiday Social – Timuquana confirmed
- 18th FCR Ladies Luncheon – TBD (Dora Barren Hosting)
- 26th No Porsche & Pancakes – Gainesville Edition due to holidays





How I Accidentally Became a Drifting Monster (and Why You Should Too) Sabine Moeller

Some people go to Finland in January to chase the Northern Lights. I went to Finland from January 17–22, 2026 to chase the perfect slide. Four days. Ice. Porsche. And a very real possibility that I'd come home ruined for normal driving forever.

Welcome to the Porsche Ice Experience Ultimate Program — where traction is optional, grins are mandatory, and common sense politely waits in the lounge.



From the moment I arrived, it was clear this wasn't just a driving program—it was engineering. Everything ran with that quietly intimidating Porsche precision: the logistics, the hotel, the food (comforting, elegant, and exactly what you want after a day of heroic oversteer), and those little thoughtful touches waiting in the room that made you feel less like a customer and more like part of the family. Honestly? I hadn't expected that level of care. I was completely “von den Socken”.

And then there was the driving.



Ice drifting at this level is less about “driving” and more about dancing with a high-powered car. It’s rhythm, timing, feel. Or, if you prefer: it’s like powder skiing on four wheels—you float, you commit, and when you hesitate, you sink. When it clicks, the car doesn’t fight you; it follows. Long, flowing drifts across frozen wetlands and freshly iced forest roads feel impossibly graceful for something with this much horsepower.

The playground? A 992.2 GT3 and the 992 Cup Car.



The tracks were perfectly prepared—technical, and endlessly inviting. Every lap sharpened your sense for weight transfer, throttle finesse, and trust. Trust the car. Trust the ice. Trust your coach’s voice in your ear telling you “more gas!!!” when every instinct says otherwise.

Which brings me to Phil.



Every great adventure needs a great coach, and Phil delivered in spades. A Dutch champion with titles in the Renault Clio, Mégane, and Dutch GT4 series, Phil brings a lot more to the ice than just his trophy-laden career. He's a competent, no-nonsense guide who knows exactly how to push you toward your limits while somehow making every lap feel possible. He is deeply knowledgeable, endlessly patient, and just daring enough to nudge you beyond what you thought you could do. Somewhere between a perfectly linked drift and a moment that felt suspiciously heroic, he offered his ultimate seal of approval with a calm: "very nice."



The immersion went far beyond the driving. We were kitted out like the real deal: personalized race suits, racing shoes, gloves, helmet, full radio setup—the whole package. You don't just feel prepared; you feel chosen. Squeezing into the car dressed like that, hearing your coach in your ear, surrounded by nothing but snow and that unmistakable scream of the engine, you start to forget this is an experience and not your new profession.



For a few luminous days, Phil set free a Walter Röhrl–Max Verstappen version of me on ice—mercifully without the weight of Red Bull expectations. Yet the real transformation happened beneath the helmet. Fear softened into trust, trust flowed into the throttle, and in that commitment emerged confidence, rhythm, and a quiet, exhilarating joy.



This kind of experience changes you. It reshapes how you relate to risk, control, and yourself. And it leaves behind something dangerous: a longing. It doesn't just teach you how to drift. It recalibrates how you approach risk and control. And it created a newly released drifting monster already scanning calendars and waitlists—Boxberg in October, Porsche Experience Canada, and the Ultimate Ice Experience in 2027.



So why am I telling you all this?

Because if you love driving—even just a little—this will recalibrate your definition of joy. It's not about lap times. It's about feel. Flow. That rare moment when machine, surface, and instinct align and everything suddenly makes sense. That's why this experience sticks. Porsche didn't just host an event. They crafted an environment where winter becomes an ally and commitment is the measure of mastery.

I went to Finland to improve. I came back wanting more. There is no substitute.

Sabine Moeller

Membership Chair, PCA FCR

(Credits to Phil Bastiaans from Sport Driving GmbH, Dr. Ing. h.c. F. Porsche Aktiengesellschaft, Avantgarde Experiences GmbH)



FLORIDA CROWN REGION JANUARY MEMBERSHIP REPORT

Feb 2, 2026

REGION SUMMARY

New Members 17
 Transfer In 4
 Transfer Out (-)2
 Lapsed - 17

Life Members

Total Primary Members 1125
 Affiliate Members 616
 Total Region Membership 1741

NEW MEMBERS JAN 2026

NAME	CITY, STATE	VEHICLE YEAR & MODEL
Alvarez, Daniel	Gainesville, Florida	2025 718 Boxster S
Beury, Chris L Ellie Beury	Jacksonville, Florida	2006 Cayenne Turbo S
Evans, John Chad Evans - Brother	Jacksonville, Florida	2006 911 Carrera 4 Cabriolet
Goldsmith, James Andrew Tyra Dramm - Spouse	Fernandina Beach, Florida	2001 911 Carrera 4 Cabriolet
Kendrick , Colin	Saint Augustine, Florida	2022 Macan S
Mayo, Paul	St Augustine, Florida	1990 944 S2 Cabriolet
Molnar, Frank J. Drake Dickerson affiliate	New Smyrna Beach, Florida	2023 911 Carrera GTS
Moore, Brian Lindsay Moore - Spouse	Jacksonville, Florida	2022 Taycan
Oller, Phillip	Atlantic Beach, Florida	2008 Boxster
Powers, Robert Murray	Atlantic Beach, Florida	2021 Cayenne

Ray, Michael A.	Ponte Vedra, Florida	2019 911 Carrera
Reynolds, Jim	Jacksonville, Florida	2012 911 Carrera GTS
Ryser, Scott	Atlantic Beach, Florida	2014 Cayenne Turbo
Singh, Alec Vicky Basra - Wife	Ponte Vedra Beach, Florida	2024 Cayenne S
Smith, Benjamin R. Kenneth Smith - Son	Jacksonville, Florida	2000 Boxster S
Thimas, Richard Bryan Combs - Son	Palm Coast, Florida	2018 Panamera
Williams, Joel	Ponte Vedra Beach, Florida	2024 718 Cayman

Transfer in Members

Blackwell, Darren Transfer from First Settlers (FST)	Jacksonville, Florida	2017 911 Carrera S 2014 911 Carrera S
Hart, Greg Transfer From: Carolinas (CAR)	St Augustine, Florida	1969 911T Targa
Montalvo, Nelson Christine Cesani-Montalvo Transfer From: Peachstate (PST)	Middleburg, Florida	1986 944
Rowe, Fred Transfer From: Florida Thoroughbred (FTR)	Gainesville, Florida	2016 911 Carrera GTS

2026 FCR ANNIVERSARIES 1st QUARTER

30 YEARS

Jay Rish
Sandra Rish
Walter Connors
Pamela Connors
Royce Coleman
Melissa Coleman
Michael Sandifer

25 YEARS

Ann Freeman

20 YEARS

Thomas Rensing
Debbie Rensing
Edward Lane
Barney Lane
Jake Soberay
Alice Soberay
Raymond Kehrt
Deborah Mobbs
Robert Mobbs
Lee Jones

15 YEARS

Joseph Kendrick
Lynn Kendrick
John Pellerin
Francey McLeod
Dow Peters
Clay Warner
Bruce Humphrey
Carol Humphrey
James Woodruff
Stephanie Woodruff
Christopher Nieminski
Kathleen Nieminski
John Lovejoy
Joel Cohen
Brian Steffes
Emily Steffes
Dan Dideo
Mark Dideo

10 YEARS

Christopher Bolton
Kyle Harakal
Eric Griffith
Suzana Griffith
Randy Allison
Biff Bradley
Michael Patacca
Judith Patacca
Anthony Mazzola
Samina Monakey
Micheal Monakey
Steve Deutchman

5 YEARS

Don Reardon
Henry Borowy
David Kennedy
Marc Zurlinden
Kay Nichols
Ken Johnson
J.P. Ledoux
Rosario Bonsignore
Charles Schifflet
Brad Talley
Robin Talley
Allen Jones
Dana Jones
Bart Neighbors
David Pinter
David Martin
Craig Dion
Eric Weigand
Christie Weigand
Teresa Radzinski
Blake Allison
Ernie Higbee
Ann Best
Paul Saraiva
Steve Carcaba
Bob Jones
Brent Lister
Mark Druash
Anna Thompson
Carol Cusick
Vladimir Cherneychuk
Edwin Stringfield
David Edwards
Charles Imm
Chuck West
Terry O'Brien
Jonathan Atkinson
Jonathan Prather

The logo for the Florida Crown Region Porsche Club of America. It features the word "FLORIDA" in a large, blue, stylized font with a crown icon above the letter "O". Below "FLORIDA" is the word "CROWN REGION" in a smaller, blue, sans-serif font. Underneath that is "Porsche Club of America" in a black, sans-serif font. A red swoosh graphic is positioned below the text.

AUTOCROSS MARCH 21, 2026 The Firm Starke, FL



The 2nd autocross of 2026 will be held at the FIRM racetrack located in Starke, FL. This event is open to all types of cars, not just Porsches. Porsche registration will be open before any other marques are allowed to register.

No previous autocross or track experience is needed. The event includes a mandatory safety briefing, personal coaching if requested by a novice, and a track walk for Novices. Coaches will be available. All run groups will work and learn through observation. Experience the camaraderie and pure passion of Porsche.

Check-in begins at 8:00 AM and training will run from 9AM – 4PM

Lunch is on your own. There are no food trucks onsite. Bring a cooler and your lunch.

You will need to have a Snell SA 2020 Helmet or newer. Motorcycle helmets are NOT permitted.

PCA and the FIRM both require waivers to be signed before being allowed on the track.

Don't have a helmet? FCR has 3 loaner helmets that 2020 SNELL rated helmets. You can also rent them onsite from the FIRM for \$25. You will need to bring a racing helmet head sock or balaclava.

Racequip Cotton Head Sock - NON FIREPROOF – Solo Performance Specialties
Link: [Racequip Cotton Head Sock - NON FIREPROOF – Solo Performance Specialties](#)

The cost is \$75 PER DRIVER. Cancellation requests received by March 20 will be refunded, less bank fees. No-Shows or cancellations day of the event are non-refundable. This is a rain or shine event.

Registration : [Click here to register](#)

Wayne Kunkel

Autocross Chair

Email: Lotusrpv@aol.com Cell: 315-406-1698

The Arctic Ballet: *Recalibrating the Human Comfort Zone*

By Sabine Moeller

On the shimmering, sub-zero tracks of the Porsche Ice Experience Ultimate, the 992 generation takes center stage. Whether it is the surgically precise 992 GT3 or its raw, uncompromising sibling, the 992 GT3 Cup, these machines aren't just vehicles; they are partners in a high-stakes ballet.

We sat down with one of the instructors and lead supervisor of this frozen masterclass, Phil Bastiaans, to discuss why one of the world's most exclusive driving program is actually a lesson in letting go—and how drivers evolve from white-knuckled hesitation into unleashed drifting monsters



The Interview

Q: Phil, you've built a legacy on the predictable grip of asphalt, but on ice, the rules are rewritten. When traction is an illusion, how does the "mental map" of an "Ultimate" driver differ from that of a traditional circuit racer?

Phil: "On asphalt, you're surgical—you're looking for the line and managing friction. On ice, you're managing momentum. Whether you're in the GT3 or the Cup Car, the mental map isn't a static line anymore; it's a fluid, living thing. A traditional racer wants to fight the slide to save time; an Ultimate driver learns to invite the slide to create control. You stop driving solely with your eyes and start driving with your inner ear."

Q: In the GT3, we're often drifting with the ESC and TC turned off to really find the limit. Does that close the gap between the road car and the Cup Car?

Phil: "It brings you closer to the soul of the machine, but the gap remains. When you kill the ESC in the GT3, you're trusting your hands and feet to manage that 510 PS. But even then, the GT3 still has your back with things like Rear-Axle Steering, which subtly adjusts the car's pivot point."

The Cup Car, however, is a different dimension. It's not just about 'turning systems off'—it's the fact that there are no systems. You have a pure mechanical limited-slip differential and a sequential gearbox that hits like a hammer. In the GT3, even with the electronics off, the car is a partner. In the Cup Car, the car is a judge. It doesn't forgive 'frantic hands' or a late correction. It demands that you be 100% present in the 'dance'."

Q: You often shout "More Gas!" precisely when every survival instinct is screaming for the brakes. Is the ice training actually more of a masterclass in behavioral psychology than a driving clinic?

Phil: "Guilt as charged! When I yell 'More Gas!', I'm not just talking about the throttle; I'm asking the driver to override their DNA. Evolution tells you to brake when you're sliding toward a snowbank. I'm telling you to accelerate to change the car's pitch and weight distribution. It is 100% a psychology seminar. We aren't just training feet and hands; we're rewiring the brain's relationship with fear."

Q: Watching a driver transition from 'frantic hands' and five crashes into the snowbank to becoming a self-declared 'drifting monster'—what does that evolution reveal about the power of a high-performance training environment to permanently recalibrate a person's internal comfort zone?"

Phil: "That progression is the soul of the experience. We all start with 'frantic hands'—that desperate sawing at the wheel—usually followed by an intimate meeting with a snowbank. But the real reward is watching that chaos turn into calm and fun. When the panic stops and the deliberate, 'micro-modulated' inputs begin, you've stopped fighting the car and started leading the dance. Once you've mastered a hair-trigger machine on a frozen lake, 'normal' limits just don't feel the same. You don't just leave with a new skill; you leave with a new pulse."

Phil's Pro Tip: The PCA HPDE Gateway

"For anyone entering their first PCA HPDE event, the real 'upgrade' isn't under the hood—it's between your ears. On the street, your Porsche is designed to be a polite partner that filters out the noise. On the track, your goal is to remove that filter.

High-performance driving is the art of micro-modulation. You aren't just pushing pedals; you're having a high-speed conversation with the chassis. When you move past 'frantic hands and pedals' and start using surgical precision, the car stops being a machine you're riding in and starts being an extension of your intent. You don't just leave with a faster lap time; you leave with a permanently recalibrated sense of what you and your car are truly capable of."

Tech Deep Dive

	992 GT3 (Road / ESC/TC OFF)	992 GT3 Cup (Race)
Engine	4.0L NA Boxer	4.0L NA Boxer (Race Tuned)
Output	510 PS (502 hp)	510 PS (approx. 503 hp depending on BoP)
Weight	~1,435 kg (DIN)	~1,260 kg (Dry, excl fluids and driver)
Power-to-Weight	~2.8 kg/PS	~2.4 kg/PS
Transmission	7-Speed PDK or 6-Speed Manual PDK = dual wet clutch or Manual = single dry clutch	6-Speed Sequential Dog-Box
Clutch		Sintered Metal Racing Clutch
Electronics	PSM, ABS, Rear-Axle Steering	Motorsport tuned ABS & TC Unboosted racing pedal box + Bosch motorsport ABS
Braking System	Vacuum-Boosted / ABS Active Electronically Controlled	
Differential	(PTV Plus)	Mechanical Multi-Plate LSD
Front Suspension	Double-Wishbone	Double-Wishbone with Uniball joints
Rear Suspension	Multi-link with Rear-Axle Steering	Multi-link (Fixed / Rigid Uniball)
Damping	PASM (Electronic Adjustment)	Non-electronic adjustable racing dampers
Steering Linkage	Electromechanical + RWS	No rear steering, Solid-mounted components Motorsport ECU calibration + racing exhaust
Engine Mapping	Road-Legal / Particulate Filtered	(series regulated)



Interested in Porsche market trends?

Sign up for PCA's free monthly e-newsletter, Mart Fresh News!

The Porsche Club of America features news, videos, and information about the current market for used Porsches in the monthly *Mart Fresh News* email newsletter.

Mart Fresh News also highlights a variety of Porsche listings from PCA's Mart Classifieds. When you find a vehicle in The Mart, you can be assured that it's been cared for by a registered PCA member — not some anonymous seller.

SIGN UP FOR MART FRESH NEWS TODAY: www.pca.org/newsletter-signup



PORSCHE CLUB OF AMERICA



Did you know PCA has its own racing series?

PCA Club Racing has provided fantastic Porsche-only wheel to wheel racing since 1992 at tracks big and small across North America.

Club Racing is a place for Porsche enthusiasts to race their Porsches in a friendly, competitive environment. Club Racing has a class for just about every sports car Porsche has made, everything from a converted 944 to a new Porsche Motorsport GT3 Cup is welcome. With Club Racing, you can race your Porsche on some of the most historic tracks in North America like Lime Rock, Watkins Glen, Road Atlanta, and Canadian Tire Motorsports Park.

If you are a PCA member and have a Porsche race car, come race with us. For information on how to get started, head over to <https://pcaclubracing.org/licensing>

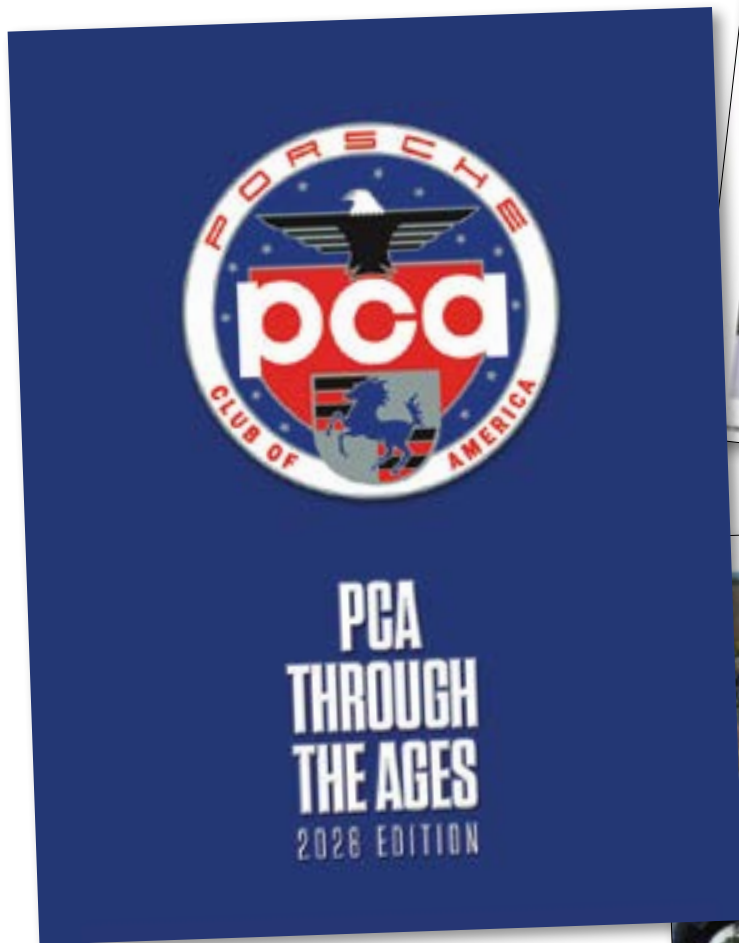
FOR MORE INFORMATION: <https://pcaclubracing.org>

SOCIAL MEDIA: @pcaclubracing on Facebook and Instagram



PORSCHE CLUB OF AMERICA

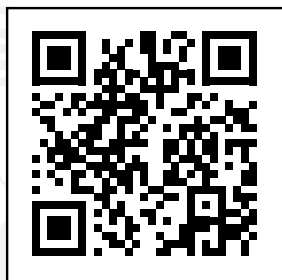
Updated & Online Now!



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>



PORSCHE CLUB OF AMERICA

2026 SOUL RALLY

Cathy Sopher and Terry Sopher planned and executed the Soul Rally on Jan. 31st. The Rally started from Love's Truck Stop near the airport. I was navigating the 2004 996 GT-3 owned by my friend (and longtime FCR member) Randy Rickabaugh and Leslie Rowe Rickabaugh. I am trying to talk him into taking one of his cars to an FCR concours. The jury is out. My 996 has never been as clean as this GT-3!

We were the first to arrive and checked out the inside of the truck stop. We had a somewhat lengthy discussion and decided that Buc-ee's has a better selection of food, but Love's has a better selection of CB Radios!! (no surprise there) With the long drive to St. Simon's Island having more coffee was a big no!

We were in the attached Bojangles cafe watching Porsche after Porsche wander through the parking lots looking for the starting point. Finally, a nexus of 911's gathered way out back, near the truck staging area, since there was no room for 35 Porsches up by the gas pumps. We quickly found out that being inside Bojangles was a lot warmer than standing around with the jackets we had chosen to wear. I have some serious outer wear from living near Buffalo, but my snowsuit would have been out of place! I could have rented it for serious money as we waited for instructions.

Cathy Sopher and Terry Sopher did their usual great pre-rally talk, signed waivers, handed out rally directions and we were gone! Randy and I were the 4th car off. Right off the bat we (I the navigator) missed an instruction to count the number of angels that can dance on the head of a pin at the 13.8-mile mark!! I suggested that we do a U-Turn but got voted down. I could see that as navigator I better speak up sooner.

The multipage directions were clearly written so it wasn't like running against a rally master team of Dracula and the Bride of Frankenstein. It was about 3 directions later that we turned a light too soon. We saw the green Macan doing a U-turn, but we were in the wrong lane to go straight. U-Turn #1 completed.

We decided to name our team the Fleming Island 996'ers.

Surprisingly, to me, the directions were now to go 15.6 miles, 27.5 miles to nowhereville, GA and turn left. It was in fact Folkston, Georgia that we executed U-turn #2 because the good folks of Folkston, Georgia changed the Main Street sign to trick us!

We were running along looking at tree farm after tree farm in this section. Do they take these trees to the paper factory in Palatka? I used said paper factory as a data point for one of my rallies a couple of years ago. (Driving the St. John's) Then Cathy Sopher and Terry Sopher had been heavily drinking one day when they started watching the Blues Brothers and James Bond movies looking for soul/sole clues. Randy's GT-3 was running the appropriate 10% high speedometer (like my Yellow 996) which made looking for church graveyards, gas stations, and roads more fun.

The drive across the Brunswick River was easy enough as was the causeway. The finishing point was right after exiting a traffic circle (round about for you Bostonians). I meant to say: RIGHT AFTER YOU EXIT THE CIRCLE!! Begin U-Turn #3. I'm happy to say that we only went around the rotary (that's a traffic circle for you southerners) twice.

Plenty of Porsche only parking set up by the Sophers. Amazing. The SOUL BBQ was worth the drive. Randy and I both had the beef brisket. The heated large tent out front was much appreciated. We sat outback in the sunshine.

This was a wonderful event that perfectly executed by Cathy Sopher and Terry Sopher. Well Done!!

Here is the list of the top 4 finishers!

1st Bob Jones and Tania Wegerer

2nd Rob Brindley and Anna Miller

3rd John and Fran Pellerin

Honorable Mention by close margin! -Sabine Moeller and Peter Lusk

Congratulations to Bob Jones and Tania Wegerer!!

One month look back on this event. After editing Sabine's article on Finland Ice Racing, I was reminded of winter rallies in the Central New York Region of PCA. The snowiest metropolitan area in the U.S., Syracuse, is in this region. No members drove their Porsches on these rallies we all competed in our winter beaters! What a pleasant difference it was to drive the back roads in 996 GT-3 on dry roads.





ST. VALENTINES DAY DRIVE AND DINE

On Feb 14th, 15 cars assembled in the Green Cove Springs Jr. H.S. parking lots. Bruce McDougall had planned a ride through western Clay County then headed south into Putnam County. We passed the Clay County Fairgrounds, took a left at Camp Blanding, went straight through Keystone Heights to the Winn Dixie before starting a nonstop 100-mile loop.

15 cars and we made every turn and every light without being separated! The fields and foliage parched from the drought, but the colors were still nice. Ran back north on State Road 315 to rte. 16 and back into downtown Green Cove Springs.

Roger That Wings and Things in GCS was 100% prepared for PCA. The view of the St. John's River out the side windows and historic GCS Hotel and springs out the front window. The ladies of FCR PCA were all presented with a rose for Valentines Day.







Brumos Collection Session 2 How To Prepare Your Car for a Concours



Brumos Collection as a team of Florida Crown Concours veterans and experts present Session 2 in a multi-part series on how to prepare your car for a concours Feb. 7th.

Hylton Early, FCR Concours Chair; Jeff Jones, PCA Parade Best in Class Winner; Ed Lustgarten PCA FCR and PCA Werks Judge; Ken Perry PCA Parade Best in Class Winner (2X!) and Porsche Werks Best in Class winner and panel MC were the instructors for session 2 on preparing your car for a concours.

This follow-up workshop drills down on inspection, remediation, cleaning and preparation and day-of-event execution.

BODY/EXTERIOR

PAINT

TIRE/WHEELS/HUBCAPS

INTERIOR

ENGINE COMPARTMENT (Not Applicable for Caymans, Boxsters, Late Model 911s & EVs)

Werks and Concours Prep Program and Panel Discussion

Prep Checklist review and Q&A

Category 1: Visual Inspection – **What needs cleaning? Take notes plus pics from your phone. Completed no later than January 15th.**

Body/Exterior

Paint

Tires/Wheels/Hubcaps

Interior and storage (Trunk and Frunk)

Storage: (Trunk and Frunk) lining, rubber seals, hinges, components

Engine Compartment

Category 2: What needs fixing, make any arrangements to get this done if you need to “Outsource” by February 28th

Identify what needs fixing and scheduled work ASAP (or outsource if needed). Consider sharing a list of trusted contacts (“I got a guy”) for help.

Areas to check:

Body/Exterior (Overall condition, damage/dings/dents & detail of vehicle)

Paint (Check condition, quality, detail, fading, repaint/respray)

Tires/Wheels/Hubcaps (Check condition for cleanliness, detail, dings, dents)

Interior (Check condition, quality & detail)

Storage: (Trunk and Frunk) lining, rubber seals, hinges, components

Engine Compartment – Porsches with the engine compartments in plain view.

(Mid-engine Porsches and newer 911s – fans, fluid filler caps, and deck hinges.)

Note: Mid Engine cars and newer 911s are exempt from judging the engine category at the local and Porsche Werks Reunion.

Category 3: What needs detailing once everything is really clean! Start this part in mid-February leading up to March 28th.

Focus on:

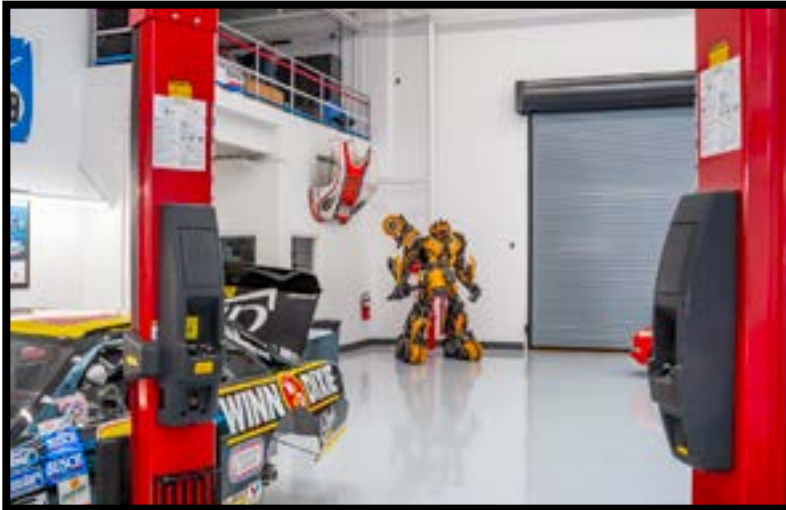
Body/Exterior and Paint (Overall condition, damage/dings/dents & details of vehicle)

Tires/Wheels/Hubcaps (Deep clean, protect surfaces)

Interior (Check condition, quality & detail)

Storage: (Trunk and Frunk) lining, rubber seals, hinges, components

Engine Compartment Porsches with the engine compartments in plain view. (Mid-engine Porsches and newer 911s – fans, fluid filler caps, and deck hinges)



ART N MOTION

ST. AUGUSTINE FEB, 21, 2026

Forty-five cars arrived at the great Art N Motion location, close to Rte. 1 and the Vilano Bridge on San Marco St.

Chris Tchorznicki grabbed the donuts and coffee and had tables set up when I got there to help park cars. Debbie Cooper was the “coffee and donut” lady, and we had enough to feed all the attendees and have very little excess. Chris Tchorznicki and I got things rolling in the parking lot early, so things were all measured up for maximum capacity in the main lot.

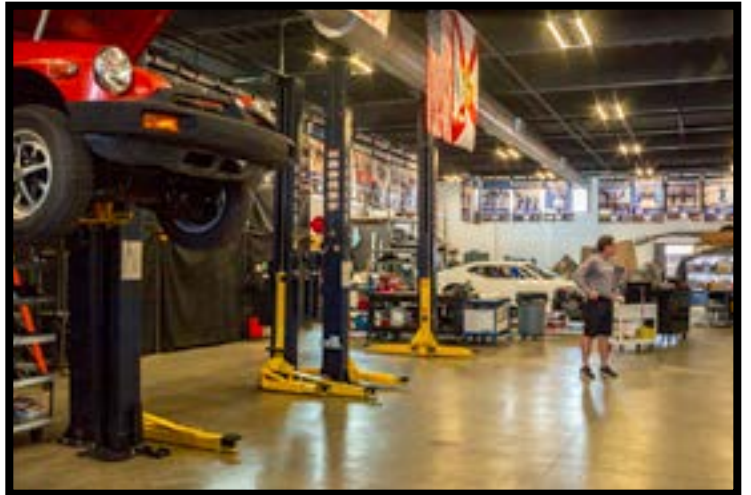
Aaron Mong appeared with a new GT-3 that was a metallic blue/purple. Hans Mandt persuaded the Brumos Collection to part with a 911 Dakar for display!!! Jerry Peters brought his “new” 914 2.0-liter Porsche. It’s really a nice car. Bill and Debbie Cooper drove over in their 356 Carrera.

Past events were held in early January and so a 70-degree day in mid-February was a giant change for attendees. I heard no complaints about the weather!

This is a unique location, and we are grateful that open their door and parking lot to FCR PCA.









Annual FCR HPDE
Roebing Road Raceway Saturday
January 17th 2026 and
Sunday January 18th 2026





REDLINE MARKET PLACE

991.2 GT3 RIM AND TIRE SET (NEW)

2018 Porsche 911 GT3 Rims and Tires (I recently sold the car).

Rims are flat black, used, excellent condition

Tires are brand new, never used
Set is track ready, balanced with metal stems and TPMS

Michelin Pilot Sport Cup 2
Front: 245/35ZR20 (95Y) XL
Rear: 305/30ZR20 (103Y) XL

\$4,250

Charles Ferry
chuckferry19@gmail.com
(813) 614-3573

COLLECTORS AND MAN CAVE DECORATORS

I lived just over an hour from Watkins Glen for many years as a member of Central New York Region PCA. My collection of Watkins Glen Formula One ORIGINAL POSTERS has 4 posters from the 1975-1980.

I also have some Porsche Posters from various races. These are unframed original posters with no holes or tears.

Framing available

Prices commensurate with condition and rarity.

Wayne Kunkel
Lotusrpv@aol.com



OEM/ORIGINAL 20" PORSCHE 982 BOXSTER CAYMAN S 718 WHEELS/RIMS BRILLIANT FINISH
OEM/Original 20" Porsche 982 Boxster Cayman S 718 Wheels/Rims Brilliant finish

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