



# PORSCHE PROFILE

Suncoast Region

April 1991

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# PORSCHE PROFILE

## SUNCOAST REGION

### Contents

April 1991

1991 SUNCOAST REGION'S OFFICERS .....	2
BOARD OF DIRECTORS .....	3
President's Message .....	5
Competition .....	7
How I Joined the PCA .....	11
Social .....	19
Membership .....	22
Board Meeting, February .....	24
Map to Dolins .....	28
Map to Hartley's .....	29
1991 Zone 12 PCA Autocross Rules .....	30
1991 PCA Zone 12 Autocross Series Classifications .....	31
The Marketplace .....	32
Coming Events .....	33

<p><b>Cover photo by Gary Dolin</b>          The new Porsche 977 for the          Darth Vader type of guy</p>
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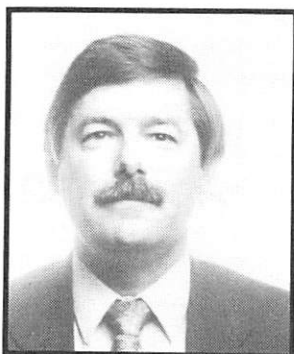
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## 1991 SUNCOAST REGION'S OFFICERS



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PCA Member since 1983



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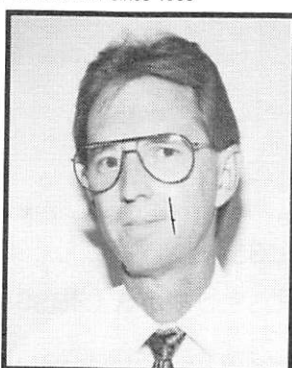
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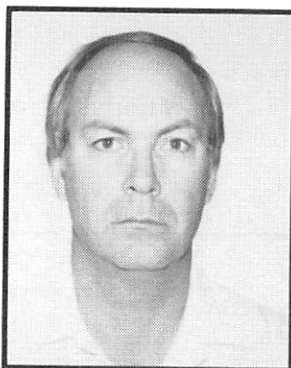
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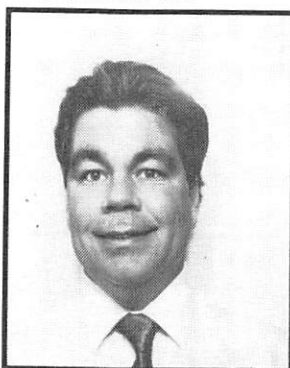
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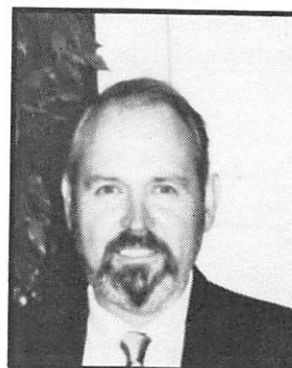
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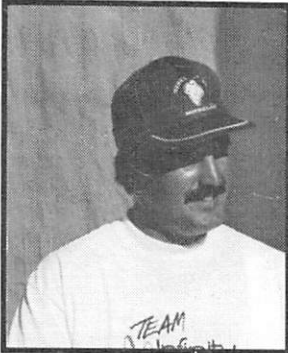
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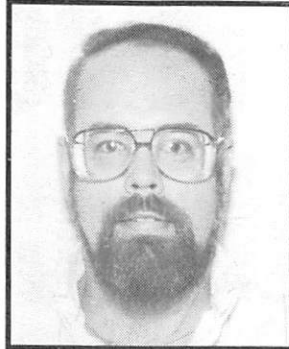
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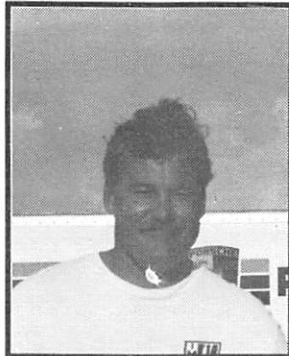
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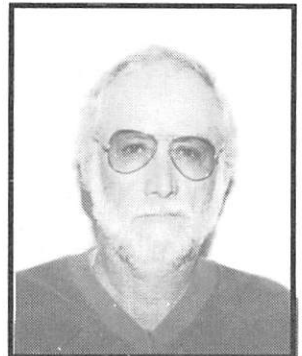
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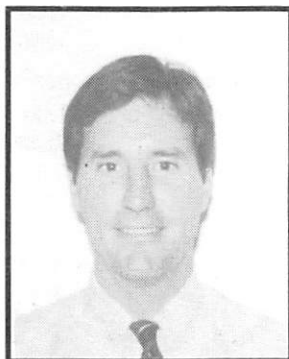
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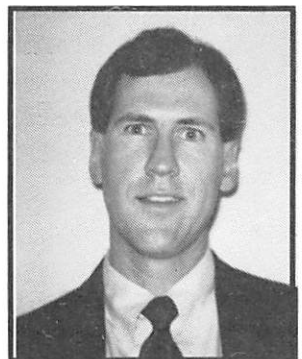
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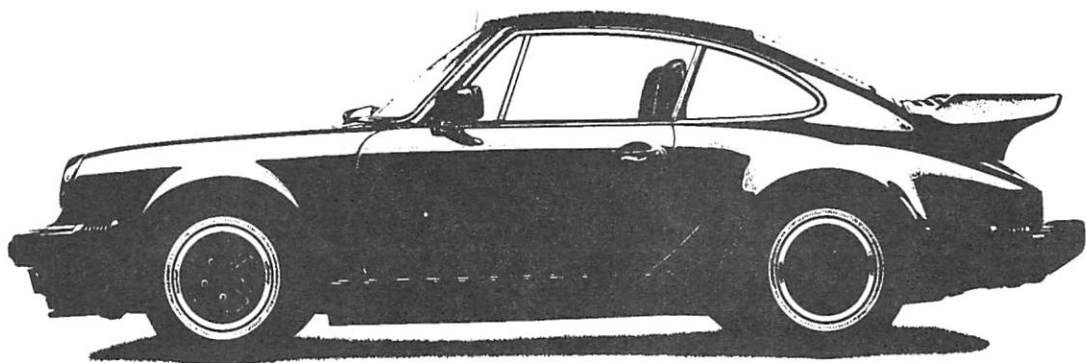
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## President's Message

By Paul Cwik

This last month, I had the great pleasure to "test drive" some of Porsche's newest and finest 1991 motorcars (seven to be exact). They included a 944 (two types), a 928 5 speed GT (also two types), a Carrera 2 Cabriolet with a Triptonic Transmission, a Carrera 4 and a Turbo Carrera. Needless to say, the Turbo Carrera is an awesome automobile, but I felt right at home in the Carrera 2. The event was the Porsche Driving Experience, and was sponsored by Reeves Import Motorcars. It was held in Orlando, at the Universal Studios parking lot. There were four exercises, a classroom session, handling course, acceleration and braking, and an autocross course. The event lasted all afternoon (it sure beat working!). The people responsible for the event made sure it ran safely and smoothly. You could tell that they really liked their jobs (I asked if there were any openings, No Luck). In any event, it was an afternoon I won't soon forget. (I might even have to buy a 911 one day.)

Now, on to the club activities. Our Cheval event on March 3rd got rained out, but was rescheduled for March the 31st. I know it will have already happened when this is printed, so I'm sure we had fun and raised some money for the cancer society. Coming up in April we have a drivers school on the 13th, and a Zone autocross at MacDill on the 27th. Also, on the 20th we will have a fun rally to the Rustic Lodge Restaurant in Thonotosassa (out near "Cwicks in the Sticks"), this should prove to be a good time so come out and join in the fun. One final note, there is talk (only talk) of Zone 12 putting in a bid for Parade in 1994. We would like your input as to the pros and cons for this event. Please direct your comments to any club officer, or come to our next monthly meeting.

It's your club, please attend an upcoming event. Now on the rest of the Profile!!!!~~\*\*\*\*\*~~

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**Sunday, July 14**

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Art Woodworth, 973-4249 (7-9 p.m.)



## Competition

**By: Art Woodworth, Jr.**

Three cheers are in order for your Competitive Chairman, because I am, for once, going to have this article in on time. With all the computer hardware and software the Editor has become armed with, I've been afraid of coming under some sort of SMART weapon offensive attack. After all, his daily driver is a sophisticated 911, whereas I can be commonly found driving a third world technology 944S. I am convinced, after over four years of ownership, that the S stands for SCUD.

Since I last penned this column, we have had another Driver's Education at the Sebring "new" new course. This was the largest D.E. (78 drivers) that I have been involved with, and certainly one of the more exciting ones. With the cold temperatures, the high winds blowing sand on the track, and a certain mid-engined car blowing oil, track adhesion was not at its best. The sand tool competition was fierce, with three of us cultivating the carrousel (Turn 5). Manfred's co-driver was in an unusual piece of British farm equipment called a Triumph Spitfire. I think that is a cross between a motorcycle and a World war 1 airplane. In any event, his furrows were long and true enough to make any Idaho potato farmer proud. Sand B. suggested we change his handle from Suds to Spuds, given his superb farming effort. Spin honors of the day however, go to Steve Peddy for making John Connor's last Suncoast Driver's Ed. a memorable one in the Chicane (Turn 9). Steve ended up on the inside of Turn 9, but he swears he didn't lift. I strongly suggest Steve attend the 1991 Christmas Party, I think Mike Jacobson will give something for him. Now don't you new members feel comfortable knowing your Safety Chairman is the present holder of the sand tools.

For those of you that don't already know, John Connor, one of the club's D.E. instructors, has moved to California. John is a hell of a nice guy, and a hell of an instructor. If you ever wanted a ride with somebody with consistent lines and smooth driving techniques, it is John. Sandy B. and I will miss John. Hopefully, we will see him back on a vacation for a Sebring driver's ED.

It is hard to believe the Sebring Historic Endurance Racing Challenge is now behind us. That old adage that "time flies when you are having fun" is certainly true. We had six cars from the Suncoast Region entered into the event. Suds Hood, Lindsey Hood, Robert Putnam and Ken Greenfield had two cars entered in the Vintage Sprints and Endurance races. Unfortunately, I have not had a chance to talk to them to see how they finished. I can tell you that I witnessed their open cockpit 356 turning some impressive laps during the endurance race, with gusty winds, heavy rain, and the track virtually underwater. My helmet off to them for just keeping it between the ditches. The Historic Sprint race (5 laps) started immediately after the Vintage Endurance Race; therefore, it was also run on a flooded track. The pit straight (start/finish area) was flooded, and the race started with a less than phantom American monster (Corvette) punting a GTU configured 911 into the wall, taking both cars out. This race finally went green on the last lap. The Black Forest Racing 914/6 apparently forgot the water was along the right wall of the same straight, and promptly hydroplaned itself right into the wall. This made for quite an experience in my first wheel-to-wheel race, which I heard would be run gentlemanly and without incident.

The Historic Endurance Race was shortened to two hours because of the rain and track conditions earlier in the day. Fortunately the weather cleared, and this race was run without any major incidents. The Suncoast Region made an excellent showing, with John Phillips and Charles Holmes finishing third overall; Mike Cobb, Bob Meyer and Mike Bruns finishing fifth overall and first in class; and David Panaccione and myself finishing seventh overall. Unfortunately, Ingrid Black's car didn't finish, however, she did pick up a first in class award for the Sports Timed runs. You know the desire to race is there when people like Ingrid Black and Mike Cobb bring their everyday drivers out and risk all for a thrill that I can't begin to describe to you. My first D.E. instructor, Emile Snyder, told me when I was 39, that after 40 racing is better than sex. Well, I am 41 and I have had this big smile on my face since Sunday that I cannot wipe off.

For the benefit of many of you that are not actively involved in our club, I have to share some thoughts with you for all of us that drove our first wheel-to-wheel race(s) this past weekend. That list includes: John Phillips, Ingrid Black, Mike Cobb, Bob Meyer, Mike Burns and myself. The unsolicited support we received from other club members was tremendous. Those people include: Bob McCormack, Scott Tyler, Danny Stewart, Dr. Dave Moulton, Justin Moulton, Jodi Moulton, Steve and Melinda Peddy, Don and Nancy Stevens, Mike Jacobson, Brian Canfield and Anita Canfield. I am afraid I may have forgotten some names, and I apologize to those of you that I did forget. The point is, what a tremendous feeling it was for us drivers to have all our friends there helping us and rooting for us. Hell, those of us that were racing against each other were rooting for each other. That is the kind of club this Suncoast Region is. I would particularly like to thank Sandy B., and George and

Patricia Thompson for being such a great crew, and my well experienced co-driver, David Panaccione, I definitely would not have gotten through this without him.

Beyond the camaraderie, this club provided all of us driving a very significant benefit. Our ability to finish as we did, in most cases against significantly more horsepower, was a direct result of the driving skills we have all learned through the Suncoast Driver's Ed. program. I know D.E. is not supposed to be, and specifically it is not, a race school, yet fundamentally it is. The ability to be fast, and keep the car between the ditches, is a direct result of braking, shifting and steering techniques; knowing the proper line; heel and toe techniques; and a total awareness of what is 360 degrees around the car. Does all that sound familiar to you folks that have experienced our D.E. schools? Sure all us drivers went to a race school, but we didn't learn enough in three days to finish like we did. Believe me, those other drivers that only did the three day race school stood out like sore thumbs on the race track. For \$75.00 a pop, you all have the opportunity to learn the skills that we did and have good, safe fun doing it. We have a wealth of talented instructors, some of which have many years of endurance racing under their belts, and most importantly, in Porsches, not formula Fords or Mustangs. I can sincerely tell you that I would have never realized a forty year dream last weekend, if it were not for this club. I don't mean to imply that racing should be a motivation for attending Driver's Education, I only used it as a yardstick to measure what you can get out of it. The D.E.'s teach performance driving, which is necessary for you to fully enjoy your Porsche safely on or off the track. No matter whether you're driving a race, or driving home from school with the kids in the car, these Driver's Eds. can literally save your life.

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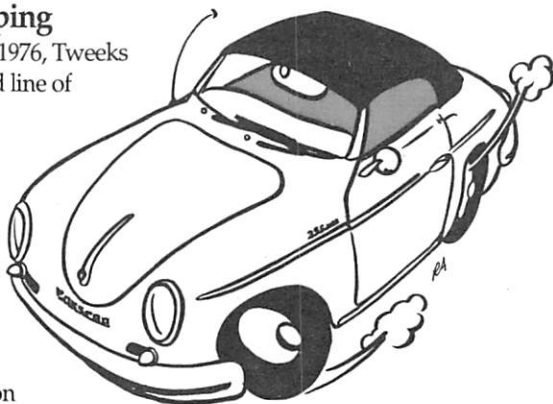
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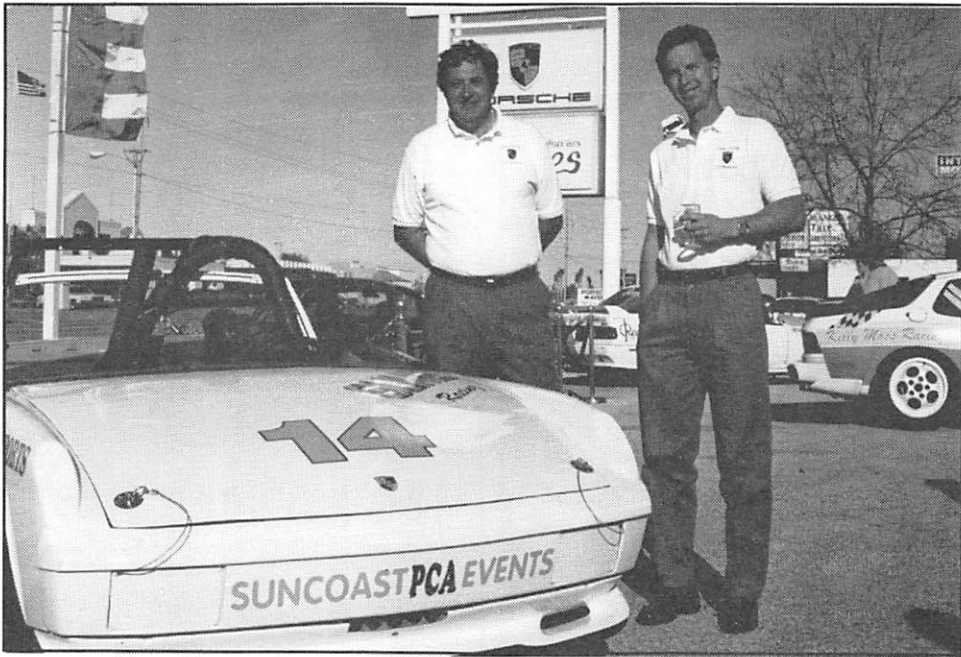
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## *How I Joined the PCA*

**By Gary N. Dolin**

I was a happy guy. I had two Toyota Celicas, a '77 and an '81, and who could ask for anything more.

This bliss ended on Valentine's Day 1987. Connie and I were coming home from a romantic dinner when we encountered a biker who was flying on something and wanted to fly some more. He T-boned our '81 Celica with his HOG and flew about 30 feet. He wasn't hurt, but the Toyota was totalled.

Looked like it was time to get Connie a new car. We looked at Bimmers, but finally settled on an Acura Legend. What can I say, I didn't know Scott Tyler then.

The Acura is a real nice car, in fact too nice. Suddenly the ten year old 130,000 mile Celica just didn't do it for me anymore. Connie and I would argue about who drove the Acura, and usually I would lose. Looked like we needed another new car.

My first choice was a Toyota Supra (what else)...but you know, it was kind of slow. Now the Turbo Supra was more like it, but they wanted \$2500 over list for "Decreased Availability". Sounded like BS to me. I drove the Nissan "Z" car and thought it was about as exciting as a Ford Crown Victoria. The Turbo RX-7 was fast, but it felt cheap. What a problem!

I wasn't "ready" for a Porsche, but I decided to drive a 944 to help me decide which Japanese car I would get. Holy Slip Angle Batman!! That car sucked onto the road like Scott Tyler onto...well, what ever Scott sucks onto! It was fast; it was responsive; it was sexy; it was ME. I had to have it. My brain flooded with

testosterone, I plunked down a deposit on an Almond Metallic 944S. What a big step. I needed a Valium suppository to get home.

The next day I called my insurance agent to arrange coverage. Ha! My company doesn't insure Porsches. Try State Farm. Oh, they don't take new clients with their first Porsche. Back to my agent. He found coverage for me. Some sort of risk pool you say, at \$1200 a year? What, semi-annually! Time for another Valium suppository. I panicked as my testosterone level dropped. I went out and drove a few more Japanese cars, but nothing comes close. Finally I got coverage, and the car was mine!

So, now that I have the car, I need to learn something about it. I started with the Owner's Manual. Neat, they have an arrow to tell me when to shift. How come it wants me in fifth gear at 40 mph? Maybe the shift arrow isn't so smart. I picked up a membership form for the Porsche Club at the dealership. Maybe they will send me some stuff about Porsches.

Well, the first thing I got was a copy of the Profile...very confusing: What is a rally, a concour, and autocross, a Worksfest, a Sonnenfest, and who was Manfred and dat Rabet? Just 'cause I'm short, fat, and balding doesn't mean I'm a wimp, but I was intimidated!

Somehow, I got the idea that a rally was run on regular roads, so this looked like a good thing to try first. I wasn't so sure when I got there. Some folks looked real serious, and what's this stuff about timing to 1/100 of a second. Fortunately, people were glad to explain thing like CAST, dead ends, etc to us. The best advice we got was

## Zone 12 Autocross

### Event #6

Date: Sunday April 27, 1991

Place: MacDill AFB, Tampa

Time: Tech inspection 7:30-9:00 A.M.

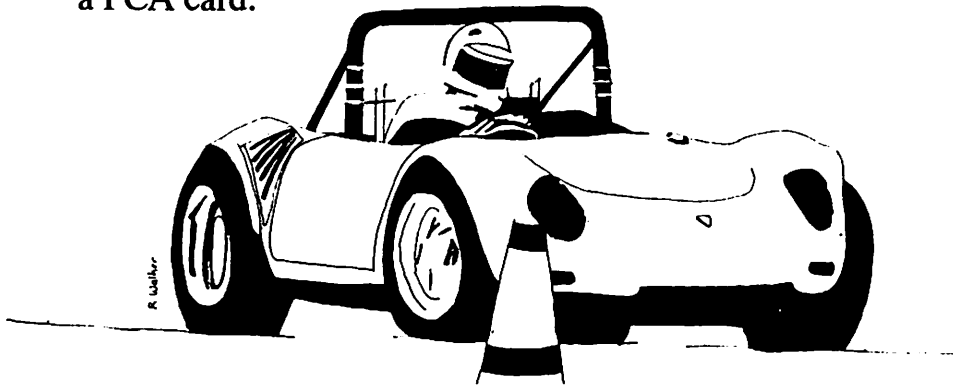
Drivers Meeting 9:30 A.M.

Cost: \$25.00

#### Directions:

I-75 to I-275. Exit at Dale Mabry and go south. This will take you to the MacDill AFB gate. The guard will have maps to the autocross site.

As with all events on MacDill AFB, you must call Art Woodworth at 973-4249 to let him know the names of all the people who will enter the base. Adults must have a PCA card.





not to take it too seriously, and maybe you shouldn't rally with your spouse!

The rally was great fun. We didn't get lost, but we did pull into a checkpoint backwards. I thought I was a rally star. A few more, and I would have it licked. Of course, I didn't know about stick maps then. I've only had one really bad rally; at Worksfest of course. I was feeling pretty confident and we got seriously lost. Boy, did I make an ass of myself (the one and only time). By the time we got back to Saddlebrook, Connie and I weren't talking to each other. The last time that happened we were on my sailboat. Eventually, Connie gave me an ultimatum, it was her or the sailboat. It was a tough decision, but the boat left. I was now worried about the Porsche. Just to be on the safe side, Connie and I don't rally together anymore. More fun, and we seem to do better.

My next adventure in Porschedom was Driver's School. I was a little apprehensive when I sent in my application, but what I got back scared me good. Helmets, clothing requirements, empty the car, what to do if your car flies off the track! More Valium suppositories and a supplemental testosterone injection!

Off I go to Sebring. I check into the Holiday Inn, our "headquarters" back then, expecting to see lots of Porsches and PCAers. No one! I go to dinner and sit in my room and worry. Every time I hear a car, I check to see if it is a Porsche. Finally a Porsche pulls into the lot, next to mine. Real nice people. He's a little quiet, and seems kind of "country". Suds is a strange name...maybe he owns a bar. Can't be too redneck, he lets his wife Lindsey drive the car. Maybe it's an automatic. That night I dream of tirewalls and ARMCO (I didn't know what ARMCO was, just that it was worse than a tire wall).

Up early the next morning and off to the track. I had never been to Sebring, but I was sure there were signs to the track. Well, there may be signs, but with two foot visibility in the fog, I was lost. Maybe Driving School was not meant to be. I was starting to feel pretty stupid when I spotted a 911 and figured he was going to the school, so I followed him. I thought I was golden until he stopped, waved me along side, and asked where the Driver's School was! Just then a 930 blew by us, and we scrambled to follow it to the track. That was probably the fastest I went all day.

The Hoods invited me to camp next to them, and they got me through tech inspection. I discovered that their car was not an automatic, and Lindsey could drive it...fast. In fact, she was my instructor. She was great and I had a blast. Fear gave way to "Red Mist", and I was hooked.

About this time, I realized that water-pumpers were not afforded the same respect as oil-pukers. Could I be missing something by not having a 911? I went to the dealership to check it out, and they were nice enough to give me a 911 to drive for a few days (that's called dehorning by car salesmen). When Connie saw that car, the s--- hit the fan. The 944 was only 10 months old, and there was no way I could trade up so soon. Looked like marital discord here. I had a very powerful ally, Connie's 86 year old Grandma Betz, who was visiting us, and who happened to be from Stuttgart (what could be better). She told Connie that things could be worse. At least I earned my money legally, and the car would be parked in her garage. And so, goodbye 944s, hello 911 Cabrio. by the way, I can arrange for Grandma Betz to visit one of you, if you want.

I started going to Worksfest, and was real impressed with the concours. I could not

believe the work that went into the cars. When I owned the Toyotas, I took them to the car wash once a week, maybe even gave them a squirt of hot wax. With the Porsche I hand washed it every week, but I was feeling guilty that I wasn't treating the car well enough. I had recently met John and Marsha Smith, and word had it that John kept his car perfect. They live down South with me, and I asked them for some advice on detailing the car. Advice nothing, John and Marsha came over to my house and showed me how to make the car look great. Wash, wax, Armorall, Lexol, Q-tips, the whole nine yards. I still don't know how they convinced Connie to clean the lug nuts with her tongue. Now that I know how to make the car look good, I'm obligated to keep it that way. Kinda hate to drive it 'cause it gets dirty.

One of the last things I tackled was the autocross. That looked hard, and I was sure that I would look like a fool. I might even spin. I finally got up enough courage to do it. Well, spin I did, and killed plenty of cones. but what a blast. Now I knew why I owned a Porsche. If it wasn't fun, why would all those folks sit in the sun for hours for only 6 minutes of driving.

I felt like I belonged to the club, but something was missing. I tried wearing a bandana around my ankle, a la Mike Cobb, but that didn't do it. I discussed this with our President, Scott Tyler, and I discovered that I was a Caddy Shack virgin. I rented the movie and watched it 15 times. Suddenly everything became clear.

All in all, I've had a great time with the club. I have a lot of good friends in the PCA, and for me, it is the main reason for owning a Porsche.

Author's Note: Literary license was taken with respect to Valium suppositories. It

doesn't come that way. Connie, who is a pharmacist, was afraid that this discrepancy would offend Brenda Hitt, Darlene Webber, and Dave Moulton, who are also into drugs.

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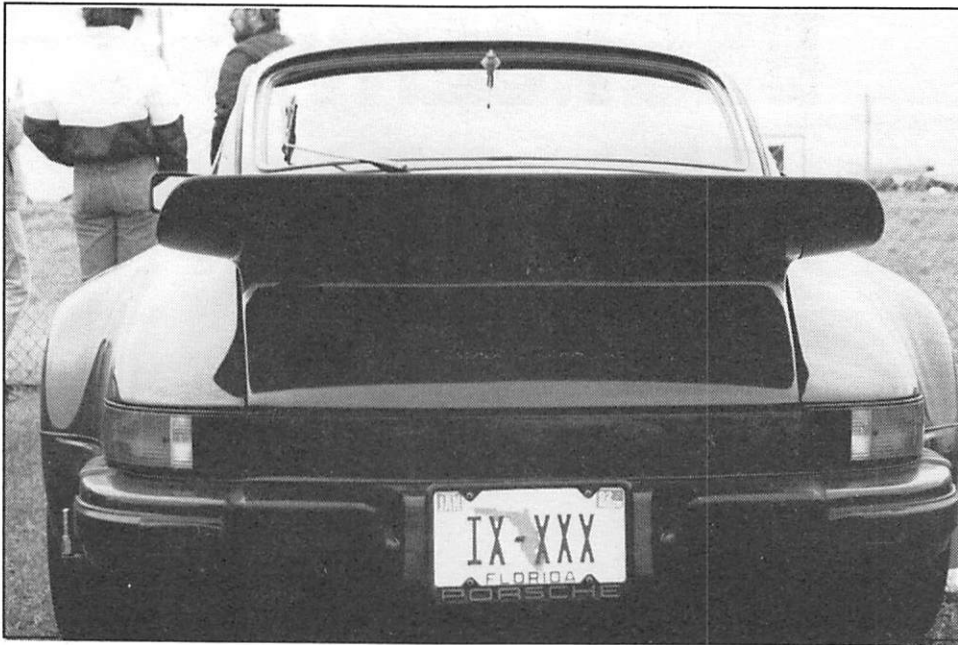
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John Smith's 930 at Sebring this year.

# SPECIALTY IMPORTS

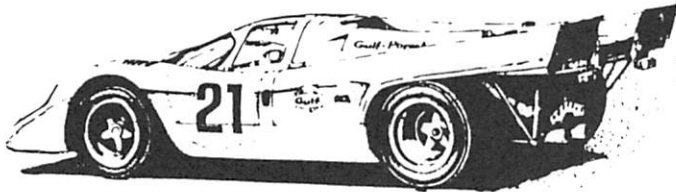
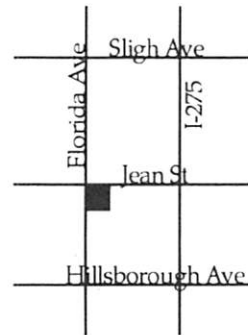
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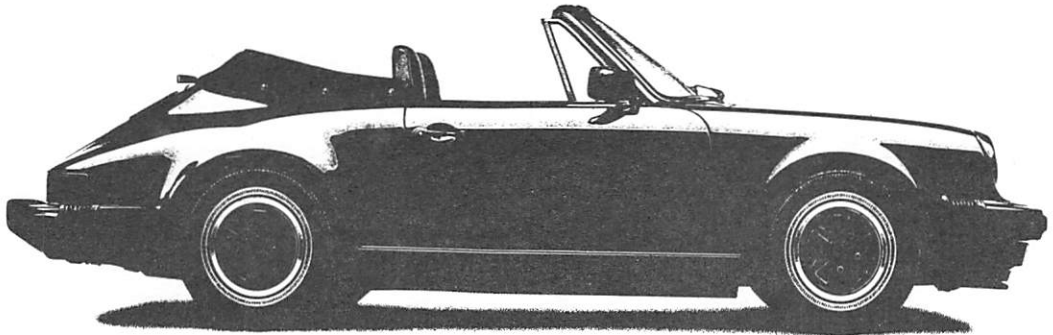
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SUNCOAST REGION DRIVER'S EDUCATION OFFICIAL ENTRY FORM

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
61 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 A.M. DON'T BE LATE! NO ONE WILL BE REGISTERED AFTER 8:00 A.M. 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 Sept 14

**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

The pre-Sebring Wine and Cheese party at Reeves was well attended by our Club members and was a great success as usual. Our sincere thanks to Reeves and especially Mrs Reeves for a wonderful party. After the Wine and Cheese party, we continued on to Fuddrucker's to stuff ourselves on our favorite Hamburgers.

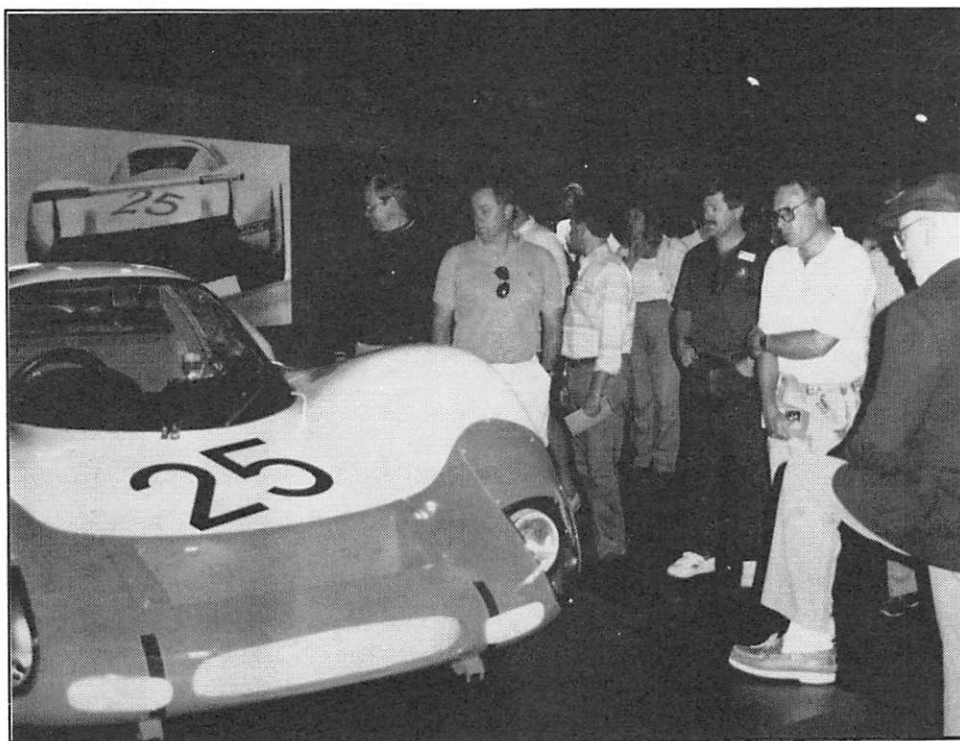
On April 20th our social will be at the Rustic Lodge in Thonotosassa. If you are into a laid back, quiet country place, located on a beautiful lake with a rustic atmosphere, plan on coming to dinner with

us (you-all). We are planing on cocktails at 6:30 and dinner at 7:00.

On May 18th we are off the the beach. Our social will be at Burgee's, located on the water at the Gulf and Blind Pass, 677 75th Avenue, St. Pete Beach.

June's plans aren't definite yet. Next month's Profile will have full details.

On July 13 we will have a social at the Santa Rosa Inn in Sebring. See the full page ad for details.



Suncoast members at the Collier Automotive Museum.

**Copy of Letter from American Cancer Society**

North Hillsborough Unit

813/962-6261

February 28, 1991

Suncoast Region Porsche Club  
2201 Andre Drive  
Lutz, Florida 33549  
Attention: Mr. and Mrs. Danny Stewart

Dear Danny and Nancy:

Congratulations! Thanks to you and your club, the Second Annual "Making Strides" was a success.

Hundreds of participants walked, rolled and strolled for the American Cancer Society's program of research, education and service to cancer patients.

The deadline for turning in pledges is Friday, March 15, 1991. Remember, when you raise over \$50.00, you will receive a prize. If eligible, you can pick up your prize after April 1, 1991 at the American Cancer Society office, 11406 North Dale Mabry Highway.

Again, thank you for your super effort! We look forward to seeing you next year. If you have any questions, please call us at 962-6261.

Sincerely,



Steven W. Harrell  
Making Strides Chairman



Sally Niegli  
Field Representative

"LEAVE YOUR MARK ON LIFE"

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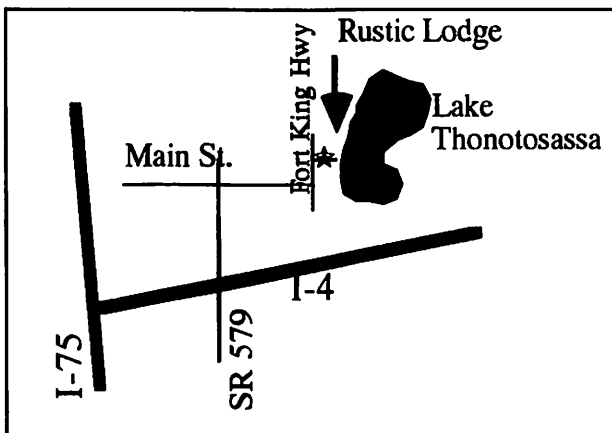
## Social

# Rustic Lodge

Saturday, April 20, 1991

Cocktails	6:30 p.m.
Dinner	7:00 p.m.

Located on beautiful Lake Thonotosassa



Saturday night Special  
Prime Rib at \$9.95

There will not be a rally before this social, so you will have to put your rally skills to test and follow my map.

# Membership

## Jack Hartley, Membership

Since the postage rates have gone up again, the cost of mailing the Profile each month has increased also. Please check your address label, if there are any corrections let me, or any board member, know. We mail on a Bulk Rate permit This class of mail is usually not returned or forwarded, and the post office is getting tougher to deal with. I am going to attempt to have membership expiration dates printed on your address labels. Hopefully, by the May issue of the Profile, this will be accomplished.

We have had a lot of activity the last few weeks. Say hello to our newest Suncoast members:

R.D. & Jackie Bennett of Brandon join us with a '90 911C2. They have one child, Beth Anne (4) and R.D. is self employed. He lists his interests as social, auto crossing, driver's ed and rallying.

Dr. Kent Clouser (single man, ladies!) is from Stuart and has a red '88 911 Targa. Our social, rally and driver's ed are on his list of interests.

Judith A Damm of Tampa is a computer graphics instructor, also single, and has a '67 911T soft window targa. She has experience in rallying (anyone want a new rally partner?) and technical ranks as her #1 interest.

Victor Maddox and affiliate member Terry Knight of Clearwater join us with a '88 944 (yes, its red!). Victor is an investment banker and wants to autocross, be social and learn more on the technical side.

Dr. Meihan Nonoyama is a scientist and has two Porsches, a 1981 911SC and a 1960 356B. He lives in St. Petersburg.

Lee Anderson and hubby William are from Lakeland and have a son, Ryan. I understand that their '80 924 Turbo was Ryan's Christmas gift, but since Ryan is 17, they are going to stand in until he is 18 (sure Dad!). Look for them at our social, autocrosses and driver's ed events.

John McNamara is a business executive from Clearwater with a new 911C2. He has two children, Maureen 14, and John 10. John wants to autocross, rally, attend our driver's ed and be social. Oh yes, Concours is on his list. (Wait till he finds out about the underside and inside the door jams).

Jeanne & Michael Matlack of Stuart want to rally their 1985 911 Targa. They have 4 children; Don 28, Sean 20, Kathryn 21 and Nicole 24.

J.E. Tellam is single and resides in Clearmont. He has a '85 1/2 928S. He is in sales and marketing and wants to rally and join us at our social events.

Thomas Pheil IV and his Uncle Peter join us with a 1969 911S. They live in St. Petersburg.

Edward Dupay and wife Pamela are from Ft. Myers. He is a physician and they have a marine blue 1987 930. With three children; Ted 11 1/2, Abbey 7 and Eva 1, their interests include drivers ed, technical and social events.

Yet another physician, Glen Fortier of Cape Coral is now among our ranks. He also is single and works in the ER. Glen wants to autocross his (red) '87 944 Turbo.

With a 1960 356B, John and Maureen Agas of New Port Richie are interested in our concours and technical events. They have 3 "kids"; Marianna 30, Nicholas 29 and Joanna 29.

To round out our busy month we have 3 transfers from the BIG CYPRESS region. They are:

Michael & Steve Drake of Naples, with a '86 944.

Charles & Ann Earwood of Punta Gorda with a '75 911.

Diana & Jeff Hoffman of Ft. Myers with a '87 911.

Form Hawaii comes Ginger Leavitt, now of Tampa. She has a '83 911SC.

Welcome to all our new members. Please join us at any of our events. You may call me, or any board member, if you have any questions or need details

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## Board Meeting, February

The February board meeting was held at the home of Bill and Jeri Durnan on Feb. 6, 1991. Attending were the Durnans, the Thompsons, the Goelkels, Mike Kwasin, Bob McCormack, The Tylers, Pat Milliken, the Stewarts, Gerry Curtis, Art Woodworth, the Dolins, and Steve Harold representing the American Cancer Society.

Jeri and Bill treated us to a wonderful spaghetti dinner, with a fine selection of beers, wine and soft drinks. Those of you who have attended board meeting know that most of the good stuff occurs during the pre-meeting "social". This month, most of the pre-meeting gossip revolved around Daytona, who's hot and who's not, cars we wished we owned, and who barfed. Scott showed us his newly acquired E type Jaguar. George Thompson, our resident Jaguar expert, gave a discourse on the fun (?) Scott will have keeping the car running. (Turned out to be prophetic).

### President's Message

(Lorne Hunsberger):

Lorne Hunsberger presided over the meeting in Paul Cwik's absence. The meeting was called to order at 8:04. Lorne started the meeting by discussing those items presumably nearest and dearest to his heart.

Everything appears to be in order for Rookie Weekend. Scott confirms that the rally is complete, and we have volunteers for all checkpoints. Gary Greer will hold a pre-rally school. Mike Kwasin's party palace is set for post-rally libations. MacDill will allow us to use their facility for the autocross. They will need all participants names in advance, and a PCA card and driver's licence must be shown at the gate.

Volunteers for the "How I Joined The PCA" column were solicited. Any member may contribute, not only bored members.

There will be an autocross on Feb 24 in Haynes City, at Boardwalk and Baseball. Suncoast Region will be providing the equipment for the event. Registration will be at 8:00 a.m., and the cost for this Zone 12 event will be \$25.

There was considerable discussion about our charity event at the Cheval Golf and Polo club in March. Steve Harold was present to represent the American Cancer Society. There will be a hose and show put on by us, then the polo match, followed by jazz by Belinda Womak and the Kool Reflections. Items will be raffled off. Larger items, some donated by Reeve's, will be used for a silent auction. The hose and show will be judged by Mark from Autobahn. Tickets will be available for \$50, \$35, \$10, and \$5. Nancy Stewart, Andrea Tyler, and Connie Dolin have volunteered to send out hand addressed invitations. By the time you read this, you will have received a special mailing about this event, and it will probably be history anyhow. (Little did I know when I wrote this).

On Feb 23, there will be a Walkathon for the American Cancer society, and several PCA members will participate.

Lorne informed us that Bill Reily reports that there will be a Presidents meeting on Feb 17, at Greenleaf. Presidents, Newsletter and Competitive Chairpersons are requested to attend. PCA National has a meeting coming up Feb 23. Anyone with questions for this governing body should send them to Ruth Hart.



**Secretary's Report** (Gary Dolin): Minutes of the Jan board meeting were accepted as submitted.

**Treasurer's Report** (Pat Thompson): Our balance as of Jan 31, 1991 was \$4,760.47. Track rental for the Feb Driver's Ed has already been paid. Pat reports that the Christmas Party represented a loss of \$650.

**Social Report** (Jeri Durnan): Rookie Weekend is coming up fast. All is ready.

On March 10 we will have a social event at Fuddrucker's, following the wine and cheese party at Reeve's.

Burt Smith International (formerly Sun West) will have an open house from Feb 28 to Mar 2. There will be refreshments, and tickets for the Porsche Paddock at Sebring will be available. They hope to have a car and driver from the Daytona Race present. The board discussed that we were looking forward to good relations with Burt Smith International.

April's social event is tentatively scheduled for the 20th, at Bella's, in Clearwater.

Jeri reports that she will now be functioning as a travel agent full time, and she hoped that being social chairwoman would not present a conflict of interest. The board agreed that it would not.

Further discussion ensued regarding the merits of having social events at the Colonnade. Scott Tyler noted that the BMW club had a fine social event at the Old Munich Restaurant (how many types of cars does Scott own?).

**Competitive Report** (Art Woodworth): The autocross at MacDill for Rookie Weekend was discussed, and Art noted that we will probably be able to continue using MacDill despite Desert Storm. Pat Milliken suggested that we demonstrate our appreciation by writing a letter to the base commander, and placing American flags and yellow ribbons on our "things". Considerable discussion ensued regarding the nature of "things", and whether or not the flag might drag on the ground.

The next Zone 12 autocross event will be on Feb 24 at Boardwalk and Baseball.

There will be an autocross school on April 27, probably at MacDill.

On May 11 or May 19, Brian Canfield will put on a pre-Parade autocross.

July 14 is confirmed for a time trial event at Sebring. This will be in conjunction with a caravan to Sebring the day before, and a social event at the Santa Rosa Inn. If you haven't make room reservations at the Santa Rosa, you're probably too late!

Gerry Curts discussed new rules for the competitive events at Parade. Carrera 4's will run with 930's and Turbo S, and 1989 944 turbos will run with pre 1989 944 turbos. (This means that I run with Bill Reily, bumper). Ties in concours will now be settled by who has won the most categories, rather than bringing in an additional judge. Danny Stewart took this opportunity to tell us that Gerry was the initial organizer for the Suncoast Region Driver's Eds.

**Safety:**

The board discussed that insurance releases were required for all events where "wheels were rolling", including caravans. (During the pre-meeting social, Scott Tyler

described some "full body condoms" which he says are very useful if you go to a bikers weekend with Mike Bruns).

**Driver's Ed:**

The Feb school is 60% full.

**Profile (Bill Durnan):**

Bill again reminds us that articles are due at the board meetings. The board voted to acquire a set of headline fonts for the laser printer. Everyone agreed that the the Profile was looking great.

**Old Business:**

Neither Suds nor Santa attended the meeting.

**New Business:**

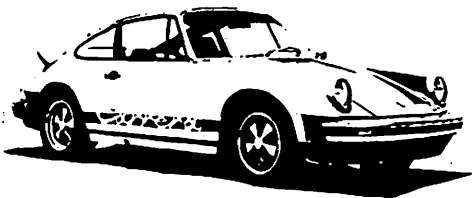
BF Goodrich was approached to sponsor some future events. They have no more sponsorship money available for 1991. Lorne mentioned that BF Goodrich is having a large closeout sale on discontinued tires, and recommended "checkin' it out, bro" (no, he really didn't say it that way).

Gerry Curtis commented that the War Bonnet event was fantastic.

With no further business before the board, the meeting was adjourned at 10:04 p.m.

Most Respectfully Submitted,

Gary N. Dolin



Want to get more  
Involved in  
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PCA?

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*They're open to all club  
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*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***

## **DO YOU LIKE TO RALLY?**

Are you willing and able  
to learn to put together, and be in charge of Rallys?

The Suncoast Region is considering making the position of a Rally  
chairman separate from the Competitive Chairman

If you are interested in this position contact:

**Art Woodworth 973-4249**

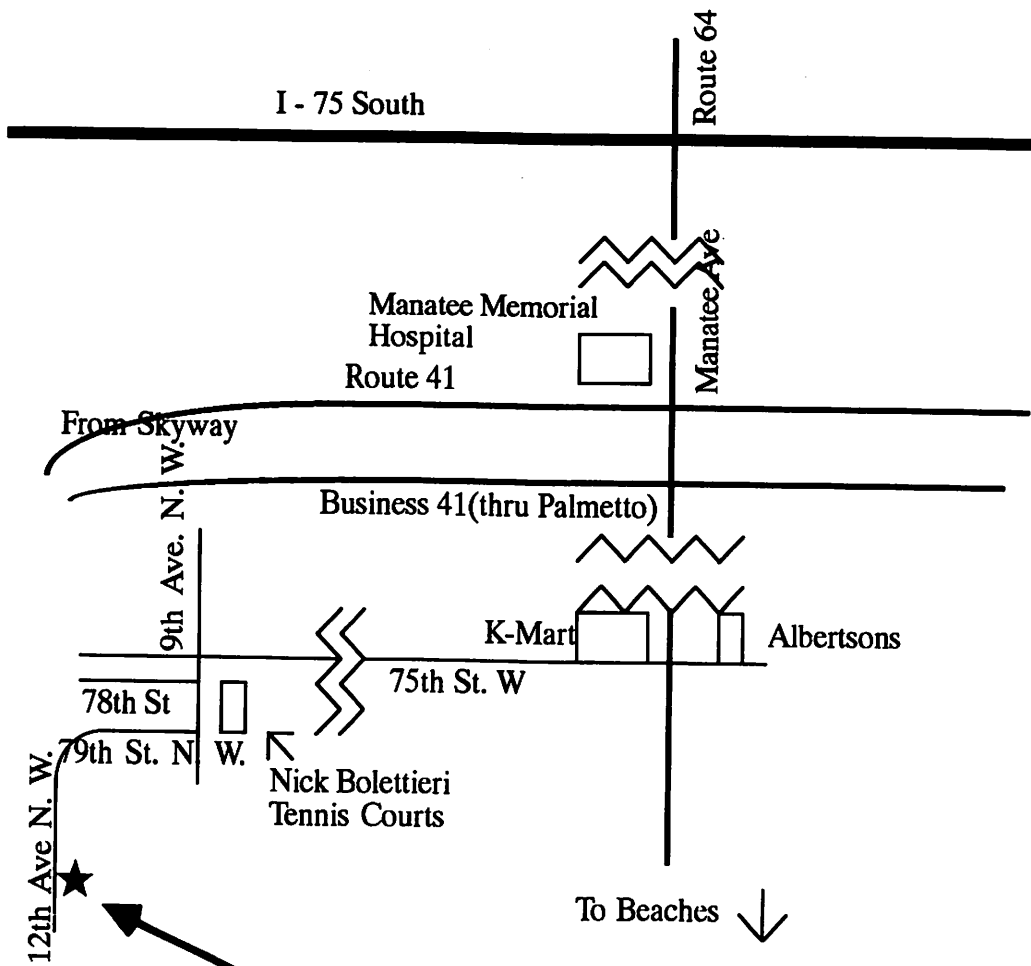
## **Peachstate Region PCA**

### **Drivers Education**

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**

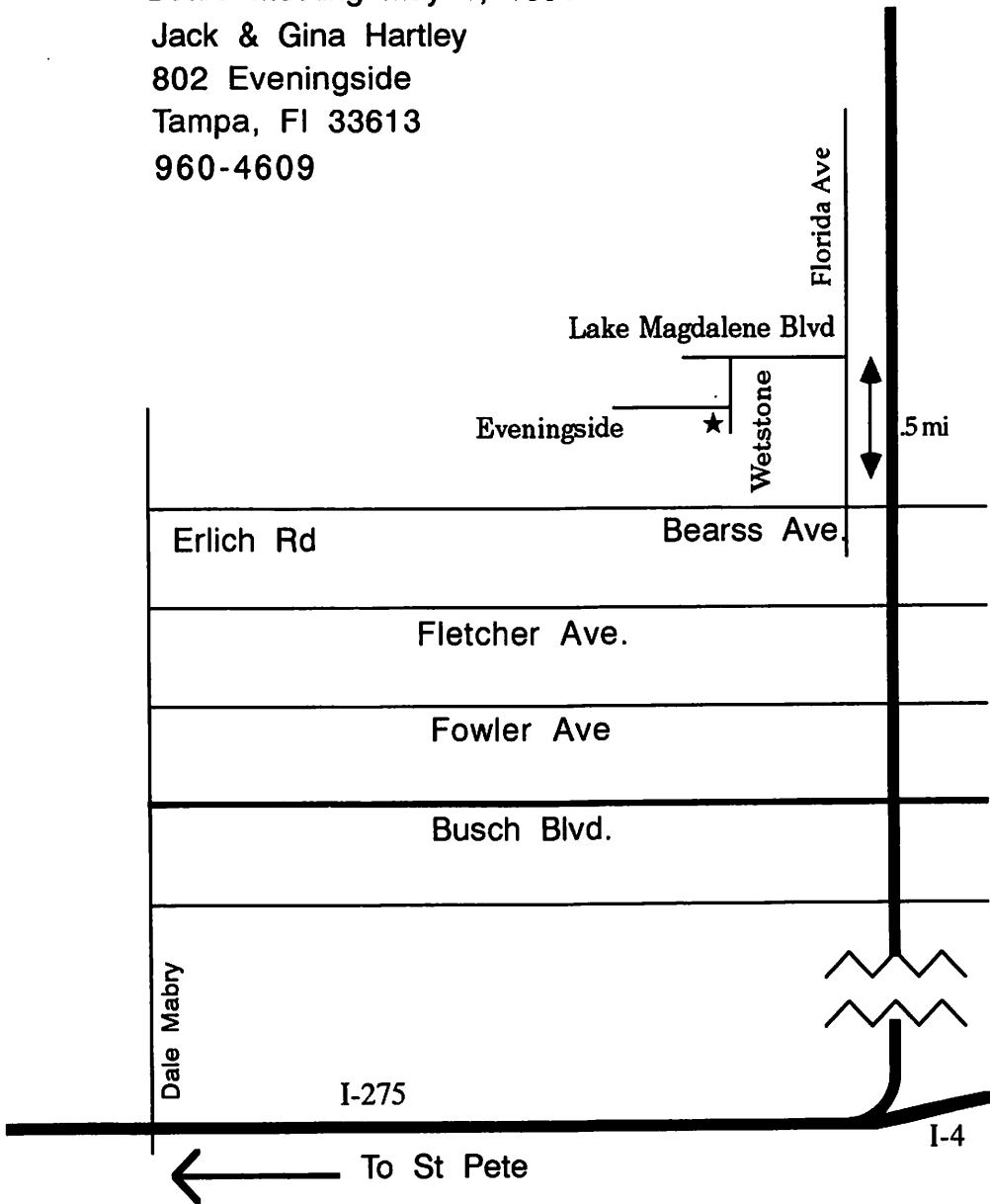
Gene Wilson  
3297 Creekside Drive  
Conyers, GA 30208  
**404 929-1756 Before 10:00 P.M.**  
Cost is \$135 per Driver



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

Board Meeting May 1, 1991  
Jack & Gina Hartley  
802 Eveningside  
Tampa, Fl 33613  
960-4609



## 1991 Zone 12 PCA Autocross Rules

While the Parade Competition Rules (PCRs) are the national PCA autocross rules, we use a shorter version for Zone 12 events. Basically, the only exceptions we make to the PCRs are with regard to wheel & tire sizes and tread depth. If further clarification is needed refer to the PCRs.

### Stock

- 1) All stock cars with factory authorized options purchasable through U.S. factory authorized dealer.
- 2) Any rim width without body modification.
- 3) Any street tire with DOT approval number. No portion of tire tread may extend beyond the stock fender opening when viewed from the top perpendicular to the ground. Tires must have at least 2/32" tread at the start of the autocross.
- 4) Air cleaners may be removed.
- 5) Rejetting of carburetors is permissible.
- 6) Any sway bar may be installed.
- 7) Any type of shock absorber may be used.
- 8) Alignment settings are free.
- 9) Lowering is permitted, by any means.
- 10) Any modification after the cylinder head exhaust flange is permitted.
- 11) Hydropneumatic suspension may be changed to torsion bar suspension.
- 12) Mild customizing and street-type spoilers. Wheels and tires cannot be any wider than would fit the stock body.
- 13) Cars may be updated or backdated within specification of their model range.
- 14) Removal or capping by any means of any or all emission devices (belts, pump, hose, fittings, etc.)
- 15) Carburetion type is free on all pre-'74 911s and all 4 cylinder 914s and the 912E. This means that fuel injection, on these specific cars, can be replaced by carburetors with no penalty.

### Prepared

- 1) Any modification allowed in stock.
- 2) Cars must be street legal and currently licensed.
- 3) Fenders may be modified to accommodate wider wheels and tires, providing that the remainder of the car meets the criteria of the prepared class - i.e. Car has flared fenders but stock motor.
- 4) Changes in gearing are permitted.
- 5) Brakes may be updated, drilled rotors are permitted.
- 6) External engine changes are allowed but engine must be of original displacement and compression with a stock camshaft. Example: 2.7 CIS or 3.2 DME motor changed to carburetors.
- 7) Interior may be removed.
- 8) Race tires are permitted - i.e. slicks or other non-DOT approved autocross tires.



## 1991 PCA Zone 12 Autocross Series Classifications

AS	356 (all), 912 (all), 914/4 (1.7 & 1.8), 924, 924S (pre- '86)
BS	911 (2.0 & 2.7), 911L, 911T (all), 911E 2.0, 914/4 2.0
CS	911E (2.2 & 2.4), 911S (all), 914/6
DS	924S ('86 on), 924 Turbo, 944 (2.5), 944S (2.5), 928, 928S (pre-S4)
ES	944 (2.7), 944S2 (aka 944 3.0), 944 Turbo (pre-'89)
FS	911SC, 911 Carrera 3.2, 911 Club Sport
GS	911 Turbo (all), 928S-4, 930, 944 Turbo ('89 on), 944 Turbo S, 911 Carrera 2 & Carrera 4, 911 Carrera 2 RS, All European 911's, 928's and 930's
HP	All 4 cylinder improved cars up to 2.5 liters, except 944 Turbo
IPM	Improved 944 Turbo and 944 Turbo S, all modified 4 cylinder cars 2.0 liter and under, Carrera/4 GT, Carrera/4 GTL, 550, RSK, RS60, RS61, RS62, 904/4, Elva/4
JPM	All 6 and 8 cylinder improved cars, 911RS, all 4 cylinder modified cars over 2.0 liters
KM	All 6 cylinder modified cars up to 2.7 liters, 911R, 911S 2.5, 906, 934, 935, 969, Elva/6
LM	All 6 and 8 cylinder modified cars over 2.7 liters, 907, 908, 909, 910, 911RSR, 917, 954, 956, 961, 962
LA	Ladies class for AS and BS
LB	Ladies class for CS
LC	Ladies class for DS
LD	Ladies class for ES
LE	Ladies class for FS, GS and HP
LF	Ladies class for IPM and JPM
LG	Ladies class for KM and LM

## 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:

1987 944 Red, only 16,000 miles! Black leather interior, 5 speed, electric sunroof, cruise control, never smoked in. This car is beautiful! \$17,500 Call Bridget 813 837-5592

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

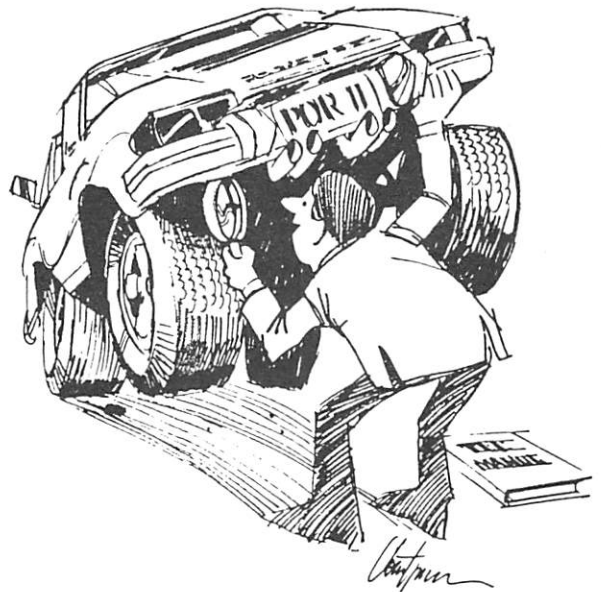
1983 911, Light blue/dark blue interior, original owner. Excellently maintained, all records. Local car. 79K miles, \$17,500. Hilary Hall 813 954-2200

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

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

Blaupunkt New York SQR 83US radio-cassette player with Blaupunkt Quadro Booster BQB 80 (for Porsche). Only used 6 weeks. Perfect condition and ready for installation. \$225. Call Douglas Freedle 813 831-7711.

1987 911 Carrera, White, navy leather interior, color keyed wheels/painted crest centers, front/rear spoilers, sunroof, rear wiper, a/c, Clifford alarm, built in radar detector, raised hub/short shift, cruise, power windows and locks, new XGTV Michelins, plush carpet in luggage compartment, Eibell maintained, 29K mi, \$31,500/Excellent condition, 530-5522/442-4881



## Coming Events

### April

5-7 IMSA Miami Grand Prix  
 7 - FCR autocross Whitehouse  
 10 - Board meeting at Dolin's 794-1003  
 13 - FCR Swap meet Gainesville  
 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

17-19 - SVRA Vintage/Historic races  
 Road Atlanta

18 - Social  
 24 - Driver Ed Moroso  
 25- Sonnenfest West Palm Beach  
 26- Sonnenfest Zone Autocross

### June

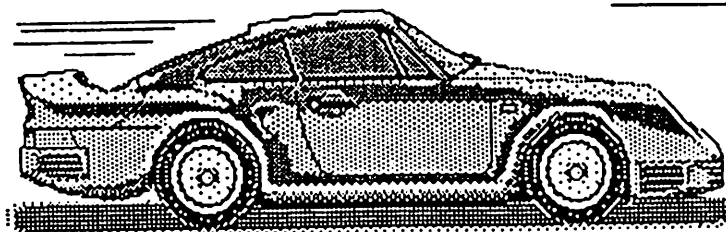
1 - FCR TSD Rally  
 5 - Board Meeting at Stewarts 949-3569  
 9 - FCR Autocross - Whitehouse  
 8 - 1st timers meeting Reeves

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