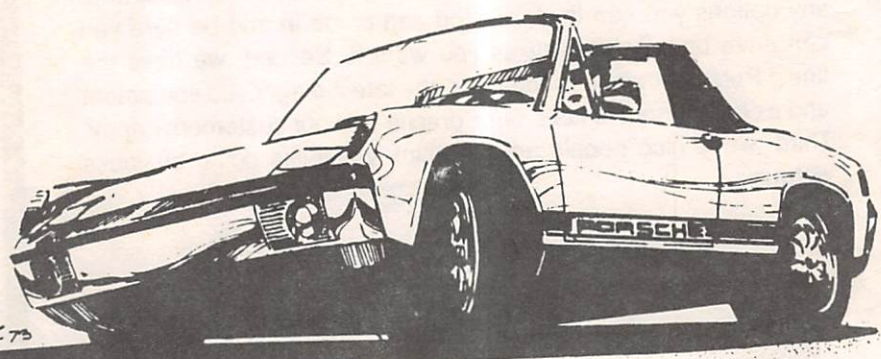


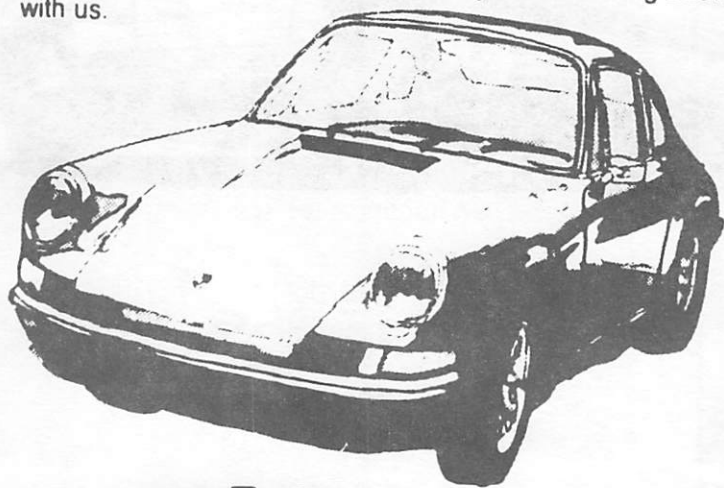
porsche profile



august 74

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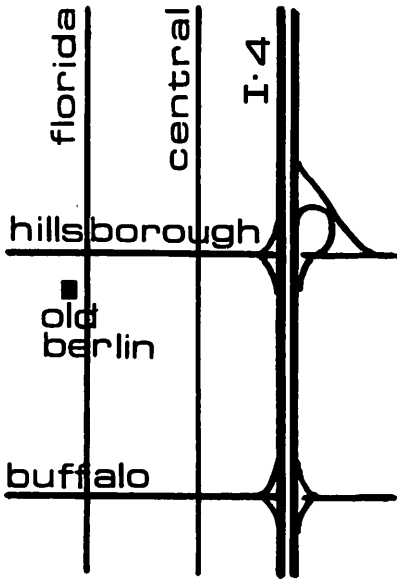


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tech	douglas hannon rt.2 box 991	920-6194 odessa
news	tom/dar hammer 5202 bon vivant dr.	238-7502 tampa

july minutes

The July meeting was held at Centennial Place in Tampa. Vice President Chris Harris called the meeting to order and announced the following slate of officers purposed by the National Nominating Committee.

M.B Williams - Pres.
Charles A. Stoddard - Vice Pres.
Dennis K. Thovson - Sec.
Robert C. Rassa - Tres.

Chris then reviewed a letter from the Committee for Fair Choice which asked for signatures of members who would like to place the following names for nomination:

Tom Hauser - Pres.
Roger Chaney - Vice Pres.
Jim Perrin - Sec.
Hank Malter - Tres.

After much discussion, thoes members wishing to sign were given the opportunity.

Plans to attend the Labor Day Weekend Rennfest in Stone Mountain, Georgia were discussed as well as tentative plans for a Suncoast Oktoberfest at the Old Heidelberg Castle in Sarasota the first week of October. Chris Harris suggested a Fall Suncoast PCA - Lakeland Sports Car Club Autocross and another dinner meeting at Ole Berlin, Tampa.

Bill Both and Doug Hannon were requested to make a list of independent Porsche repair shops in this area. Members were encouraged to report on service received from dealerships and independents.

Bill Erler gave a report pm the recent Economy Run and Steak Fry. Trophies will be given to the winners.

Doug Hannon reviewed the Tech Session which featured brake repair and tune-ups. Treasurer Gus Koch reported a \$341.75 bank balance.

The meeting was adjourned. A Wine Tasting Party followed.

Bill Erler gave a report on the recent Economy Run and Steak Fry. Trophies will be given to the winners.

wine tasting

The art of wine tasting was demonstrated by 25 PCAers after the July meeting at the Centennial Place. Members found their way to the bar and corks started popping as Bill Erler introduced the first wine to longing taste buds.

Imported red and white wines were geared to the tasting. The examples of white were Louis M. Martini "Dry Chenin Blanc" of California, and Karl's "Monopol Rhinewein" - a light German white wine. The examples of red were Frémicourt, St. Julien Bordeaux, Marquisat Beaujolais, Inglenook "Gamay Beaujolais" of California, and Concha y Toro "Cabernet" - a Red Chilean wine.

The atmosphere was set for constant chatter as the rounds of tasting progressed. Each person had the opportunity to decide which wines they would add to their own private stock of taste.

The evening proved to be a success as members bid for the last few bottles which were opened before the evening was through.

Thanks are due again to Brooke Ballagh who organized such a great wine tasting event, and to the Proud Lion for donating the cheese and crackers plus the wine glasses!

I'm already looking forward to the next wine tasting event! See You all there!

steak fry

ray punto

Our thanks and a tip of the Suncoast Porsche Region's hood to Bill and Penny Erler for once again hosting the June 29th Steak Fry - the fabulous fourth such event.

Fifty hungry Porsche-pushers (including 8 from Canaveral Region) can be grateful to Brooke Ballagh for the best steaks yet. Special thanks are also due to Fountain Fire and Safety, Ferry's Porsche, and our very own Porsche store for donating door prizes.

As you may well recall, the feast followed a frantic, fervent fracas-frequently parased-economy rally which freaked us all far out. (Spiro-eat your heart out). Thoes who came equipped with hidden siphons, eye-droppers, and other subversire paraphernalia were, alas, tawart-ed by Brooke Ballagh and his ten dancing digits which attached the seals so expertly as to end any notion of helping the little gas tank along.

Activities at the Steak Fry included consuming $7\frac{1}{2}$ cases of beer, distributing door prizes, playing pool, and vying for the dart championship. That title was bestowed on Brian Ballagh, even after spearing the fish mounted in the wall.

A final thought - Wouldn't it be great to see more of the female half of the club show up at all the kinds of events we have! When was the last time the women took over at the wheel or came to meetings that were not strickly social?

Signing off for this year - Don't make yourself scarce meanwhile

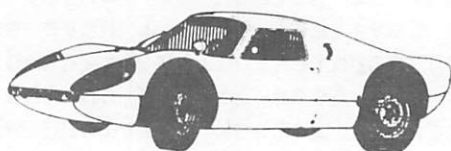
Phonetically yours,
Portia- The Porsche Pusher
Punto

veep's voice

chris harris

Some thoughts on the Paul Revere/Camel GT 250 at Daytona on July 3rd. Talk about a sound and light show! I personally enjoyed the race more than any daylight race I have seen. The track was very strategically lighted, and the flashing roof and door lights on the cars made for a wild sight. I took a friend who is interested in becoming a Porsche owner. He made some interesting observations while I was just raving about the 1 through 5 finish for Porsche. He noted that of the 40 cars on the grid, there was about 15 chevy-powered cars and about 11 Porsches. At the finish there were 9 Porsches and 4 chevy-powered cars on the track. All of the Japanese cars were gone. As my partner commented, "The track was littered with broken Corvettes." The frustration must be tremendous for the better Chevy drivers and crews. For example, Warren Agos, the top Camero chauffeur, had folded his team. At the Paul Revere, the Agos Camero was clearly faster than any Carrera, and handled very well. But apparently the engineering isn't there, as with all the Chevy cars. Agos has been quoted as saying that he'd like to try driving Porsche because it looks twice as easy as driving the Chevies. If you can't beat em... huh Warren? The story is the same all around. The competition is giving up. The European Inter-Serie is supposedly in danger for that same reason- everyone else is quitting! To save The Inter-Serie, Porsche must retire the Turbo-Porsche, or perhaps it will be retired for them, as in the Can-Am series. It appears that only so much excellence will be tolerated. But, I view this with mixed emotions. Next to Porsche, I love competition best. That's why I like to see Warren Agos and others like him behind the wheel of Cameros and Corvettes, and I'm pleased to see that BMW has gotten back into GT racing and is contemplating a shot at F-1. Maybe the next triumph for our favorite Marque will be re-entry into F-1, on the conquest of Matra. My main concern, however, is for GT racing, and

I can't think of what excuse can be used to outlaw the Porsche 911. So I suppose we had better hope for some competition that will keep GT race fans interested.



econo rally

The rally started with each car's gas tank being filled at the American station at Gandy and Manhattan Blvds. by rally masters Bill Erler and Brooke Ballagh. The cars then traveled over approximately 47 miles of Pinellas County roads, that lead back to the starting point. There the rally masters topped off the tanks to determine gas consumption. Points were awarded as follows: 10 points per tenth of a gallon of gas; 1 point per .01 mile of corrected mileage error; 10 points per missed questions; 30 negative points for a bonus question.

RESULTS

4 Cylinders

Driver/Navigator	Car	Total
1. Tom/Dar Hammer	914 1.7	132
Bill Both/R. Rowe	914 1.7	132
Elmer/Tom Enlow	914 1.7	132
2. Hernando/Ray Punto	912	325
3. Roy/Shirley Ferry	912	332
4. Eddie/Sherry Meier	914 1.7	360
5. D. Faucher/M. Griffin	356 B	440
6. Pat/Lou Schroeder	912	1290

6 Cylinders

1. Al/Cherry Rappoli	911L	410
2. Brian/Robin Ellis	911 2.4	430
3. Stella/John Murdock	911S 2.0	473
4. Gary/April File	911T 2.4	725
5. Ron Bell/D. Matthews	911 2.7	1207

technicalities

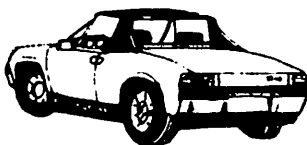
Nowadays, the first question anyone asks about an automobile is "how many miles per-gallon?" In more normal times the usual question was "how much horsepower?" Porsche salesmen have been happy to answer either question. Since 1972 the horsepower question has gotten rather tacky because of the California emission standards. What then is horsepower?

Horsepower may be considered a significant index to a vehicles' potential performance. By definition, it's a measure of the rate at which an engine can do work. One horsepower equals 550 feet pounds per second.

Forschephiles have had to live with the double standard of DIN and SAE horsepower. "Was ist das?"

DIN Hp (Deutsche Industris Norm) is obtained by rating the engine on a dynamometer including air filters, exhaust, fan, blower, injection pump and an unloaded alternator or generator. In other words it is operated under conditions resembling thoes it will operate in when in the car. Power is measured at the flywheel.

SAE Hp (Society of Automotive Engineers) is actually SAE Gross Hp, determined by operating the engine on a dynamometer leaving off the power reducing parts (air cleaners, etc.). SAE Gross Hp and DIN Hp of the same engine differ substantially. the SAE rating always being higher.



Much excitement was generated in anticipation of the 1972 911 when it went to 2.4 Liters. One magazine had extensive road's tests on all 3 new models, even the cover rating the T at 133 Hp; the E at 157 Hp; the S at 181 Hp. This latter was actually the new SAE Net rating which so confused the magazine they had it intermixed with DIN ratings. Imagine the quandary of Porsche-Audi salesmen who, having committed the '72's to SAE Gross Hp were advised to quote the SAE Net Hp as printed on Porsche sales brochures. Curiously, the more sophisticated Porsche and sports car owners did not pursue the Hp question as did the man off the street.

SAE Net Hp is measured at the flywheel, similar to DIN Hp. The engine is operated on the dynamometer equipped as it will be in the car. Minor rating differences between the DIN and SAE Net Hp are the result of operating and measuring specs under the DIN and SAE norms.

Just as the Deutsche Mark did an about face in relation to our dollar, so did our standard SAE Net Hp to become the lower figure compared to DIN Hp.

Bob Lawrence/PORSCHE POST



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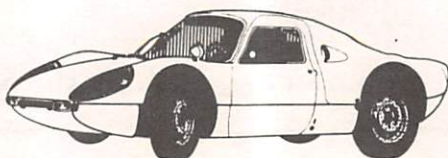
brooke ballagh

At the tech session held July 6 at the Hannons' (A great success), I noticed many problems that can be cured or avoided very easily, so I thought it may help to cover some of these:

Doors and fenders rusting from the inside can be prevented by using a soft wax rusrproofing compound (not undercoating) such as Valvoline TECTYL 502C, messy, but it works... lug nuts for alloy wheels should not be torqued to a value greater than 94-101 ft. lbs... the convex bearing surfaces of the nuts should also be coated with molybdenum disulfide (Molyhote) paste to prevent galling and siezing...

keep your engine clean so you can spot fuel and oil leaks... brake fluid must be changed every 2 years to avoid corrosion and damage to master cylinders and wheel calipers... a solution is to flush entire system and replace glycol brake fluid with silicone brake fluid... if your 911 does not have CD ignition you probably have a misfiring problem that you can never cure for long without CDI... if you have CDI and still have a misfiring problem, check your distributor terminals (1000 OHM) and your spark plug connectors (1000 or 1500 OHM) for proper resistance with an ohmmeter - plug connectors frequently go bad due to the extreme heat they are subjected to.

There's lots more - anybody for another tech session?



coming events

AUGUST

20 PCA SUNCOAST dinner meeting at Old Berlin Restaurant, Tampa

30-Sept.1 Rebel Rennfest '74, Stone Mountain, Atlanta, Georgia

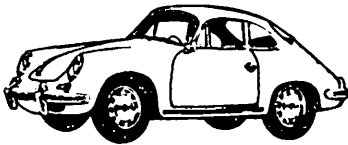
SEPTEMBER

17 PCA SUNCOAST meeting - slides of Germany

OCTOBER

5 Octoberfest at Old Heidelberg Castle in Sarasota

15 PCA SUNCOAST meeting



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FOR SALE: 1972 Porsche 914, silver lacquer w/black interior, appearance grp, AM/FM radio, mag. wheels, tinted glass, heated rear window, front spoiler and Hella 4 headlights. 30,000 miles, stored one winter in Wisconsin. Reassignment to Europe forces sale. FRED MCKENZIE, 3325 Bayshore Blvd, Tampa, Fla. 33609
Phone: 837-3504

FOR SALE: 911 T Targa w/everything-AC, Koni shocks, new tires; mechanically perfect, \$8,000; JOHN C. MCCAMY, St. Pete, 347-2131, weekdays 9-5.

WANTED: for 1964 356C stock or wooden steering wheel and pair of rear shocks. E.C. MOLBY, 3510 Schwalbe Dr. Sarasota, 33580, 955-8917.

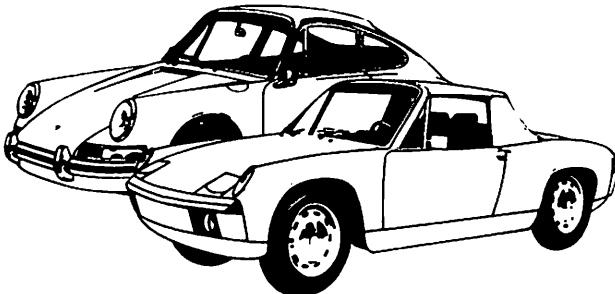
FOR SALE: '64 356C Coupe, \$2,900, good condition rebuilt engine. GARY HAMMER, 877-1414 work, 251-0060 home, Tampa.

FOR SALE: 356 N Engine #P65862, needs pistons, generator, blower, and bearings. All else there including new flywheel and pressure plate. \$145. CHRIS ECHAVARRIA, Largo 585-6827.

WANTED: 2 used 155/165-15 radials for VW or 2 good 185/15 radials, preferable Sempri HR's. CHRIS ECHAVARRIA, Largo 585-6827.

WANTED: for '69 911T: 4 or 5 alloy wheels in excellent shape; left and right rear bumpers in excellent shape; front and rear rubber bumper molding, left front strut, black radio speaker cover. RICK ROWE, Tampa 935-5104.

FOR SALE: '64 SC Coupe beige lacquer/black int. paint exc(custom paint 1 year ago) int good, air, maintained by Pete Espenlaub, asking \$3200-3500. JOHN LUHN Res.- 238-3428 Home- 223-2402, Tampa.

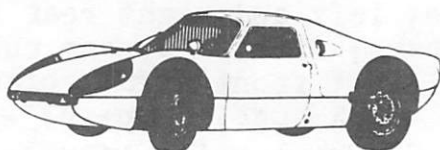


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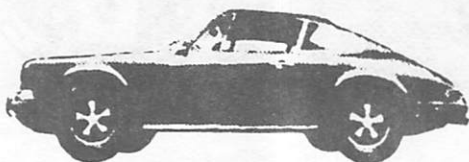
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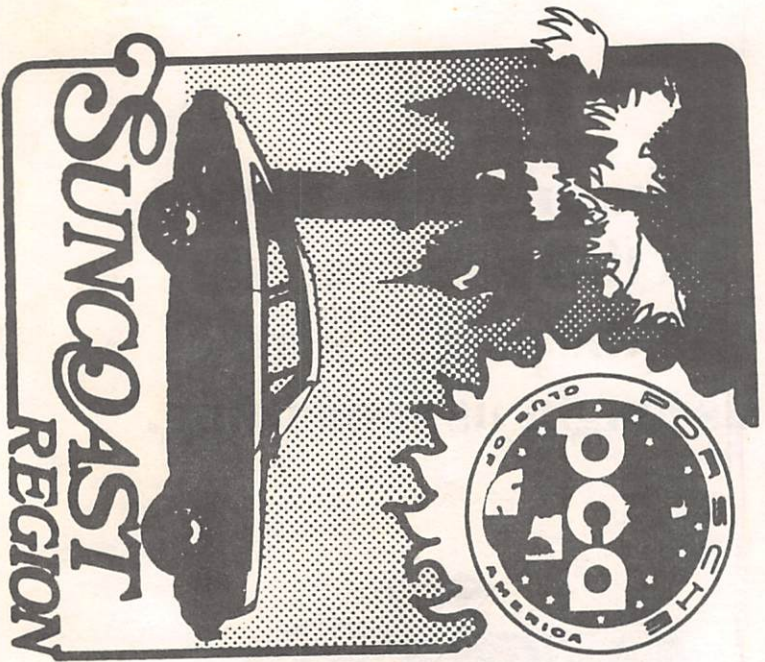
The Porsche 911.

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