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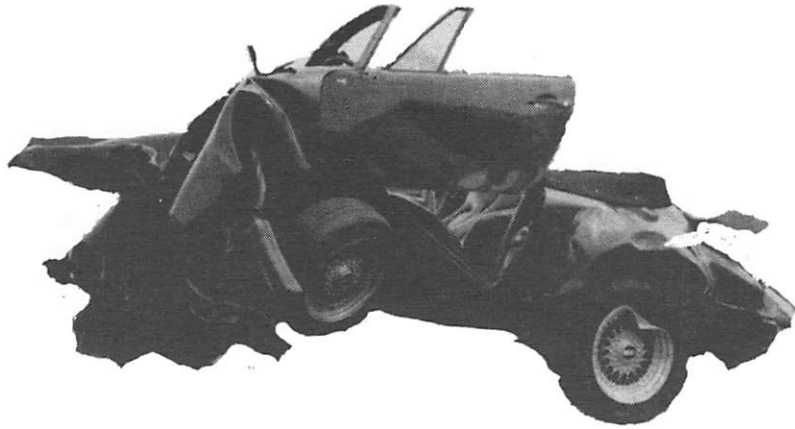
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PORSCHE PROFILE

Suncoast Region

March 1991

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PORSCHE PROFILE

SUNCOAST REGION

March 1991

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Cover photo by Jim Vandercrake. The winning Porsche 962
in the pits during the 1991 24 hours of Daytona.

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8305 Palma Vista Lane
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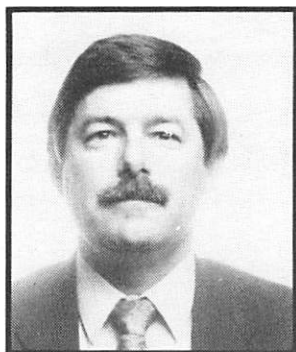
Jim Vandercrake
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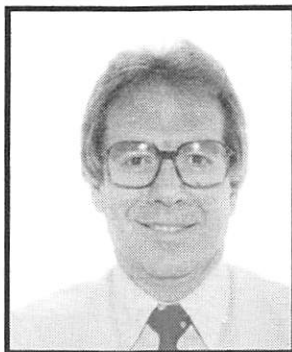
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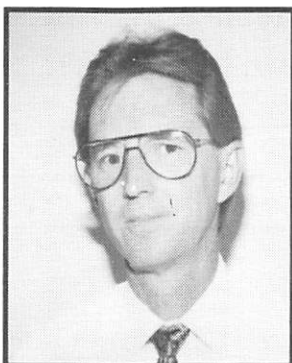
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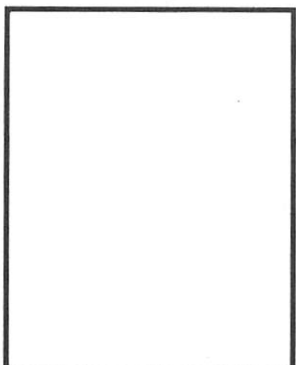
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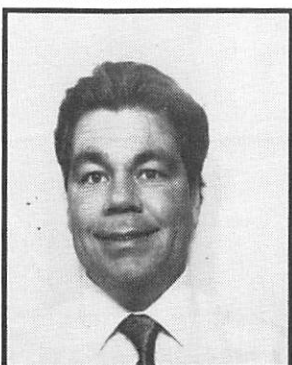
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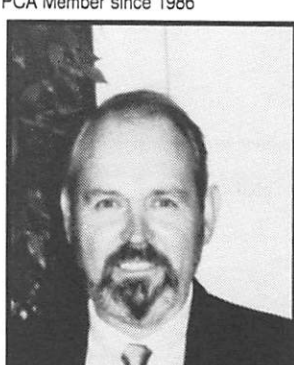
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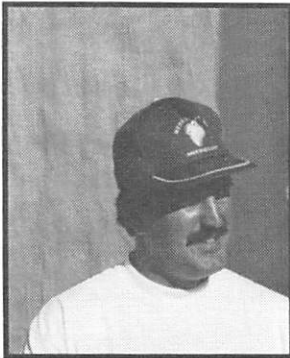


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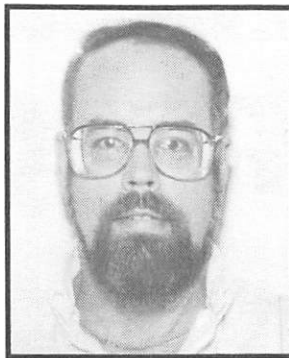


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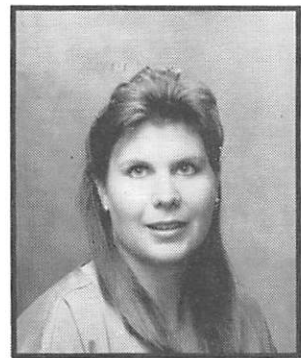
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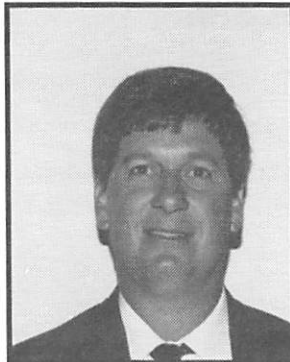
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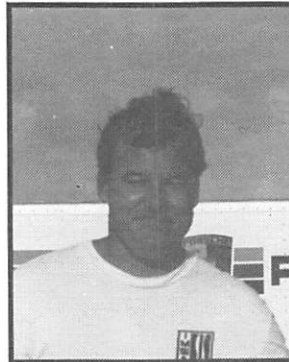
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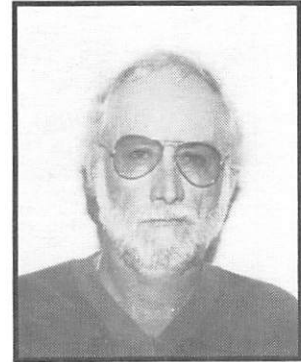
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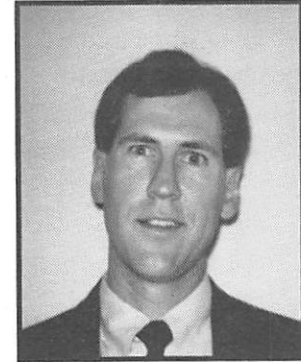
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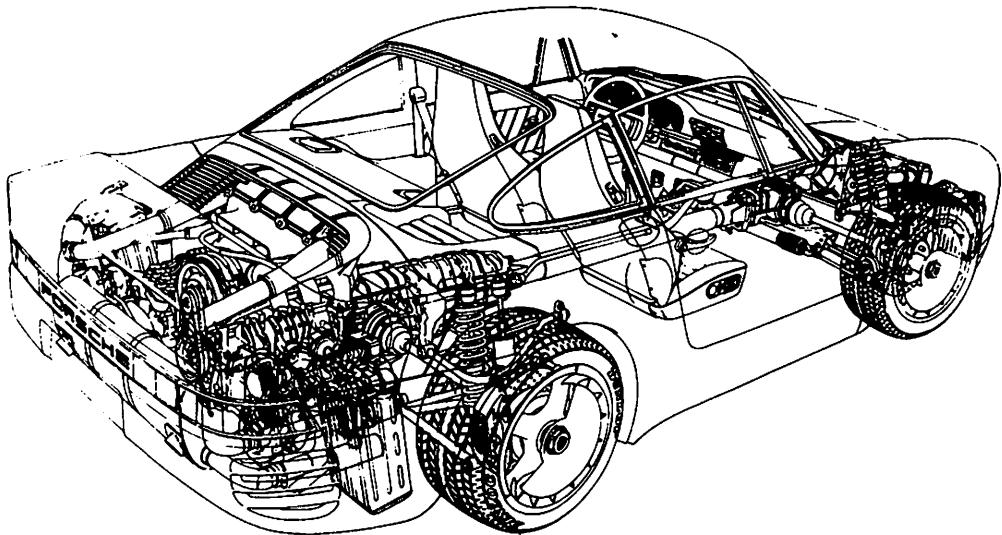


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President's Message

By Paul Cwik

Well, it has been a full month of activities for our club. Everything from a dinner social, caravan to Naples (which did include about 75 people and lots of cars), a first timers meeting at Reeves Import Motorcars, and lets not leave out Porsche's victory at Daytona. By the time this article goes out, Rookie Weekend will be over. I hope everyone who attended had a good time, and will support our club at future events. Our March calendar will be just as full. Starting with a charity event at Cheval Polo Club (watch for a flyer concerning this event), then on to Reeves for the annual Wine & Cheese party, followed by our dinner social at Fudruckers. The following weekend—Sebring, and who knows what will happen there. The last weekend, on 3/23/91, there will be a drivers event at Sebring. So you see, we will be busy all month. There will even be the brave and daring headed off to the Great White North to go skiing (me included).

As a follow up to the First Timers meeting, I would like to thank all the officers who came out to help, and a special thanks to Reeves for the use of their facilities. We had 17 new members show up to learn more about the club. Included were:

Steve & Cynthia Crose
 Ugo and Marge Mantovani
 John Niehavs
 Richard Tillotson
 Doug McColl
 Tod Nichols
 Michael Mixson
 Charles Mixson
 Kacy Curry
 Don Boyer
 Phillip Dangerfield
 Arnold & Brenda Selengut

Brad Hall
 Mitch & Scott Loweinstein

Thanks to all for coming and please attend future events. Now it's time to check out the rest of the profile!!!!

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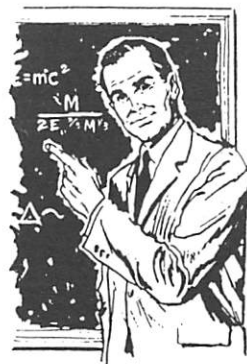
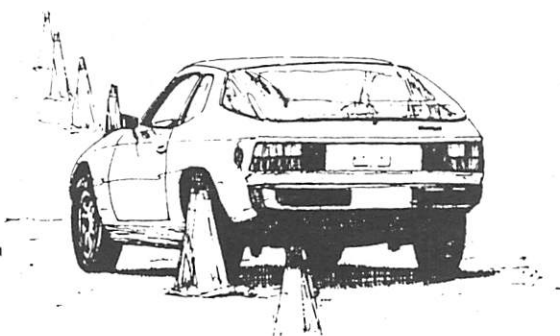
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Autocross School

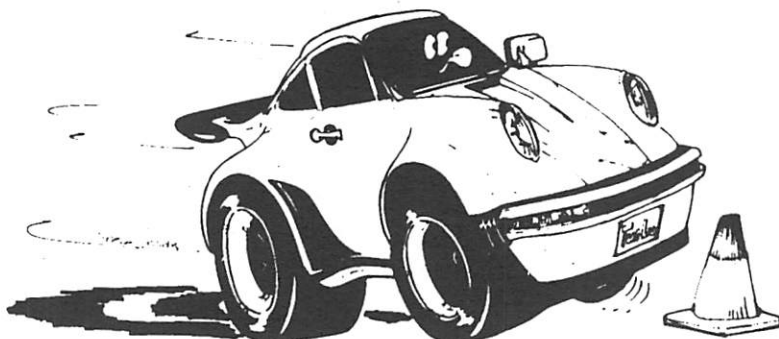
March 24, 1991

MacDill AFB

Time: Registration starts at 7:30 A.M.

Cost: \$10.00

As with all events taking place at MacDill AFB, we must have the names of all the people who are going on the base, before the event. Therefore; you must call Art Woodworth at 973-4249 before March 20 and let him know that you will be there. If you get the answer machine, leave you name, and the names of all who will be attending with you. All adults must have a PCA card. You must enter the Dale Mabry Gate.



How I Joined PCA

(or more accurately—The nightmare of My First Driver's Ed)

by **Kathy Goelkel**

Joining PCA was not a big deal for me, since my husband Gary signed me up along with himself—getting me involved in the functions was the hard part. Our Porsche was “his” car and I avoided it like the plague. Don’t get me wrong, it wasn’t that Gary wouldn’t let me drive it, it was just the stress of the recriminations that made it easier to leave it alone. “You scratched the door handle with your fingernails” was one of my favorites, along with “You got sand in my car”. Well, I decided if I had to clean my shoes with a paper towel before I got into the car, it was a whole lot easier to just take my own car! But then Gary started going to the Driver’s Eds in Sebring. I went once to watch, but I didn’t have any interest in driving myself. Driving Gary’s Porsche, on a racetrack, with a helmet on, and an instructor telling me what to do sounded like my worst nightmare, I avowed. Then Gary met someone at one of the events who had previously felt just like I did, but tried it and really had a good time. So the pressure was on...he tried and tried to convince me, but I wouldn’t budge. Gary isn’t one to try to push me into doing something I didn’t want to do as a general rule, so I finally concluded this must really be important to him. So in a moment of weakness, that I was to regret for the next few weeks until the Driver’s Ed arrived, I agreed I would try it once, if, and only if, Gary promised me I couldn’t kill myself doing it, and that he wouldn’t divorce me if I wrecked his car. He laughed, and assured me it was very safe and I wouldn’t kill myself; or wreck his car, but that if something unforeseen happened to the car, yes, he would forgive me.

So I arrived at my first driver’s Ed not at all sure I wanted to be there. As it turned out, my instructor was very patient and helpful. After the first time out I decided it really wasn’t so bad, and by the end of the day I was hooked. Everyone in the club was friendly and supportive, so we started getting involved in more and more events, and now I’m on the Board! So all you fearful wives out there, take heart! The Driver’s Ed’s are lots of fun, and so are the Autocrosses and Ralleys, but if you still don’t want to drive, at least come the the socials, because we really are a nice group of people!

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Dinner 7:30

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Sunday, July 14

Registration 7:00 - 8:00 A.M.

Entry Fee: \$40.00 First Driver

\$20.00 Second Driver

For More Details, Call;
Art Woodworth, 973-4249 (7 - 9 P.M.)

Competition

By: Art Woodworth, Jr.

Well, I am two months into this chairmanship and I have yet to meet the publisher's deadline for this article. Hey, important competitive stuff keeps coming up that just cannot wait until the next Profile. I guess he doesn't mind too much, he volunteered to publish the Profile for another year at the last Board meeting. Apparently, nobody has told him that you can only win the "Most Enthusiastic New Member" award once.

Since my last article, I have attended my first 24 Hour Endurance Race at Daytona. I always thought the race drivers and racing cars were supposed to endure heat, wind, rain, and little-to-no sleep. According to my experience, it's the fans that must endure, especially those staying in the DAT RABET camp. I attended this race fully expecting to have further off track instruction from Stewart and Tyler as to how real race driver's act as race fans. Although I was somewhat let down in that regard, I did get a rather complete lesson in how real race car mechanics act as race car fans. At least they never quit smiling. In any event, Porsche won, and that is what we went there to witness, among other things. I sure enjoyed watching those two 911 GTU cars finish the race running as strong as when they started 24 hours earlier. Alex Job's GTU 911 is as beautifully a prepared race car as one can imagine.

Our last Zone Autocross of 1990, and the first of 1991, was organized by the Gold Coast Region at Buckingham Air Field in Fort Myers. This event was held in conjunction with our caravan to Naples and the tour of the Collier Museum. We were treated to a beautiful display of Porsches at the Collier, as well as a private tour of their

restoration facilities. John Rollins of Gold Coast organized the tour and designed the autocross course the next day, both were top notch! Our next Zone Autocross will be held at Boardwalk and Baseball on February 24, 1991. You should find an advertisement with specifics for this event somewhere in this Profile. I hope all of you autocrossers attend this Zone event which is being hosted by the Citrus Region. I understand Frank Gayco has put a lot work into this event. Please be sure to tell Frank you enjoyed it, you will make his day

The third Zone Autocross of 1991 will be hosted by the Suncoast Region at MacDill AFB on Saturday, April 27, 1991. That Zone event will be followed by the forth Zone Autocross at Moroso on May 26, 1991, which will be part of the three day Sonnenfest multi-regional event hosted by the Gold Coast Region. The Sonnenfest weekend will also incorporate a Driver's Ed at Moroso on Friday, May 24, 1991.

Our 1991 Rookie Weekend, from all reports I have heard, was a great success. I understand Gary Greer, Tom Briest and Scott Tyler, with a little help from Meredith Tyler, designed and organized an outstanding rally. I couldn't attend the rally, but I did see a lot of smiling faces at Mike Kwasin's house after the event which is an extremely unusual post rally demeanor. I don't think I have ever attended a rally awards before where nobody complained. My helmets off to Gary, Tom and Scott. On Sunday we had fifteen rookies attend the autocross along with an equal compliment of veterans to help instruct, time, work corners and get some seat time in as well. Perfect weather conditions, and cooperation from the

veterans, enabled us to get several hours of in-car instruction for the rookies as well as timed runs for all and fun runs. You know it's a good autocross when you don't have to stop the fun runs because everyone has run themselves out and voluntarily quit. My sincere thanks to all the veterans for their help, and to all the rookies for the compliments, you made my day. I hope to see all you rookies again at our March 24, 1991 Autocross School at MacDill AFB. Speaking of MacDill, they were just super in working around their alert status to provide us this venue. Please show your appreciation by taking a few minutes to drop a thank you note to:

Glenda Sheppard, Lt. USAF
56 AGS/CCQ
Building 189
MacDill AFB, Florida 33608

Be sure to identify yourself as a Suncoast Region PCA member.

By the time you read this article, our February 16, 1991 Driver's Education event at Sebring will be history. As of this writing, we have 67 entries and we will probably top 70 before the event. This school should be particularly interesting because we have at least 6 cars in Level V that will be running in the March 3, 1991 three hour vintage endurance race on the 12 Hour Course at Sebring, hosted by Historic Sportscar Racing LTD. For several of us Suncoasters this will be our first wheel-to-wheel race and our excitement level is really beginning to build. For me, racing alone is a forty year dream come true, but on the 12 Hour Sebring Course - TOP NOTCH!



Alex Job's GTU 911 at the 1991 24 hours of Daytona

Wanted—The First 911's

A group of enthusiastic 911 owners, spread across the US and Europe, are looking for the whereabouts of the 235 1965 911's that were manufactured in September through December of 1964. The serial numbers are 300 001 through 300 235.

A registry was started when a growing need for parts, and correct information, was identified. But even after 5 years, the parts and information for this unique car is still very thin.

It's not that the car has been forgotten. Ferry Porsche, in his book *Cars are My Life* selected his portrait with the 1965 911 to include the caption "With the model I like most, the 911". Or in 1990, *Road & Track* selected the "10 Best Enthusiast Cars Ever"; prominent in that group are the 1927 Bugatti Type Grand Sport, the 1948 Jaguar XK-120 and the 1965 Porsche 911. That award is noteworthy because of all the superb cars Porsche has produced, including the 911S, the Carrera RS, the 930, any of the marvelous 356's or the 959, the inaugural 911 was the single Porsche to be recognized.

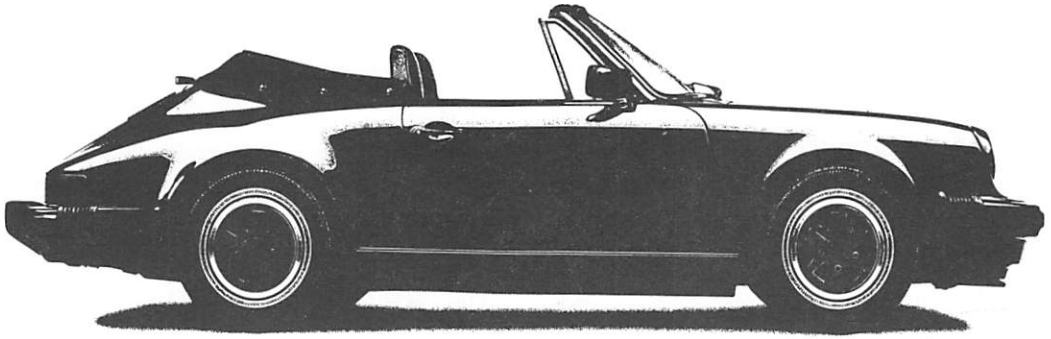
A number of owners of the early 911's are now in the process of returning their cars to

useful and active life. And, through the efforts of the auto restorer and historian Dr. Brett Johnson, in his book *The 911 and 912 Porsche, A Restorer's Guide to Authenticity*, more information is available than ever before. The network of the 235 Registry has been sharing the developmental changes, and one of a kind rarities, that occurred in the making of these cars, but only a few cars are visible for comparison. If you know of any of these cars, or the location of engine numbers 900 001 through 900 360, or 901/0 transmissions 100 001 through 100 400 (yes, the transmissions for the 901/0 had serial numbers), even Hella 128 fog lamps, please contact the 911 235 Registry, Bob Fleming 4515 Zenith Ave., S. Minneapolis, Minnesota 55410.

Any of your efforts to identify, and to connect early cars with their corresponding parts, will help to continue the enjoyment of these beloved little cars. Remember it is the 911 which is responsible for the saying "Fahren in seiner schönsten form"—Driving in its most beautiful form.



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Track Attack

By Bob Meyer

One of the most common problems at our driver's schools in Sebring is brake fade. (Maybe one of the next most common is brain fade, but I won't address that in this article.) Brake fade is the technical term for those traumatic, anxiety filled moments you experience on the track as you push the brake pedal to the floor and realize you're not going to slow down enough to get around the corner that's rushing up to meet you! You pump the pedal like mad, downshift the transmission and drive off the escape route or onto the grass. After the corner worker waves you back onto the track, you crawl back around into the pits and nonchalantly tell your friends that you "lost your brakes". I hope you have a good relationship with your dry cleaner.

Brake fade is usually caused by "boiling" your brake fluid. What really happens is this: Brake fluid is hygroscopic. Yeah, really! What that means is that it absorbs water from the air over time. When you get the brakes hot enough, the heat is conducted into the fluid in the calipers and boils the water mixed in with the brake fluid. When the water boils, it turns into steam which is compressible, unlike brake fluid or water. You step on the brake pedal again and compress the steam instead of hydraulically moving the pistons in the caliper. The result is a "spongy" brake pedal or no brakes at all.

As the system cools off again, the steam will condense back into water and your brakes will return to a firmer feel. You've had your warning; now it's time to "bleed" your brakes. If you are a good Porsche owner, you have your brake fluid changed each year. Yeah, right. Do you even know when the last time was that your brake system was flushed? The climate in Florida is so humid that we recommend new fluid each year and that you or your mechanic bleed the brakes no more than two weeks prior to a driving event.

As you might expect, the cars with the most

problems are the fastest and heaviest models: 911SC and Carrera, 944 turbo and 944S. The early 911's are light enough to be mostly immune, except for the fastest ones.

Bleeding the brakes is pretty easy to do yourself and I'll try to give a quick explanation here. You need two people for this job, one to pump the brake pedal and one to open and close the bleeder valves on the calipers. It is easiest to do this with the wheels removed so jack up one side of the car and take off both wheels. (I've heard that you're supposed to start with the caliper farthest away from the master cylinder, but I've never noticed any difference when I didn't.) Since this involves having someone sit in the car while it is jacked up, be sure to block the wheels, put on the emergency brake, use jackstands and don't bump the car around too much. You need to get about a foot long hose of 3/16 inside dia. and a bottle to collect the used brake fluid in. Have three wrenches handy: 7mm, 8mm and 10mm. I've had occasion to use all three sizes on different Porsches. Put the correct size wrench on the bleeder valve and slide your hose onto the nozzle firmly. Now have your helper pump the brake pedal 3 or 4 times and then hold it down firmly and say "ready". When you hear that you should open the bleeder valve and let out the fluid that will be pushed out as the brake pedal moves to the floor. Close the valve quickly and tell your helper to "pump it up" again. Repeat this exercise until the color of the fluid coming out is like new fluid, a light golden color. If the color coming out at first is dark, like used motor oil, you'll know that you boiled the fluid sometime. By the way, don't forget to keep topping up the reservoir with fresh fluid. If you suck it dry and get air into the system, you have to start all over again!

As an alternative to upsetting your spouse every time you want to do this, there is a handheld vacuum pump available through J.C. Whitney (312-431-6102) for about \$25.

I have one of these and it works very well. You hook up it's hose to the bleeder valve and suck out the old fluid into a small vacuum chamber when the valve is opened. This is actually faster than the two person method and is good exercise for your hand pumping up the vacuum over and over again.

Now for the brake fluid. There are basically two kinds: DOT 3 and DOT 4 are polyglycol based fluids and DOT 5 is silicone based. I don't recommend silicone fluid for a number of reasons. It does have some useful qualities, but is basically just too hard to use. DOT 3 and 4 are different service ratings: DOT 4 has a higher viscosity for hot climates and DOT 3 is slightly lower viscosity for cool climates. The DOT specs for minimum boiling points are as follows:

DRY BOILING POINT

DOT 3 401° F DOT 4 446° F

WET BOILING POINT

DOT 3 284° F DOT 4 311° F

You can see that moisture absorption causes a severe degradation of the boiling point. For some reason unknown to me, the highest boiling point you can get is using dry (fresh) DOT 3 fluid: about 550° F. I would have thought that DOT 4 fluid should have an ultimately higher maximum dry boiling point, but I have never seen one advertised. There are a number of DOT 3 "550" fluids available: AP 550, Wilwood 570, Wurth and Mercedes are common. These should all be about \$7/pint. AP also makes a 600 degree fluid, but it is much more expensive (\$17/pint). Castrol makes a good general purpose DOT 3 fluid called LMA (low moisture absorption) but its dry boiling point is only 446° F. I have been able to "cook" the LMA fluid fairly quickly on the track in my 914-6. By the way, brake fluid makes an excellent paint stripper; don't spill it on your car!

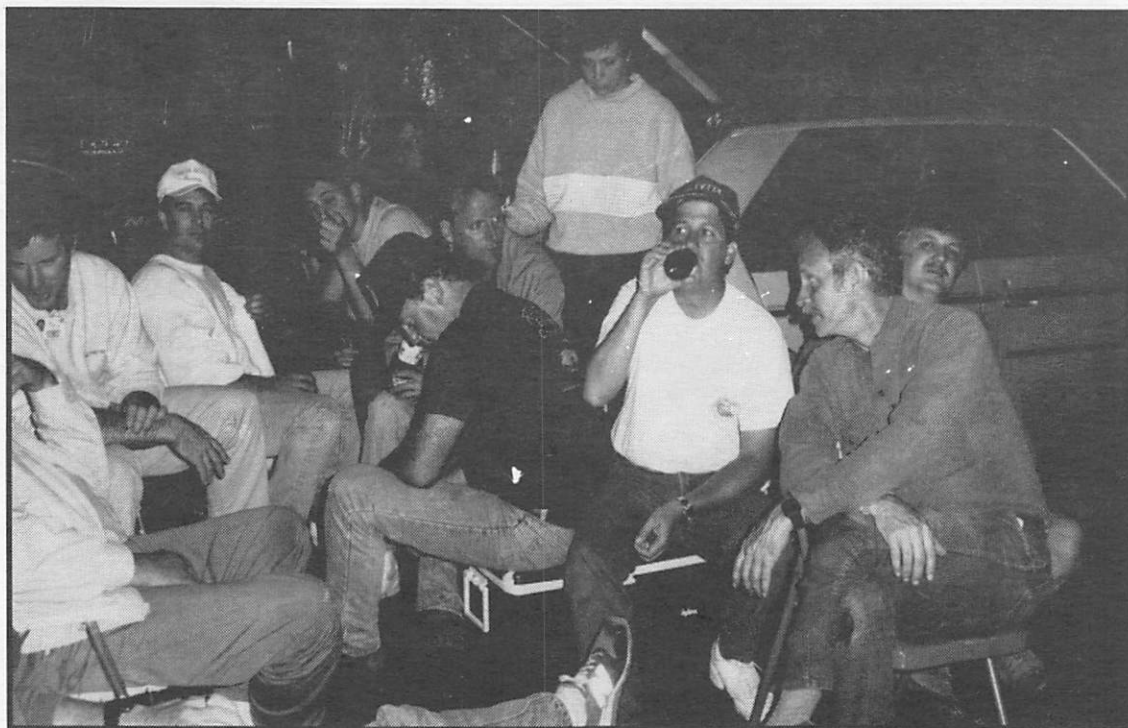
Now, to tie this all together, you keep your brake fluid "dry" by bleeding the brakes, replacing the old fluid with fresh fluid. Believe it or not, the amount of moisture absorbed by the fluid in two weeks is enough to make a difference in its boiling point on the track. That's why we insist that you have bled the brakes no more than two weeks prior to any driver's school. Moisture in the brake system can also cause corrosion in the master cylinder and can sometimes rust the pistons into position inside the calipers.

I'll save pads and rotors for another article, but there is one more thing that fits in pretty well here: Cool Brake vent kits. These are available through ads in the *Panorama* for about \$190 a set. You get two air scoops, some connecting hose and two stamped metal ducts that you bolt to the inside of your front brake rotors. The ducts force air through the vents inside the rotors which helps to cool them more quickly after a stop. Every race car running today has some kind of forced air going to at least the front rotors, most often to all four. For some of our Suncoast members, these ducts have been all they needed to keep from boiling their fluid at a driver's school. You just have to remember that they stick out underneath the car and can break off if you drive over something (like a cone).

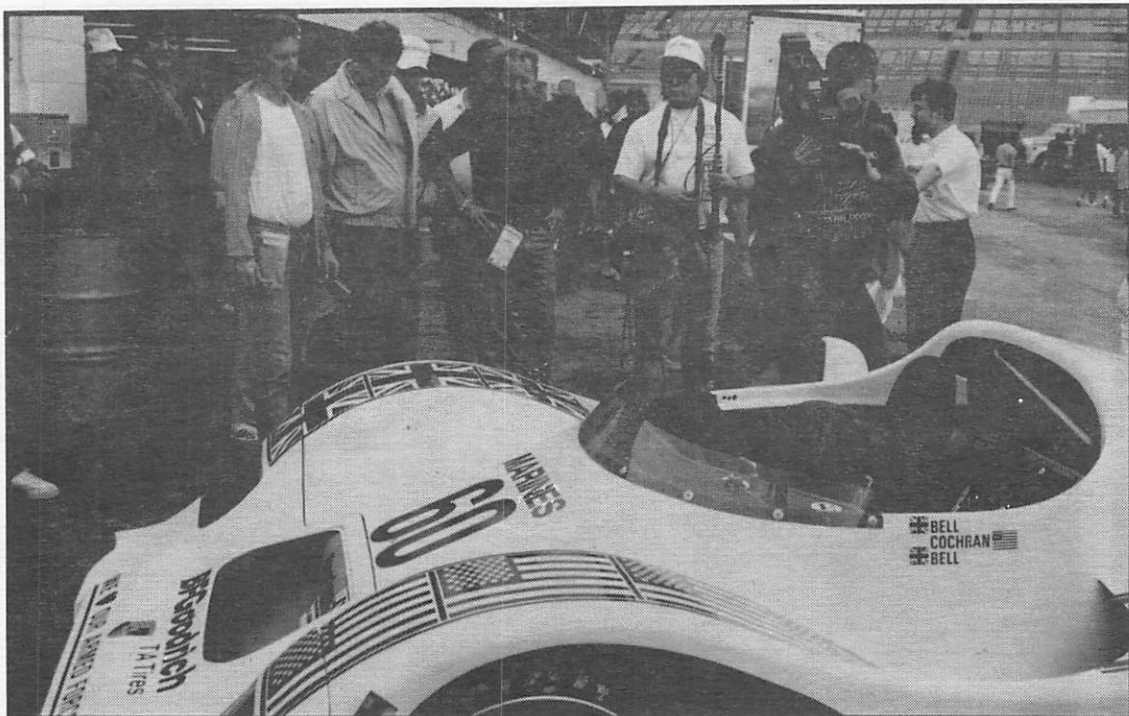
If you have problems with your brakes, ask your mechanic for advice on what you should do. For more information on this subject see an article by A.L. Caldwell in the September, 1989 issue of *Panorama* (p. 28) and the answer to a letter in the Technical Notes section (p. 36) of the June 1990 issue of *Excellence* magazine. There is also a good article by Bruce Anderson in *Upfixin der Porsche*, Vol. VII, page 162. I have used information from all three of these sources in this article. Remember that after all is said and done, using your brakes will only slow you down!



Having a fun time at "Dat Rabet" camp during the afternoon showers at Daytona are Mike Cobb, Scott Tyler, Dave Moulton and Robert Putnam.



Evening at "Dat Rabet" camp—What tales were told that night, about Pandora's Box—and Miss Phosphate Pit of Nineteen Fifty Eight!



Art Woodworth, Dave Pannicone and Mike Bruns check out the Porsche 966
At Daytona before the race

Don't miss the

Social Social Social Social Social Social Social
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Social Social Social Social Social Social Social

at *Fudrucker's*
 2702 E. Fowler Ave
 Tampa
 5:30 P.M.

after the
 Sebring Wine & Cheese Party
 held at
 Reeves Import Motors

Sunday, March 10, 1991

SUNCOAST REGION DRIVER'S EDUCATION OFFICIAL ENTRY FORM

Introduction

Suncoast Region conducts driving schools at Sebring Raceway. The Purpose of these driving schools is to emphasize driving control of your car in all driving situations, and to improve driving skills necessary for today's high performance cars.

Sebring International Raceway is the home of the world famous 12 hours of Sebring endurance race. Sebring has attracted the biggest names and events in motorsport starting all the way back to the 1950's Drive the same course as Sterling Moss, Phil Hill, Mario Andretti, A. J. Foyt, Derek Bell, Hans Stuck, Al Holbert and Suda Hood.

Instructors

You'll be assigned a fellow PCA Member who has passed our regions instructor's course, and has hours of track time under their belt. They'll guide you thru the course, hand's on style, demonstrating proper driving techniques to get the most of your car, in the safest fashion possible. You'll learn skills that might one day save your life out on the highways!

Mail Entry to;

Sandy Woodworth—Registrar
81 Oaks Boulevard
Land O Lakes, FL 34639
(813)973-4249, 7:00 to 9:00 P .M.

Friday

Most people stay over at our Driver's Education headquarters: The Santa Rosa Inn, 509 N. Ridgewood Drive, located 15 minutes from the raceway. Discount rates are available to PCA Members. You can reach reservations at 813 385-0641

Saturday

It's up bright and early as our schedule starts at 7:00 AM. DON'T BE LATE! NO ONE WILL BE REGISTERED AFTER 8:00 AM. 7:00AM .- 8:00 AM .- At track check in—Final registration 8:00 AM .- 8:30 AM .- Final Tech 8:30 AM .- 5:00 PM .- On the track.

LUNCH WILL BE PROVIDED WITH ENTRY

Extra lunches are \$5.00 each

Registration

Entries received 10 days prior to event;

- \$75.00—First driver
\$65.00—Second Driver—Same Car
\$60.00—Instructors (working)
Late registration (9 days or closer to event)
\$85.00—All Drivers

Make checks payable to: Suncoast Region PCA. Fee is refundable if notification is given on or before 10 days prior to event. Registration is limited to the first 60 entrants, first come first served. Suncoast Region reserves the right to refuse any entrant.

SUNCOAST REGION DRIVER'S EDUCATION OFFICIAL ENTRY FORM

First Driver _____ PCA Membership# _____

Have you attended one of our driver's education? No _____ Yes _____ Last run group Level _____

Second Driver _____ PCA Membership # _____

Have you attended one of our driver's education? No _____ Yes _____ Last run group Level _____

Address _____ City _____ State _____ Zip _____

Phone (Home) _____ Work _____ Alternate _____

Porsche Model _____ Engine Size _____ Color _____ Year _____

Modifications _____

Other track experience: _____

I hereby certify that I am a current member of the Porsche Club of America, and I have no physical or mental problems which might jeopardize myself or others if I participate in this event. Please fill out the medical form that is on the back of this registration form.

Drivers signature (1st) _____

(2nd) _____

Circle date you are registering for. April 13 May 4

SUNCOAST REGION DRIVERS EDUCATION MEDICAL FORM

This form must be filled out if this is your first time, or if there have been any changes in your medical history. **PLEASE PRINT OR TYPE;**

Driver No 1:

Name: _____ Age: _____

In case of emergency notify: _____ Phone(____) _____

Address: _____

Current Medications: _____ Blood type: _____

Personal Physician: _____ Phone(____) _____

Answer YES or NO: Contact Lenses: _____ Dentures: _____ Asthmatic: _____

Diabetic: _____ Epileptic: _____ Hemophaliac: _____

Please list any medical training or ratings you have: _____

Driver No 2

Name: _____ Age: _____

In case of emergency notify: _____ Phone(____) _____

Address: _____

Current Medications: _____ Blood type: _____

Personal Physician: _____ Phone(____) _____

Answer YES or NO: Contact Lenses: _____ Dentures: _____ Asthmatic: _____

Diabetic: _____ Epileptic: _____ Hemophaliac: _____

Please list any medical training or ratings you have: _____

Social

By Jeri Durnan

**Trip to Collier Museum January
19, 1991.**

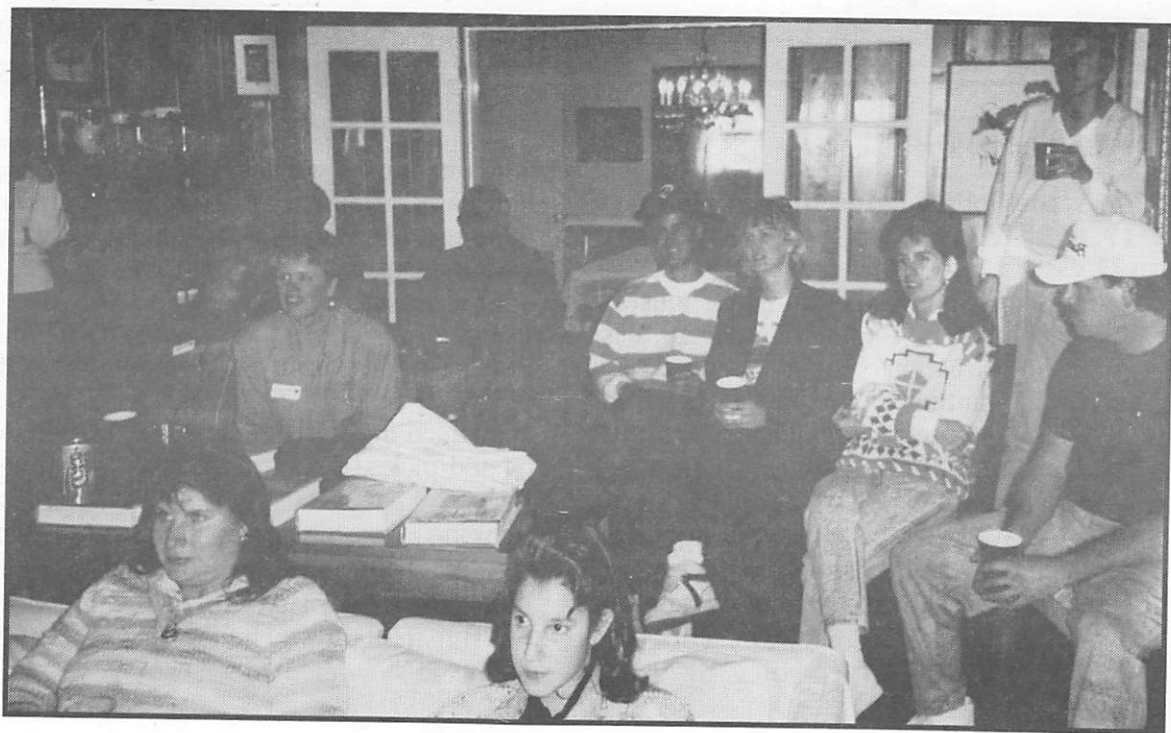
Saturday morning at the Durnan's house—the telephone is ringing like crazy, last minutes instructions being requested by members wanting to go on the Caravan. I'm running around like a chicken with it's head cut off. Trying to finish packing, doing laundry and getting my daughter off to work. Well where's Bill? Sitting, calm, cool and collected, reading the newspaper. Unbeknownst to me, he had moved up our departure time by 30 minutes. I'm going like crazy, trying to get going by 9 am,

when in reality, we didn't need to leave the house until 9:30 am. I thought it was sort of strange that Bill was so calm, if we were 30 minutes late.

Long story short, we made it to the Suncoast Dome in St. Petersburg, with plenty of time to spare. No problem, we caravanned to the McDonalds at State Road 64 and picked up a group of folks waiting for us. Back on the highway again, thinking everything going like clock work, well maybe the leader of the caravan was going sorta fast, (like a bat out of h----.) So Bill thought we better catch up with them and slow them down.



Steve & Cynthia Crose with the 1st place trophy they won in the Rookie Rally.



Fellow Suncoast PCA Members at Mike Kwasin's house during the Rookie Weekend Social

Well in the middle of the interstate—90 plus miles per hour—Bill says “GUESS WHAT, WE JUST LOST ALL POWER!!”. Talk about an experience, trying to get over and off the highway was a real treat, so off the road we go. About this time, I'm feeling sorta down and out, we were in the middle of nowhere and the car wouldn't even crank over.

On with my tale of woe—It was quite a sight, seeing a wave of Porsches testing their brakes on the interstate. As the cars in our caravan passed us, they realized we were in trouble, and started braking real hard, “testing the old Driver Ed's skills”. About 6 to 8 Porsches, at one time, went off the road, and they weren't just putting along either. I'm sure we had over a dozen cars off along the road. Connie Dolin came running up saying “We have a cellular phone in the car to call for help”.

But do you think for one minute these Porsche owners are going to call for help, no way! The fun now begins; first, up goes the engine cover and a dozen heads go under, trying to figure out why we lost all power. Next they all go up front, and with Bob Meyer and John Rosenquist's help, the fuse box was checked. They located the fuse to the fuel pump, and guess what? It was broken. Easily fixed, you say? Well, no one had any extra fuses with them. No problem, they just took out the fuse to the windshield wiper, and used it in the fuel pump slot.

Back on the road again, tooling along, however; before we made it to Exit 18, Tom Briest pulled up beside us, telling us a car behind us was desperately out of gas. Off we go, to find gas. As it turned out Gary Greer, had totally forgotten to gas up before we left St. Petersburg. His car was so low on gas, the gas light had stopped blinking ten miles up the road.

We found a 7-11 Store, filled up the gas tank and in he goes to pay for the gas. Gary being the nice guy, let's this fellow go ahead of him. First this guy pays for a six pack of beer, then he wanted cigarettes. But wait a minute, these cigarettes aren't the ones he wanted, they cost too much. He wanted the cheaper brand. By this time Gary was beginning to lose it. Let me just mention that this guy in front of Gary appeared to have already finished off a couple of six packs earlier, as well as needing a bath and shave real bad. A real lively character, wouldn't you say. Gary was a real gentleman throughout the entire deal.

On to the Collier Museum, which was a great success. We had probably over a 100 people in attendance. Some folks even came down from as far as Jacksonville to participate in the tour. Everyone I talked to really enjoyed the tour, especially the back rooms, where all the restoration was done.

Rookie Weekend Rally on February 9th and the social at Mike Kwasin's House.

For those who attended the rally, we were in for a real treat. Gary Greer put on a great Rally School. Our sincere thanks goes to Gary, Scott Tyler and Tom and Cindy Briest for a great rally. Also, special thanks to Andrea Tyler, Pat Millican and Debbie Walker for working the check points. I even over heard that Gary had Debbie up at 6 am working, slave driver. And least of all, let's not forget Gary's mom, Ruth, for handing out those "Whoops! you are off course" cards.

Connie Dolin and I, being team mates, found our way, stick map and all. Even with everyone rooting for us girls to beat our husbands, Bill and Gary, who were partners, beat the socks off of us. It

seemed they came in first, but since they had trophied before, the trophies were given to the true winners, those participants who had not trophied before.

1st place	Steve & Cynthia Crose
2nd place	David Low/Ted Springstead
3rd place	Rick Trillotson Diane Kelleher

We had a great group of new members who participated in the Rally and the Social. To everyone, especially the newer members, we extend a warm welcome and sincerely hope you will become involved with the club. Remember, this is your club and by becoming active, you can truly enjoy belonging to the club. Also we wish to extend our sincere thanks to Mike Kwasin for hosting the social at his house. Our hats off to you Mike.

March's social will be held at Fuddrucker's Restaurant, on Flower Avenue, at 5:30 pm, Sunday, March 10th, preceding the Sebring Wine and Cheese party hosted by Reeves. April's social will be held at the Rustic Lodge in Thonotosassa. This restaurant is located on a beautiful lake, out in the country. True to it's name, the restaurant is really rustic, with piano music in the dining room and a Country-Western Bar downstairs. Rumor has it, that Art Woodworth is planning on a Gimmick Rally earlier in the afternoon. Details will follow in the April's Profile. The country side around this restaurant would be a great place for a rally. So mark your calendar for Saturday, April 20th to attend this social.

PS- Saturday night Chef's special is Prime Rib at \$9.95.





Suncoast members looking over the cars at the Collier Museum.



Is that our Prez sitting in an Indy Car?

Rookie Weekend

Rally results

Rookies

1st	Steve/Cynthia Crose
2nd	David Low/Ted Springstead
3rd	Rick Trillotson/Diane Kelleher
4th	Dick/Nita Telsher
5th	Bill/Terry Muller

Veterans

1st	Bill Durnan/Gary Dolin
2nd	Ingrid Black/Megan Hancock
3rd	Connie Dolin/Jeri Durnan
4th	George/Pat Thompson

RESULTS ROOKIE WEEKEND AUTOCROSS '91

<u>ROOKIES</u>				<u>VETERANS</u>			
<u>CLASS</u>	<u>PLACE</u>	<u>ENTRANT</u>	<u>TIME</u>	<u>CLASS</u>	<u>PLACE</u>	<u>ENTRANT</u>	<u>TIME</u>
AS	1	Greg Giacobbe	1:36.80				
	2	James Harn	1:38.34				
BS	1	Steve Peddy	1:38.68				
	2	John Niehaus	1:56.29				
	3	Enrique Urrutia	2:00.70				
DS	1	Bill Flynn	1:40.34	DS	1	Mark Whiting	1:35.76
	2	Ugo Mantovani	1:51.15		2	George Thompson	1:36.97
					3	Lorne Hunsberger	1:39.14
				ES	1	David Schnoerr	1:23.37
					2	Bob Brodhead	1:29.13
FS	1	Steve Crose	1:37.39	FS	1	Bill Josey	1:27.20
	2	Richard Tillotson	1:38.28		2	Richard Teisher	1:35.38
	3	Dave Cook	1:45.46				
				JPM	1	Scott Tyler	1:24.79
					2	Art Woodworth	1:26.08
					3	Danny Stewart	1:26.37
LC	1	Marge Mantovani	1:59.36	LA	1	Ingrid Black	1:31.75
LE	1	Nita Teisher	1:43.21	LC	1	Patricia Thompson	1:37.67
	2	Shirley Cook	2:06.70				
BMW	1	Shirley Stemler	1:56.68	LF	1	Sandy Woodworth	1:28.42

Rookie Men's FTD: Greg Giacobbe
Rookie Women's FTD: Nita Teisher

Veteran Men's FTD: David Schnoerr
Rookie Women's FTD: Sandy Woodworth

Board Meeting, January

By Gary N. Dolin

The January board meeting was held on January 10, 1991, at the Cwik's in the sticks. Attending were the Durnans, Bob McCormack, Danny Stewart, the Goelkels, the Thompsons, the Waters, the Meyer-Vecchio alliance, the Woodworths, the Tylers, Mike Kwasin, Pat Millican, Mike Jacobson, and Connie Dolin.

Worksfest:

Looking ahead to Worksfest 1991, Grace Waters will be working with the Durnans to get the ball rolling. In deference to the lackluster economy, cost will be a factor in choosing the site. Scott Tyler and Danny Stewart have volunteered to run the autocross. We need more chairpeople to volunteer.

Social:

The Faith Children's Home was most appreciative of the gifts collected in conjunction with our Christmas event. Sixty-five people attended the Christmas Social. Our next charity event will be at Cheval Polo Club on March 3, 1991, with proceeds to benefit the American Cancer Society. Lunch will be provided by the Outback Steak House, and there will be live jazz entertainment. There was some discussion about the club obtaining (by donation or outright purchase) a nice goodie for a raffle. Brian Canfield will be in charge of the Zone 12 caravan to Parade in Boston in July. The caravan is open to all (unless you have a weak bladder).

Profile:

Bill Durnan reminded us that Profile articles are due at the board meeting preceding publication. Profile advertising rates will be held the same as last year. Pat Millican has volunteered to solicit ads. Bill

recommends full page ads for special club events.

Treasurer's Report:

Our balance as of December 31, 1991 was \$5,816.88.

Competitive:

On July 14, 1991, there will be a high speed time trial event in Sebring. The Santa Rose Inn will be our official headquarters. If we occupy all the rooms, we will be able to reserve the entire dining facility. This event will be open to all driver levels.

Art Woodworth is investigating renting the entire Sebring track for the November Instructors Day/Drivers Ed event.

Membership:

During the month of December, our membership increased by 10, going from 443 to 453

Safety:

Consider condoms.

Drivers Ed:

We have 64 registrants for the January Drivers Ed. As many instructors will be driving in level four; levels four and five will have 30 minute runs. We need to concentrate on increasing our attendance for levels one, two and three. It is possible that we will get a discount on the Jan event as compensation for being bumped in Dec.

Old Business:

The April board meeting has been moved to April 10 to accommodate the club ski trip. The New Members Meeting at Reeves on Jan 26 was confirmed. Intercoms for Drivers Ed were available.

New Business:

Will the person who has last seen our Articles of Incorporation please stand up!

An inventory of all club equipment held by members will be made.

Santa didn't come, but the meeting was adjourned anyhow.

TWO CHARLIE'S

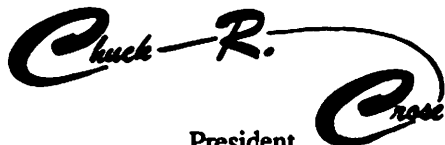


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PEP

Hand or Machine Buff

Want to get more
Involved in
Suncoast Region
PCA?

**Attend Board
Meetings!!**

*They're open to all club
members.*

*Just check the profile's
"future events" column for
the location. There is a
map somewhere in this
Profile*

CALL THE HOSTS

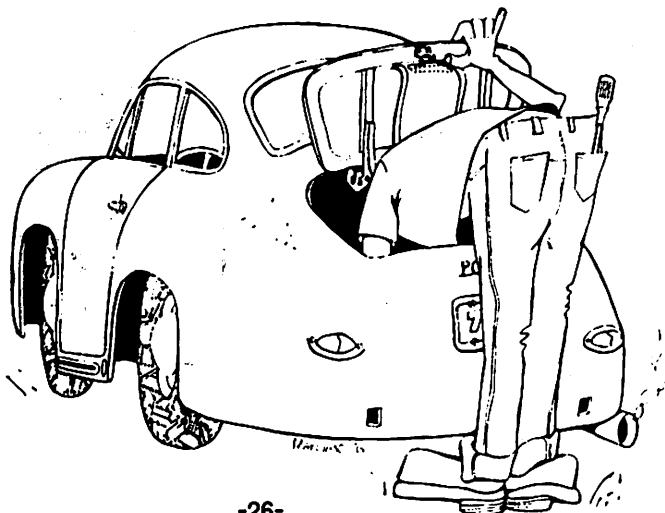
*to let them know you're
planning to attend*

**Be Our
Guest**

Zone 12 Autocross Series Scores—#7 at Ft. Myers January 20, 1991

Results are for Suncoast Region Members Only.

AS	1st	Mike Kwasin	2:12.449
BS	3rd	Andy Katros	1:55.952
DS	2nd	Tom Breist	2:03.912
	3rd	Bob McCormack	2:05.627
	4th	George Thompson	2:08.210
ES	2nd	Bill Riley	1:50.250
	5th	Bob Broadhead	1:53.772
FS	2nd	John Rosenquist	1:55.198
	4th	Bill Durnan	2:01.024
	6th	Tom Fellner	2:02.468
HP	1st	Mark Schnoerr	1:53.945
IPM	2nd	Art Woodworth	1:55.341
LC	1st	Patricia Thompson	2:10.475
LD	2nd	Ellen Riley	2:01.581
LE	1st	Tracy Fellner	2:02.147
LF	1st	Sandy Woodworth	2:06.154



Zone 12 Autocross Final Results, 1991

(Only those who completed 4 events)

Class	Place	Name	Points
AS	1st	Mike Kwasin	400
BS	1st	Steve Dagley	400
	2nd	Brian Canfield	397.95
	3rd	Andy Katros	375.95
	4th	Mike Tarter	350.11
CS	1st	Jim Watters	400
	2nd	Mike Cobb	377.63
	3rd	Rhet Schmidt	344.32
	4th	Jack Fuller	260.09
DS	1st	Eric Carlson	400
	2nd	Tom Briest	361.07
	3rd	Lorne Hunsberger	294.24
	4th	Ruben Ledesma	186.86
	5th	George Thompson	165.06
ES	1st	Anthony Benedict	400
	2nd	Bill Riley	394.40
	3rd	Ernie Bello	374.37
	4th	Bob Broadhead	355.79
FS	1st	Pat Millican	391.15
	2nd	John Connor	357.83
	3rd	Bill Durnan	298.90
	4th	Tom Fellner	281.73
HP	1st	Mark Schnoeer	400
	2nd	John Bell	345.19
IPM	1st	Bob Mohan	352.92
KM	1st	John Rollins	400
LM	1st	Stan Pearlman	378.82
LA	1st	Anita Canfield	400

LB	1st	B. J. Fuller	400
LC	1st	Patricia Thompson	396.59
LD	1st 2nd	Cristina Bello Ellen Riley	400 397.06
LE	1st	Ingrid Black	400
LF	1st	Sandy Woodworth	400
LG	1st	Linda Richardson	400

Peachstate Region PCA

Drivers Education

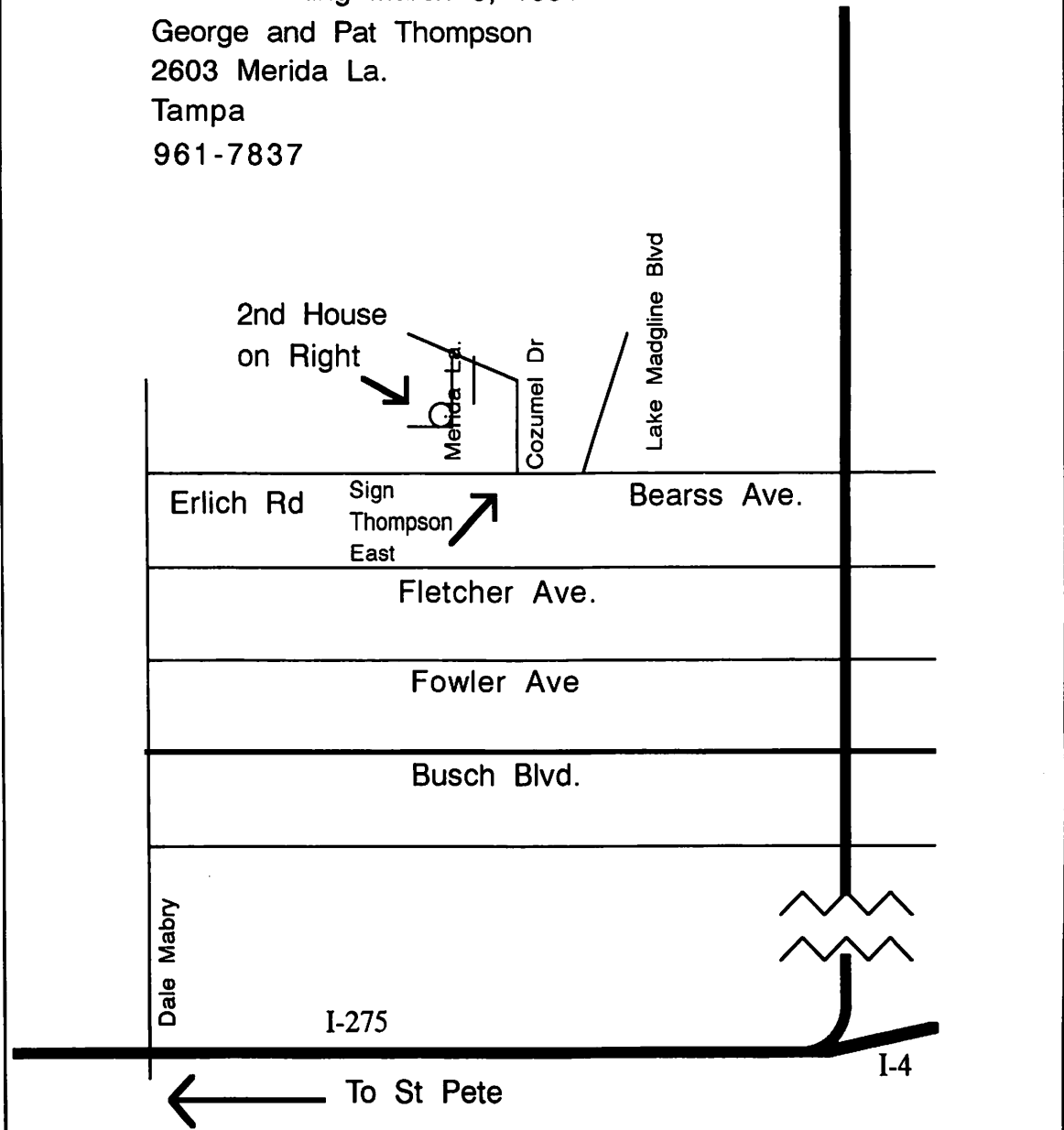
April 6-7	Road Atlanta Braselton, Georgia
July 13-14	Roebing Road Raceway Savannah, Georgia
October 19-20	Talladega Gran Prix Raceway Talladega, Alabama
November 16-17	Road Atlanta Braselton, Georgia

Contact

Gene Wilson
3297 Creekside Drive
Conyers, GA 30208
404 929-1756 **Before 10:00 P.M.**

Cost is \$135.00 Per Driver

Board Meeting March 6, 1991
George and Pat Thompson
2603 Merida La.
Tampa
961-7837



Florida Crown Region of PCA
 hosts its second annual
Swap Meet

at Northgate Porsche
 4222 N.W. 13th Street
 Gainesville, FL

Saturday, April 13, 1991
10:00 A.M. to 5:00 P.M.

Northgate Porsche will be offering 25% off both its Porsche Boutique inventory and automotive parts in stock. Ed Logan, Porsche Cars North America Southeast District Parts Representative, will attend the swap meet and promises to bring some great door prizes.

For more information call:

Miles Albertson	904 332-5630
	904 392-7299
Christopher Hoyt	904 448-9278
	904 388-6371

SPECIALTY IMPORTS

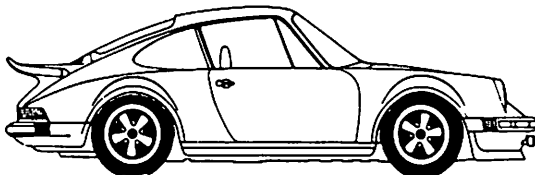
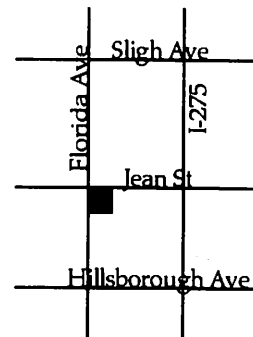
THE PORSCHE • BMW PLACE

6309 N. FLORIDA AVE. TAMPA, FL 813 238-4444

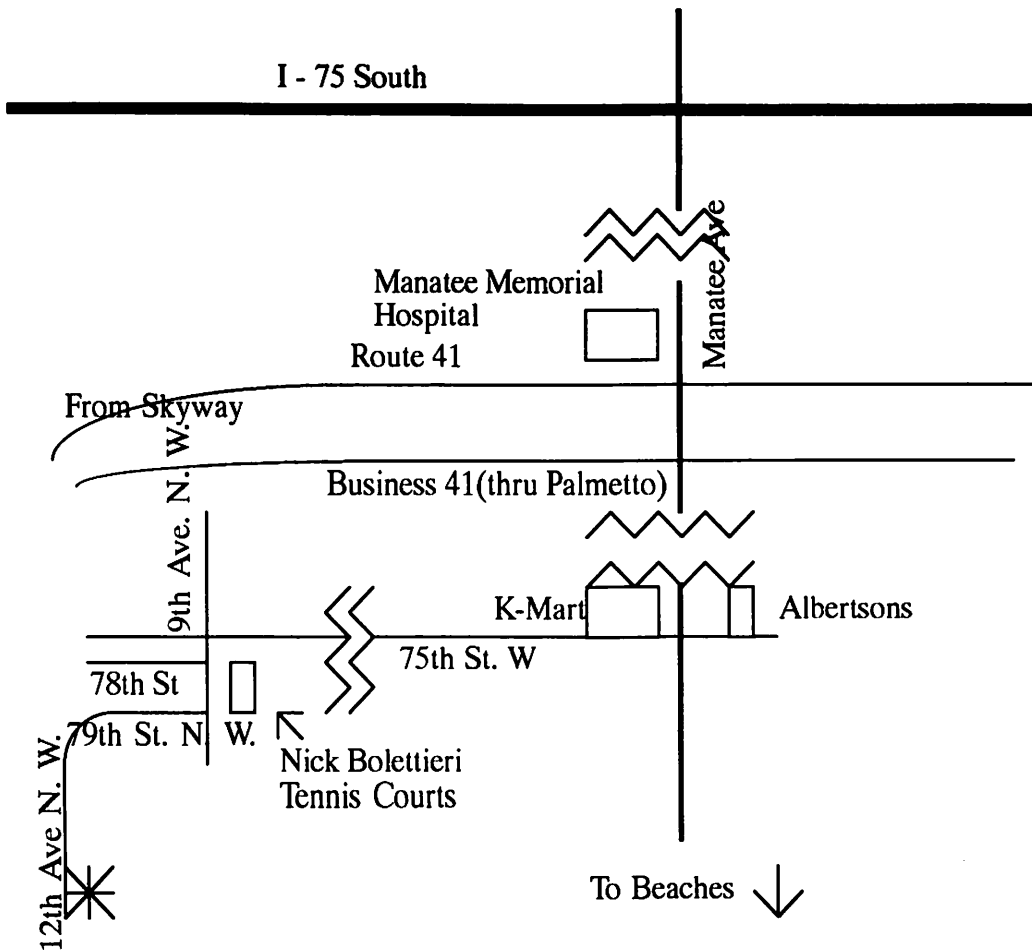
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Quality and personal care given to your car by seasoned and knowledgeable mechanics. We have the equipment, tools, and Factory parts to do the job you expect for your special car.

Our history is a long line of satisfied customers.



Dave Panaccione, Owner



Board Meeting April 10, 1991
 Route 64 (Manatee Ave) West toward beaches.
 Right at traffic light onto 75th St. W.
 Left at tennis courts onto 9th Ave. N. W.
 Take second right onto 79th St. N.W.
 Which curves to become 12th Ave. N.W.
 Dolin's is 7th house on the left.
 (2 story cedar & stone)

Gary & Connie Dolin
 8111 12th Ave. N.W.
 Bradenton, Fl
 794-1003

The Marketplace

The Marketplace is a service provided to PCA members as a courtesy. Send your request to The Marketplace, c/o the editor, see page 1 for address. Your advertisement will appear for two months and will expire unless a request is submitted for an additional two months. When submitting your request for the Marketplace please include your PCA membership number. Request must be received in writing by the 12th of each month.

For Sale:

Wheels & Tires: 2 MOMO Star 16 x 7 Chromed, for 944/911, 2 MOMO Star 16x 8 Chromed, for 944/911. 2 Yokohama A-008G 205/55-ZR16 with plenty of tread, 2 Yokohama A-008G 225/50-ZR16 with plenty of tread. The above is available mounted & balanced ready to go, or separate. 4 15 x 7 944 Cookie Cutter Wheels. Make offer!!! Call Henry Gaudens, days 813 948-1360, eves 813 996-7576

928 style wheels, polished by Robert Woods, with gold center-caps. Would like to sell wheels with swap for \$600. OBO. Will fit 87 or newer 944. 813 935-0810 or 813 869-2629 or 813 244-3644

1987 944 Red, only 16,000 miles.! Black leather interior; 5 speed, electric sunroof, cruise control, never smoked in. This car is beautiful! 813 254-9290 or 813 289-4290.

1986 944, Guards Red, Black interior, 5 speed, sunroof, factory alarm, front & rear stabilizer bars, new clutch assembly, new water pump, rear light bar, rear valance, Autothority 2.5 chip, non-smokers, excellent condition. \$13,500 or best offer. Richard and Brenda Hitt, 813 367-1979 (W) or 813 367-4050 (H).

1973 911RSR (titled 1969 911T), 4500 miles on complete restoration, 2.4l engine, CIS, 9" & 11" Fuchs wheels, no heat or A/C, 813 366-0090 \$17,900, must sell

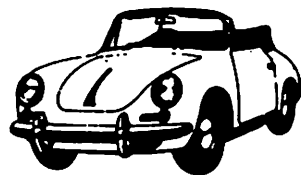
1979 928, Gold/brown, original owner, original paint, all service records, runs great, 573-0911, 685-0899

1983 911, Light blue/dark blue interior, original owner. Excellently maintained, all records. Local car. 79K miles, \$17,500. Hilary Hall 813 954-2200

1977 911S, New engine with all Carrera updates, including front oil cooler, new clutch, brakes (including Cool Brake kit), Blaupunkt stereo and polished alloys with new Comp TA tires \$12,500 with track wheels and new Yokohama A008Rs \$11,500 without track wheels. Mike Jacobsen 933-1511 or 933-3357 evening before 10 P.M.

1989 944 Turbo S, white, black interior, loaded, like new, 14 months on factory warrenty, Yoko AVSs, Autobra, raised on Zymol and Mobil 1, 10k miles, \$29,000. Jack Hickson, 3230 Tayloe Ct, Herndon, VA 22071. Phone, work: 703 764-7941, home: 703 742-8349, please leave message.

Pyroprotect Restraint System Seat Harness, for Racedrivers and the Serious Enthusiast, \$40.00, Ron Hadley, 726-7028



Coming Events

March

- 3 - Social - Polo match at Cheval
- 6 - Board Meeting Thompson's 961-7837
- 10 - Reeves Wine & Cheese Party.
- Social after at Fuddruckers
- 16 - 12 hours of Sebring
- 24 - Autocross School MacDill

April

- 10 - Board meeting at Dolin's 794-1003
- 13 - Drivers Ed. Sebring
- 20 - Social Rustic Lodge Thonotosassa

27 - Zone Autocross MacDill

May

- 1 - Board Meeting at Hartley's 960-4609
- 4 - Drivers Ed Sebring
- 18 - Social
- 24 - Driver Ed Moroso
- 25 - Sonnenfest West Palm Beach
- 26 - Sonnenfest Zone Autocross

June

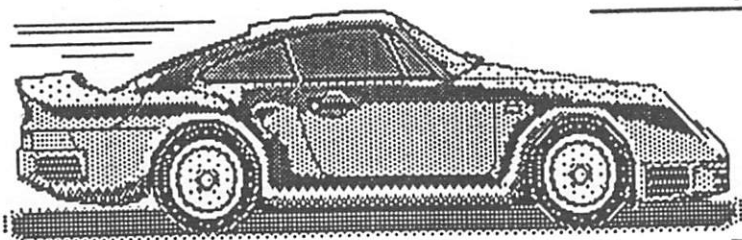
- 5 - Board Meeting at Stewarts 949-3569
- 8 - 1st timers meeting Reeves

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