

PORSCHE PROFILE

SUNCOAST • REGION



May 1991

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PORSCHE PROFILE

SUNCOAST REGION

May 1991

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Cover photo by Jim Vandercrake
Robert Putnam driving the 356 at the
Vintage race at Sebring.

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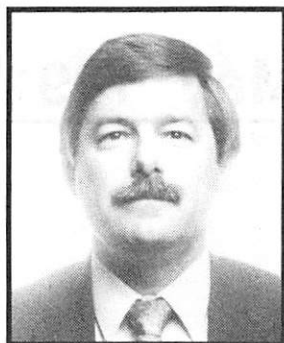
Jim Vandercrake
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Ronald H. Anzovina

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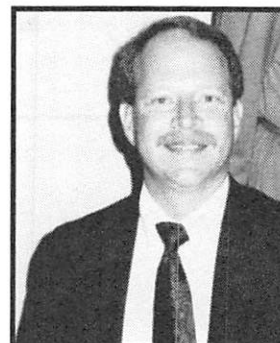
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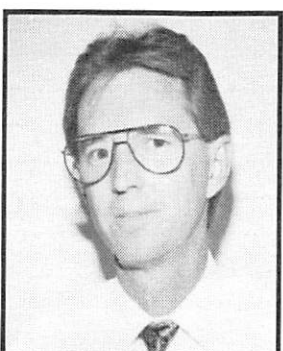
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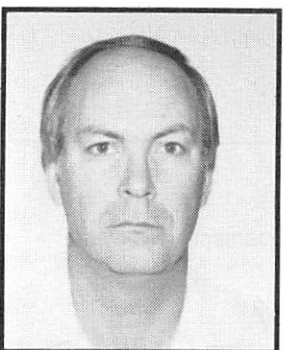
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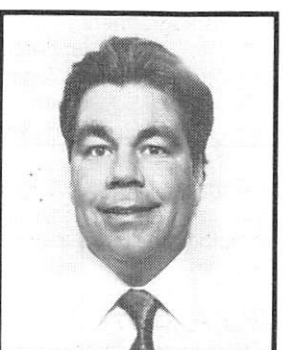
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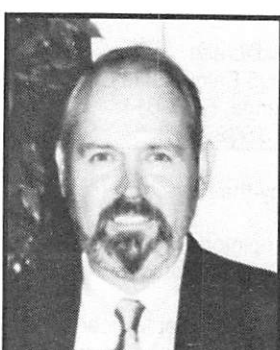
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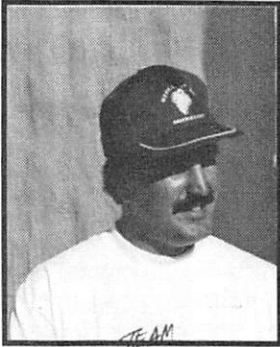


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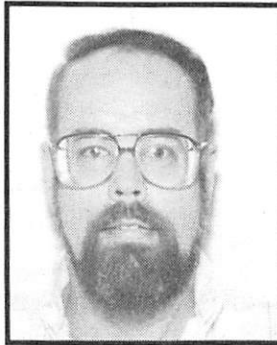


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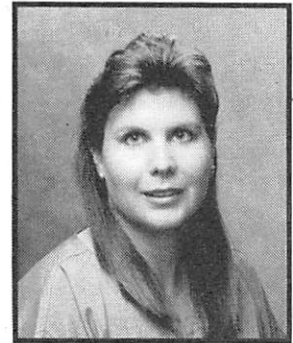
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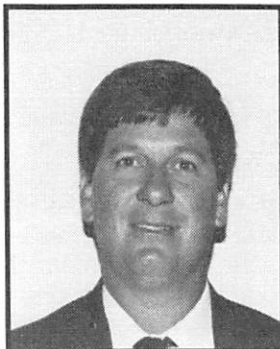
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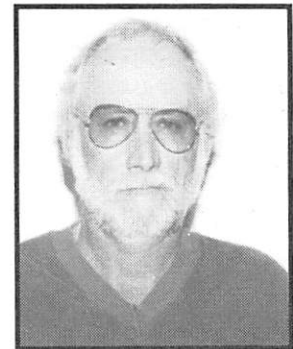
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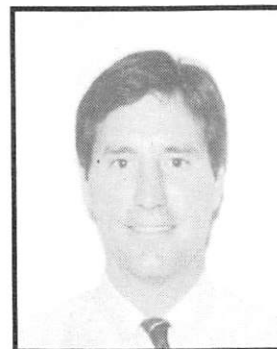
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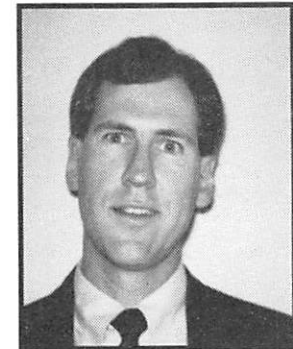
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PCA Member since 1985



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St. Petersburg, FL 33713
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PCA Member since 1984

From your editor

Most of you don't realize that the largest single expense in the club is the Profile. We are fortunate to have a member of the club (Scott Tyler) who has a print shop in his business and can do the printing at low cost, with high quality. Keeping the costs down is part of my job (along with trying to find advertisers).

This issue of the Profile has drastically changed in size, and also in type style. The size of the paper allows more printing on a single sheet of paper, which uses less materials. The type style is slightly smaller, but more legible. Again this allows me to put more on each page.

Both of these combine to reduce the costs of producing your club newsletter. As mentioned above, I am trying to get more advertising for the Profile to reduce your cost. If we had 12 full page ads in the Profile, the cost to the members would be nothing. Now, not only do we use the rebate from National, but we have to use some of the money we make at Driver's Education. I encourage everyone to

try and get some advertising for us. This helps both us (it covers our printing costs), and the business (new customers get to know about them).

This year is the thirtieth anniversary of the Suncoast Region. I have been wanting to publish some articles from early Profiles. On this page is an compilation of the May 1963 Newsletter. This was sent in by Tom Briest. If any of you have any earlier Newsletters please let me know.

If you know any Porsche owners who are not members of the club, let me know their name and address. I will send them a copy of the the latest Profile and an application to the PCA. The value of your membership in the club is very high. You get two monthly magazines, inexpensive drivers education events on a track, great socials, autocross and rally events. Technical advice from fellow members is available just for the asking. It's hard to imagine a reason why anyone would not want to belong to the Porsche Club if they owned a Porsche.

"And that's the way it was 28 years ago today"

Date line: May 1963

The Profile is a three page front and back Xerox copy

This month's dinner social, May 23, 1963, is being held at the East Bay Country Club. The social will include a business meeting, a factory film, a short technical session and a discussion of Gymkhana's.

Next week, May 26, there was a Gymkhana held at the Derby Lane parking lot on Gandy Blvd in St. Petersburg. Entrance fee \$1.50. Trophies to be awarded for 1st, 2nd and 3rd.

Discussion at the monthly business meeting centered around plans to improve the quality of the monthly newsletter. It was also decided that the club would hold a "contest" to "Name the Newsletter" with the winner receiving five free quarts of Castrol oil. The meeting concluded with "color" movies of Sebring and the additional treat of movies of last month's rally taken by WFLA news.

The Rally? 17 cars entered, 14 Porsches, 2 Triumphs and one Austin Healy. Total distance - 37 miles, total time - 1 hour 37 minutes.

1st place Dr. Saporito / Dr. Williamson
2nd place Dr. Christian/no navigator
3rd place Henry Mueller/John Young.

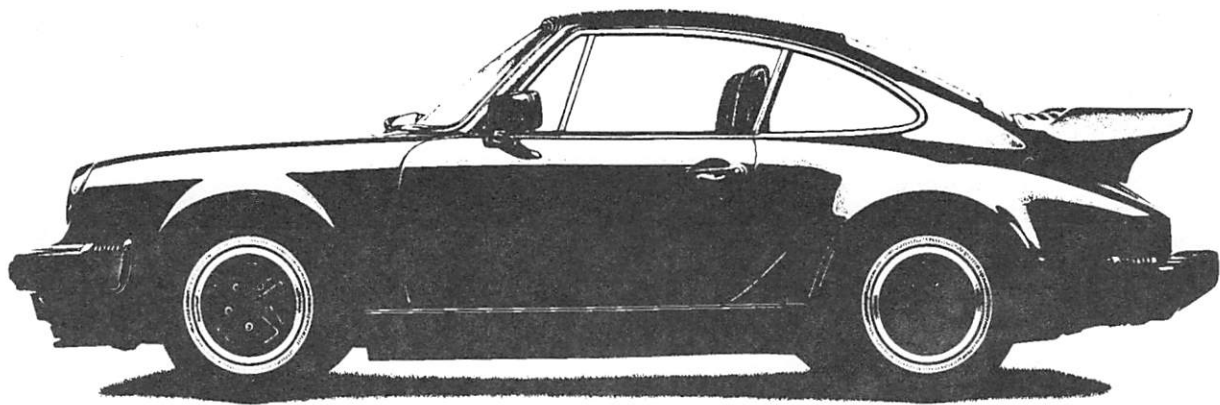
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President's Message

By Paul Cwik

Having been involved with the club for many years now, and being an officer for the last two years, it becomes difficult to think of topics to write about on a monthly basis. However, in looking over some very old issues, I came up with the idea to use an article that was printed in May of 1987. This article should help our new members understand what the Sebring Drivers Education is all about.

"The Suncoast Region started holding drivers ed events in 1986 in an attempt to allow its members to get more time behind the wheel while driving at speed. Most newcomers are amazed by the potent accelerating and braking capabilities that their Porsches are capable of demonstrating.

"These forces are best learned while driving under controlled instruction on a safe racing circuit. Many PCA officials feel that the 'Short Course' is one of the finest tracks available for a driver's ed event.

"At a Suncoast Region driver's ed event, students are paired with experienced instructors who have many hours of instruction in high speed driving techniques. These instructors stay paired with the same student through the entire event. This gives the instructor the opportunity to help the student progress with the skills he or she learned in their previous session. These instructors are skilled in making the event a safe and fulfilling experience for all entrants.

"Students are sent out in run groups that put them on the track with other students of the same experience level. Passing is only allowed on the main straight and a comfortable spacing is strictly enforced by the instructors. The number of cars in each run group is limited to insure that each student has quality time on the track.

"During the day each student will participate in four 15 minute sessions (that has changed now to

three 20 minute sessions) with an instructor on the track. During each session the instructor and student can continue to hone those skills which they learned in the prior session. Most students are ready to sign up for the next event at the end of the day." (Article written by Danny Stewart)

Keep in mind that the above article was written four years ago, and during that time these Suncoast instructors have continued to gain experience on the track. The knowledge they have accumulated during the last four years is difficult for them to contain, and they are willing to share it with you, if you only give them a chance. During the years the Suncoast Driver's Eds have taken place there has never been a serious accident. This can only be attributed to the strict rules employed at each event. So if you are interested please sign up for the next event (May 4th) you will not regret it.

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at

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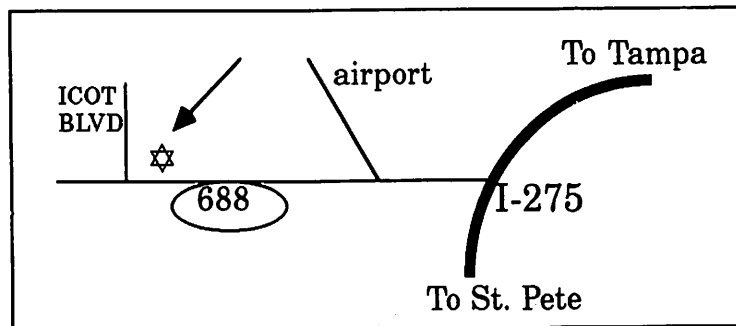
Saturday

May 18, 1991

Cocktails at 6:30 p.m.

Dinner at 7:00 p.m.

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For further information call
Jeri Durnan, 932-4165 Tampa

Autocross

Sonnenfest Tune Up

Date: Sunday May 19, 1991

Place: MacDill AFB, Tampa

Registration: 7:30-8:30 A.M.

Tech inspection 8:00-9:00 A.M.

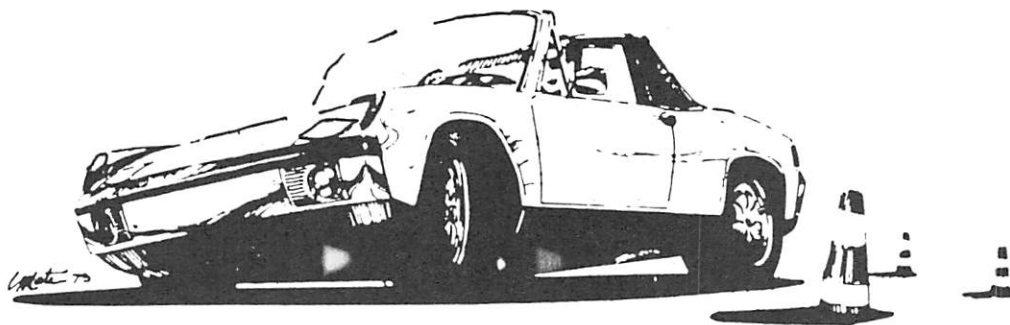
Drivers Meeting 9:00 A.M.

Cost: \$10.00

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.




Competition

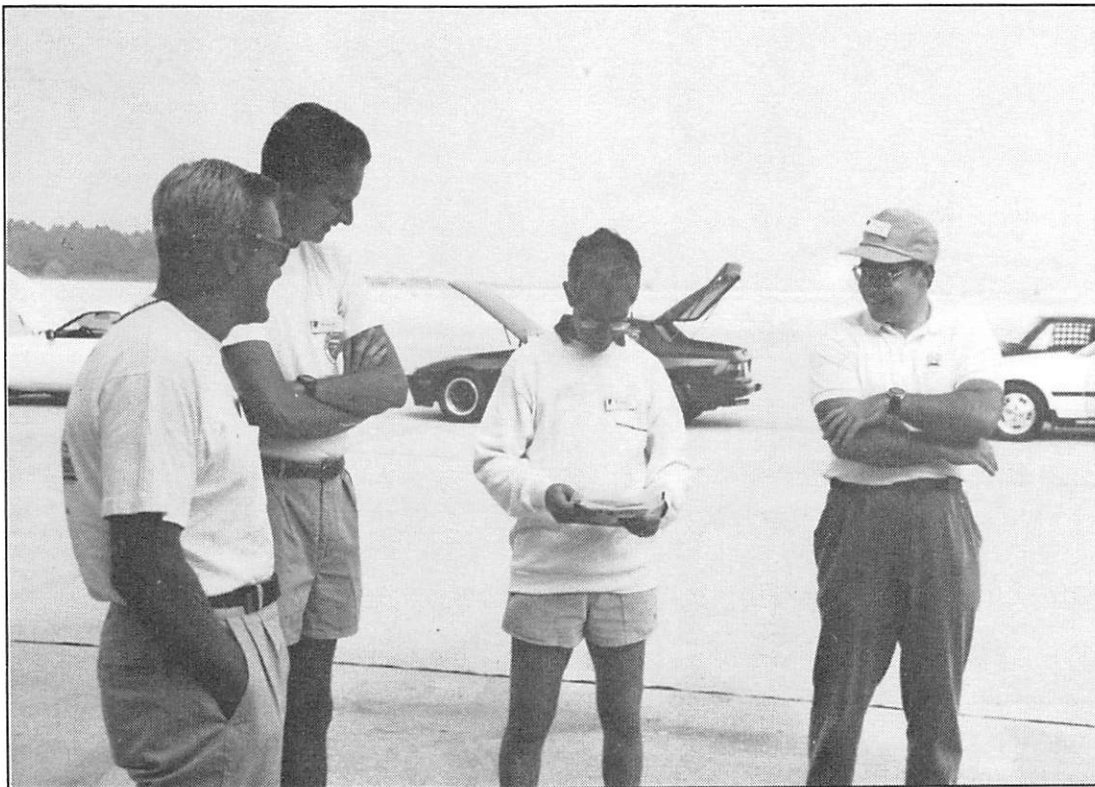
By: Art Woodworth, Jr.

Since I last penned this article a lot has happened, both in terms of PCA events and racing. The 12 Hour of Sebring weekend was a repeat of the 24 Hours of Daytona, and the Sebring Vintage and Historic Races, it rained! The Club Neff Racing 944S driven by Tyler, Stevens and Stewart finished the Grand Sports 4 Hour Firehawk race four positions better than it qualified, even though the car spent over 20 minutes in the pits with electrical problems. It was a classic 1987 944S problem—clean the windshield and the electronics fail—I can empathize. The Suncoast Region was also represented in the SVRA races by Scott Tyler in his freshly restored 911S (Porterhouse), and Suds Hood, Ken Greenfield and Robert Putnam sharing duties in their 356 and Triumph Spitfire. I believe Scott took a first-in-class in Porterhouse - Top Notch! The 12 Hour race was

run almost entirely in the rain, with Porsche making a fine early showing. Unfortunately, the lack of factory backing for the Porsches resulted in their being overcome by the factory backed Nissans. With this considered, the Joest Porsche 962Cs made a very good showing, and the Job Porsche 911 finished a strong second in GTU. As usual, the Suncoast spectators enjoyed viewing the race and "animal land" from the desert storm vehicle of Mike Jones.

On Sunday, March 23, 1991, we had our first Autocross school for the year. We had twenty four drivers entered as well as several experienced autocrossers participating as instructors. Unfortunately, two of the entered drivers did not participate in the timed runs because their brand-new-to-them 1971 911S suffered on-course collision damage. I am sure you are asking yourself how could you

suffer collision damage on a 900' x 1500' rectangle of concrete with rubber corners as the only vehicle obstacles. Well, even though in the annals of Suncoast Region, its never been known to happen before, Sandy B managed to wipe out the aluminum factory fender cooler with a cone during practice. She said, with tears in her eyes, that she had the choice of going off course or hitting the gate cone - "good \$800 choice" I said. Between Hal Kelly and Sandy B., I expect Suncoast Region to be fined by the EPA as a primary contaminant source. The balance of the school went well and I am confident everyone enjoyed it, almost everyone. Mike Cobb took FTD honors for men after giving the other participants a fine demonstration of trailing throttle oversteer. I understand Mike may be in the market for a good set of "round" tires. 



Art Stemler, Gary Goelkel and Ugo Mantovani admire Bill Flynn's autocross trophy
Your not a Rookie anymore Bill!

Patricia Thompson took FTD honors for ladies and, oh yes, she beat George again. I certainly hope to see more of you participate in our next Autocross school on October 27, 1991. These schools are not only helpful to first timers, they also provide an opportunity for experienced autocrossers to get a lot of practice time under their belts.

While many of you were attending the April 13, 1991 Drivers Education at Sebring, Scott and Andrea Tyler, Mike and Diane Bruns, Suds Hood, Robert Putnam, and Sandy B. and I were at the Walter Mitty Vintage and Historic Races at Road Atlanta. For most of us it was the fourth race we have attended this year, either as drivers or spectators, and for the fourth time it rained during the entire time we were there. Road Atlanta is something less than friendly to new comers (in only their

second wheel-to-wheel race, in the rain). To compound this dilemma, the field was quite large, approximately 50 cars per race, on a track that is not all that wide and certainly not forgiving. I was concerned after the first run session in which David Panaccione drove the "Son of Slime", when I heard Scott Tyler say, "it's scary out there". All things considered, Suncoast was well represented with Suds and Robert having a good finish in the Vintage Endurance Race with the 356, and Scott finishing 14 overall and David and I finishing 15th overall in the Historic Endurance Race. The Historic Endurance Race included my next-to-the-last-lap spin out of turn 12, 250 feet down the front stretch and into the ARMCO. Fortunately, only minor damage was incurred, (see photo below) and I was able to finish the race. I got a real good lesson in

running in the rain and especially running in a lot of traffic. Watching my experienced co-driver outrace much of the field in qualifying and getting passed in traffic by Scott in the race proved to me there is still a lot to learn, but I am having the time of my life doing it. Road Atlanta is best described by Mike Bruns as "better than Space Mountain". I can't wait until August to drive it again, hopefully in dry conditions. I would certainly encourage all of you to attend a Peachtree region Driver's Ed to experience this track because it is so much different than what most of us are used to. I had the opportunity to meet Allen Friedman, National PCA Safety Chairman, at the Mitty and discuss our Driver's Education program with him. I extended a personal invitation for him to attend one of our future schools and I will follow that up with a written invitation.



Who do you think dinged the back of Art Woodworth's "Son of Slime" 914 at Road Atlanta?

I understand that all went well at the April 13th Driver's Ed at Sebring. I certainly want to thank Gary Dolin, Art Stemler, George Thompson Bob McCormack and John Rosenquist for pitching in for Sandy and me. I especially want to thank Bob Meyer for shouldering most of the responsibility of the event on his own. Bob is an excellent example of a long time club member that gives unselfishly of himself at just about every moving event Suncoast Region holds. If you enjoy our Driver's Ed events please take time out to tell Bob that.

As some of you unfortunately found out this month, Driver's Ed events do sell out. This is not something new. I can remember being turned away at several of my first D.E's where I attempted to register at the last minute. I urge you to get your registration forms in a minimum of 10 days before the event or you too will run the risk of being turned away. These events are scheduled months in advance, and the registration forms are published months in advance, therefore, there really is no excuse for last minute registration. Please understand that Sandy has to spend the week

before the D.E event compiling all the paper work, paring students and instructors, developing run group rosters, and coordinating lunch catering. This is not a small task, and she has only evenings in which to do it. It is our goal to keep improving these schools and we need your cooperation to accomplish that goal.

A note about the upcoming caravan/social stay over/time trial event at Sebring on July 13/14, 1991. The last Profile made reference to a statement I made about the Santa Rosa being sold out. That is not correct. What I said was, the Santa Rosa had a limited number of rooms, and I encouraged members to make their reservations early. When it does sell out, I would suggest you stay at the Kennelworth which is very close by. That way you can conveniently attend Saturday evening's social at the Santa Rosa. The Santa Rosa is closing its dining facilities for our exclusive use. A pre-registration form for this event can be found elsewhere in this Profile.

Peter Craig from the Upper Canada Region (ay) attended our D.E. in

January and subsequently sent Sandy a copy of "Provinz", their monthly version of "Profile". In reading through this publication, I found an article about an older 911S and where the new ones are headed which I identified with. Therefore, I want to share the following excerpt with you:

"Some will say that pre-Carrera 4 911s are 26+ yr. old technology and that 'sports cars' have been done better by others since. But much of the new suspension engineering, while very precise, predictable and capable of impressive numbers on the skid pad, seems to have been engineered to isolate the driver from reality. They've engineered the passion out of them. No one has ever accused a 911 of isolating anyone from anything!"

"I call my car my reality enhancer. True, it tells me every bump and dip in the road, but it also tells me what that bump is doing to the car. It retains me as a vital part of the driving process, a partner, not a passenger. So what if the heater's (air conditioner for Floridians) a little anaemic? It's fun! (David Gaunt, Porsche Provinz, March 1991)

Blue Ridge Region Drivers Education

Charlotte Motor Speedway, Charlotte, NC

July 13-14, 1991

Contact

Mickey Dowling

3126 Garst Cabin Drive

Roanoke, VA 24018

(H) 703 774-9301

(W) 703 366-8823

Cost is \$125 per driver

Social

By Jeri Durnan

On Saturday, April 20th we had our social at the Rustic Lodge in Thonotosassa. We had a good turnout of 47 members who came out to enjoy the great view of Lake Thonotosassa and the great food.

May 18th's social has been changed to Bella's, 13505 ICOT Boulevard,

Clearwater. See the full page ad for details. We will schedule an afternoon function later this year at Burgees, when the weather gets cooler again.

June 15th's social will be an old fashion picnic at Fort DeSoto Park. RSVP's would be greatly

appreciated so that I can determine the head count for ordering the food.

July's social is at the Santa Rosa Inn in Sebring in conjunction with the Time Trial at Sebring raceway.



Looks like Bill Riley is having a good time at the Rustic Lodge.

DO YOU LIKE TO RALLY?

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

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

TIME TRIAL OFFICIAL ENTRY FORM

Introduction

The Suncoast Region will be holding a time trial event on the Old Course at Sebring International Raceway on Sunday, July 14, 1991. The course will consist of the 12 Hour Pit Straight, Turn 17 and the Back Straight where a tight series of turns and short chutes will be configured with rubber cones (pylons). Cars will be classed according to 1991 Zone 12 Autocross Classifications. The event chairman will have the final say on car classifications. Each driver will be afforded a slow speed drive-thru at the beginning of his or her run group. As with autocrossing, if you are not in the run group, you will be required to man a work station of the event chairmans choosing. If you do not work, your times will be removed from the scoring tallies, and you will be turned away from the next Suncoast autocross or Driver's Ed you attempt to enter. Each driver will receive three consecutive, at speed laps, of which the third will be timed and scored. Again, as with autocrossing, you will receive a two second penalty for each cone you hit

(1991 Zone 12 Autocross rules apply). This event is high speed, and proper attention to your car should be given before the day of the event. Speeds in excess of 100 mph can be reached on the pit straight. Serious preparation for this event can result in a great deal of fun for all of us. This event is open to general Porsche Club of America membership.

Saturday

We will be caravanning from the Suncoast Dome in St. Petersburg at 2:30 p.m., Saturday July 13, 1991, to the MacDonalds at the S.R.64 and I-75 interchange. We will leave the MacDonalds at 3:30 p.m. and caravan to the Santa Rosa Inn in downtown Sebring (ETA 5:00 p.m.). A gimmick rally will be included in the caravan. You can reach reservations at 813 385-0641

Sunday

It's up bright and early as our schedule starts at 7:30 A.M.
DON'T BE LATE! NO ONE WILL BE REGISTERED AFTER 8:30 A.M.

7:30 A.M. - 8:30 A.M. - At track check in—
Final registration
8:00 A.M. - 9:00 A.M. - Final Tech
9:15 A.M. Drivers meeting
LUNCH WILL BE PROVIDED WITH ENTRY
Extra lunches are \$5.00 each

Registration

Entries must be received no later that July 6, 1991
\$45.00—First driver
\$35.00—Second Driver—Same Car
Make checks payable to: Suncoast Region PCA. Fee is refundable if notification is given on or before 10 days prior to event.
Suncoast Region reserves the right to refuse any entrant.

Mail Entry to;

Art Woodworth Jr., Competitive Chairman
61 Oaks Boulevard
Land O Lakes, FL 34639
(813)973-4249, 7:00 to 9:00 P.M.

SUNCOAST REGION JULY 14, 1991 TIME TRIAL OFFICIAL ENTRY FORM

First Driver _____ PCA Membership# _____

Have you autocrossed previously? No _____ Yes _____ Car Class _____

Second Driver _____ PCA Membership # _____

Have you autocrossed previously? No _____ Yes _____ Car Class _____

Address _____ City _____ State _____ Zip _____

Phone (Home) _____ Work _____ Alternate _____

Porsche Model _____ Engine Size _____ Color _____ Year _____

Modifications

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) _____

Entries will not be accepted if received after July 6, 1991

**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: _____

REGISTRATION FORM

1971

1991



**GOLD COAST REGION
PCA
PRESENTS**

**THE 20TH ANNUAL
*Sonnenfest '91***

MAY 24-27, 1991

THE INFORMATION CONTAINED IN THIS REGISTRATION FORM IS SUBJECT TO
CHANGE PRIOR TO MAY 24, 1991

REGISTRATION FORM

Entrance Fees Are \$90.00 Single and \$140.00 Double up to 5/15/91

Entry Fees Include Friday Night Beer Party

Saturday Dinner and Sunday Dinner Banquet

LATE FEES POSTMARKED AFTER MAY 15 ARE \$100 Single & \$150 Double
NO REFUNDS AFTER MAY 16, 1991

_____ Extra Banquet Tickets: \$36.00 (includes tax & tip)
_____ Extra Saturday Dinner Tickets: \$12.00 Each
_____ Extra Children Saturday Dinner Tickets: \$8.00 each
Banquet Meal Selections: _____ meat _____ fish _____ vegetarian

Make check payable to: **Gold Coast Region, P.C.A.**
Mail check & form to: John A. Rollins (407) 498-2772
5227 Buchanan Road
Delray Beach, FL 33484

CHECK MUST INCLUDE COST OF ANY EXTRA MEALS

I PLAN TO ENTER THE FOLLOWING EVENTS:

"PALM IMPORTS"

"CHAMPION PORSCHE"

CONCOURS TECH QUIZ RALLYE AUTOCROSS

NUMBER OF SONNENFESTS PREVIOUSLY ATTENDED _____

Entrant's Name _____

Address _____

City/State/Zip _____ Region _____

Phone _____ Porsche Model _____ Year _____

Color _____ Autocross Class _____

Co-Entrant's Name _____

Address _____ Phone _____

Come enjoy your Memorial Day Weekend at the fabulous Jupiter Beach Hilton, the new headquarters for Sonnenfest, which sits directly on the scenic ocean front and is just minutes from both the concours site and the Moroso Track.

Only a limited number of rooms will be held until May 3rd so you are strongly encouraged to make your reservations before then. PCA rates are \$115 per night for ocean-view accommodations and \$100 per night for sunset-view rooms; these rates apply to both single and double occupancy. Reservations may be made by phone at (407) 746-2511; be sure to specify "Porsche Club" to receive the special rates.

Detach in center & return this half on 1/1. Keep rules for reference.

GOLD COAST REGION, PCA
Presents

SONNENFEST '91

Gold Coast Region is proud to announce the 20th Anniversary of our annual Memorial Day Weekend, Multi-Regional, Multi-Event extravaganza, **Sonnenfest**. An event of this significance should not pass by unheralded - and, believe me, it won't.

The first item of change you will note is that of location; instead of being held at Sebring (though historic, a little boring for some) it will be held in the Palm Beach area, the headquarters being the Jupiter Beach Hilton which is located directly on the beachfront and overlooks the blue Atlantic. This location is only moments from the Concours site (Dubois Park which is on the banks of the Loxahatchee River) and approximately 20 minutes from Moroso which will be the site of the autocross. The rallye will originate from the parking lot of the Hilton as well. This year is shaping up to be one of the most promising events in some time with many of our local businesses becoming involved along with our larger Porsche dealerships.

This year's location also provides activities for those less "car addicted" individuals who might enjoy a side shopping trip to the stores in Palm Beach or just some time under the cabanas on the beach - whichever, it is available along with all activities in between. Sounds great, right? Well, we're not done yet!

There are more surprises in store at **Sonnenfest '91** for the lucky (or just smart) that attend . . . some rare Porsches that seldom see daylight have been promised for the Saturday Concours, so bring your camera and invite your Porsche friends. Remember, you don't have to be a PCA member to participate in this fun-filled weekend - just bring your Porsche and your enthusiasm and we'll see you there!!!

Brian Canfield, Sonnenfest Chairman

SONNENFEST — A Look Back

You know that saying about the more that things change the more they remain the same? In preparing for **Sonnenfest '91** the truth of that remark struck me. I mean, here we are twenty years later, and the main topic of conversation is the war abroad (you think Nixon will stop it, man??), gasoline prices, the ecology and the price of free love (say, what?). Then I looked at the lines of my old 911 and mentally compared it to the "new" look - yep, the more things change . . .

Now maybe it's just me, but I sometimes grow weary about the chiding remarks regarding "Mold Coast" members (usually from members of "Scum Coast") and how they can be found lounging only on the northern side of most solid structures, about how their favorite workout activity is breathing, about . . . well, you get the idea. Hey, we may have aged a little but we haven't passed on yet!!! And this got me thinking even more about change and all . . . and I thought, "Well, if things would have remained the same then we'd all still be wearing bell-bottoms and love beads and putting the peace sign on our bumpers!". I saw one on a Mercedes just yesterday . . .

So then I figured, "Why not? Why don't we celebrate the 20th anniversary of Sonnenfest right! Why don't we dress in period attire for the event?" Thus came the inspiration for the Sonnenfest theme - Sonnenfest '91: the acid casualties and other victims of late-sixties burnout. Some of our younger members may have to look the fashions up in books but I'm sure I'm not the only one with a few "reminders" hidden away in the closet (was that a Leisure Suit back there??!!).

So here it is then; all participants and observers are encouraged to dress in the period of the first Sonnenfest which was held in 1971 here in Palm Beach. This attire is most strongly encouraged at the concours and the Sunday Night Awards Banquet. Will it help to bring back our youth? I doubt it. Will it restore our faith in humanity? Not likely. But will it be FUN? Without question. After all, you only go around once - but as this figure of speech implies, it is a circle and, with all circles, you end up returning to your origin sooner or later - every twenty years seems just fine . . .

John A. Rollins, Sonnefest Draftee (just how far is Canada?)

**GOLD COAST REGION
PORSCHE CLUB OF AMERICA**

DRIVER EDUCATION EVENT

“FRIDAY”

MAY 24, 1991

The Gold Coast Region cordially invites PCA Members from all regions to attend the Driver's Education at Moroso Motorsports Park, West Palm Beach.

The purpose of our Driver's Education is for you to learn how to drive your Porsche better. Instruction will be geared to the competence and experience of the driver. A race track is the site for the event, however the techniques, skills and experience learned here will make you a better and safer driver on the streets. All PCA Members from novice to expert are invited to this safe, educational and fun filled day.

Roll Bars Required In Open Cars.

Gold Coast Region reserves the right to refuse any entrant.

**COST: TAKE ADVANTAGE OF EARLY
REGISTRATION DISCOUNTS.**

ENTRIES POSTMARKED MAY 10 OR BEFORE
\$100 STUDENTS
\$ 35.00 WORKING INSTRUCTORS

ENTRIES POSTMARKED AFTER MAY 10
\$125 ALL DRIVERS

NO REFUNDS AFTER MAY 17, 1991

**GOLD COAST REGION, PCA
DRIVER EDUCATION EVENT "FRIDAY" MAY 24, 1991
APPLICATION**

FIRST DRIVER

SECOND DRIVER

NAME	NAME
CITY/STATE/ZIP	CITY/STATE/ZIP
PHONE - HOME & WORK	PHONE - HOME & WORK
PCA REGION	PCA REGION
MODEL & YEAR	MODEL & YEAR

	<i>1st Driver</i>		<i>2nd Driver</i>	
Have you attended another region Driver Ed before?	Yes	No	Yes	No
If so, how many?	_____		_____	
Last run group level?	_____		_____	
Have you auto-xed?	Yes	No	Yes	No
If so, how many?	_____		_____	
Have you attended race driver school?	Yes	No	Yes	No
If so, what school?	_____		_____	
Have you ever instructed before?	Yes	No	Yes	No

Entries received after May 17, 1991 may not be accepted.

Make checks payable to: **GCR-PCA.**

Mail to: **Trish Mazzoni - 4597 St. Andrews Drive, Boynton Beach, FL 33436.**

Phone: **407-737-0160**

RETURN APPLICATION SIDE ONLY.

ABBREVIATED RULES & CLASSES

GENERAL RULES

1. Only one car per person may be entered for points for the weekend.
2. Only one trophy per event per person.
3. Any entrant wanting to run a second car in the Autocross may do so for "Time Only", for an additional fee of \$20.00 per driver. However, he or she must make all of their runs in their trophy car first.
4. Special fees are available for entry in single events as follows:

Concours or Rallye-\$25.00 includes eligibility for trophy. No food or Door Prizes.

Autocross-\$40.00 includes eligibility for trophy and zone 12 series points. No food or Door Prizes.

5. Meal tickets can be purchased by single event entrants as per price schedule on registration section.
6. Any entrant whose car was entered in the Concours must drive that same car if running the Autocross.
7. A car other than the one entered for the weekend is allowed to be used for the Rallye.

CONCOURS D'ELEGANCE

There will be 3 classes this year - Full, Surface and Mini-Surface. The classes are outlined below. Cars entering the Full Class (Class 1) will be judged in all categories. Cars entering the Surface Class (Class 2 thru 7) will not have the underside judged and will receive zero (0) points for that category. Cars entering the Mini-Surface Class (Class 8) will be judged only on the interior and exterior and will receive zero (0) points on the underside, trunk and engine compartments.

If you intend to compete for the Overall Weekend Award, it would be advisable to enter the Full Class or at least the Surface Class because the total Concours points you receive will be used to figure the overall points for the weekend.

1. Classes:

1. All 356 Series
2. All 911 & 912 Series, 1965-77
3. All 911 SC, all 930 Turbos, & 911 - 3.2 Carrera
4. All 914 Series
5. Current & Retired Race Cars
6. 924, 928, 944
7. Full Concours (any year Car)
8. Mini-Surface (any year Car)

2. Bonus points to be added to judging points.

- A. Mileage drive-One (1) point for every 100 miles driven from the originating region to Sonnenfest. A maximum of ten (10) points will be allowed. Fifty percent (50%) of points will be allowed for towed cars. No points will be allowed for trailered cars or cars shipped in any manner.
- B. Age of Car-One (1) point for every year of age. Maximum 10 points.
- C. Actual mileage on speedometer-One (1) point for every 10,000 miles. Maximum 9 points.
- D. No car will be give more than 15 total bonus points.

RALLYE

This year's Rallye will be of the time, speed, distance type. What this means is simple - you will be given a route to follow at given speeds (these speeds will change from time to time). Unknown to you, you will come upon a checkpoint. The object of this type of Rallye is to be exactly on time at the checkpoints. You will be one class - Unequipped. The Unequipped class may only use rally tables, stop watches, etc. As per PCR's. "See Generals For Rallye Details"

TECH QUIZ

The Tech Quiz will be held during the Concours on Saturday morning. There will be a first place women's trophy and first place men's trophy. Tech Quiz counts up to 25 points toward overall Sonnenfest Scoring.

AUTOCROSS

(1991 CLASSES)

CLASS: AS/PCR CLASSES: P1, 2, 3 (part), P4
PORSCHE MODELS: 356 (all), 914 (1.7 & 1.8) 912 (all), 924 and 924S (pre- 86)

CLASS: BS/PCR CLASSES: P3 (part), P10 (part), P11
PORSCHE MODELS: 911 (2.0, 2.0L and 2.7), 911T (all), 911 E 2.0 and 914 (2.0)

CLASS: CS/PCR CLASSES: P9, 10(rem), 11(rem), 12
PORSCHE MODELS: 914/6, 911 E (2.2 & 2.4), 911 S (all)

CLASS: DS/PCR CLASSES: P5, 6, 7, 16
PORSCHE MODELS: 924S ('86 on), 924 Turbo (931), 944, 944S (2.5), 928 and 928 S (non S4)

CLASS: ES/PCR CLASSES: P7, P8
PORSCHE MODELS: 944 (2.7), 944S (3.0) & 944 T (to '89)

CLASS: FS/PCR CLASSES: P13, 14
PORSCHE MODELS: 911 SC, 911 Carrera 3.2 & Club Sport

CLASS: GS/PCR CLASSES: P15, 16
PORSCHE MODELS: 930, 911 Turbo, 944 Turbo ('89 on), 944 TS, 928 S4 and all European 911's and 930's Carrera 2 and 4 (all models)

CLASS: HP
PORSCHE MODELS: All 4 cylinder Improved cars up to 2.5, litres, except 944 Turbo

CLASS: IPM
PORSCHE MODELS: Improved 944 Turbo and Turbo S, all Modified 4-cylinder cars 2.0 and under, Carrera/4 GT, 550, RSK, RS60, RS61, RS62, 904/4, Elva/4, Carrera 4 GTL

CLASS: JPM
PORSCHE MODELS: All 6 and 8 cylinder Improved cars, 911 RS and all 4 cylinder Modified cars over 2.0 litres

CLASS: KM
PORSCHE MODELS: All 6 cylinder Modified cars up to 2.7 litres, 911 R, 911 S 2.5, 906, 934, 935, 959 and Elva/6

CLASS: LM
PORSCHE MODELS: All 6 and 8 cylinder Modified cars over 2.7 litres, 907, 908, 909, 910, 911 RSR, 917, 954, 956, 961, 962

LADIES CLASSES

CLASS: LA/Ladies for classes AS and BS
CLASS: LB/Ladies for class CS
CLASS: LC/Ladies for class DS
CLASS: LD/Ladies for class ES
CLASS: LE/Ladies for classes FS, GS and HP
CLASS: LF/Ladies for classes IPM and JPM
CLASS: LG/Ladies for classes KM and LM

AUTOCROSS - CON'T

ALLOWABLE MODIFICATIONS

Modifications may not be made unless specifically authorized herein.

A. 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 (Dept. of Transportation) approved number. No portion of tire tread extends beyond the stock fender opening when viewed from the top perpendicular to the ground.
4. Air cleaners may be removed.
5. Rejetting of carburetors is permissible.
6. Any sway bar may be installed.
7. Any type of shock absorbers may be used.
8. Camber is optional; lowering is permitted, by any means.
9. Any modification after the cylinder head exhaust flange is permitted.
10. Hydropneumatic suspension may be changed to torsion bar suspension.
11. Mild customizing and street-type spoilers. Wheels & tires cannot be any wider than would fit the stock body.
12. Cars may be updated or back-dated within specification of their model range:

Examples:

1.	356, A, B, C, Normal, Super C	1949-65
	356 B, C, Super 90 & SC	1960-65
	Carrera 1500-1600	1956-60
	Carrera 2000 GS	1962-64
2.	912	All
	912E	All
3.	914, 1700-1800	1970-On
	914 2000	1973-On
	914-6 2000	1970-72

4.	911	1965-68
	911	1969
	911	1970-71
	911	1972-73
	911	1974-On

13. Removal or capping by any means of any or all emission devices (belts, pump, hose, fittings, etc.)
14. Carburation type is "free" on all pre- 1974 911's and all 4 cylinder 914's, i.e., fuel injection may be replaced with carburetors with no penalty.

B. Prepared

1. Any modification allowed in stock.
2. Cars must be street legal and currently licensed and inspected with the exception of open exhaust (conditions permitting).
3. Fender may be updated to accommodate wider wheels, providing that the remainder of the car meets the criteria of prepared class. Example: Car with flared fenders while engine remains stock.
4. Gearing permitted.
5. Brakes may be updated, drilled rotors are permitted.
6. External engine changes are allowed, but engine must be of the original displacement. Example: Cars with C.I.S. or Bosch fuel-injected changed to carburetors or reverse.
7. Interior may be removed.
8. Race tires are permitted.

C. Modified

Any Porsche - manufactured cars not falling into the stock of prepared categories.

The following exceptions to the PCR's will be allowed.

1. Tires and wheel combinations that fit under the original fenders are allowed.
2. 2/32 tread at start of the autocross.
3. D.O.T. approved tires in stock classes.
4. No retreads allowed in any class for any reason!
5. 2 driver maximum per car per class.
6. Points runs must be made before time only runs.

FRIDAY, MAY 24

SCHEDULE OF EVENTS

Approx. 9:00 - 4:00 PM.....Driver's Education School is Moroso. This event is not included in the entrance fee for Sonnenfest. Please consult the Kasette for the entry form for this event or call Trish Mazzoni (407-737-0160) for further information.

3:00 - 11:00 PM.....Early Registration & Social

SATURDAY, MAY 25 "Palm Imports" Concours, Tech Quiz & Rallye

8:00 AM.....Registration

9:30 AM.....All Cars In Line For Concours - Dubois Park

10:00 AM.....Concours Judging Begins - Dubois Park

11:00 AM.....Tech Quiz - Poolside - Registration Room

1:00 PM.....Rallye Drivers' Meeting - Registration Room

2:01 PM.....Rallye - First Car Out - Parking Lot

8:30 PM.....Dinner, Door Prizes - Carlin Park Pavillion

SUNDAY, MAY 26 "Champion Porsche" Autocross

8:00-9:00 AM.....Morning Tech Inspection - Moroso Track

9:00 AM.....Morning Drivers' Meeting - Moroso

9:30-1:00 (Time Approx).....Morning - Autocross Classes - TBA

8:00.....Food Available At Track

11:30 AM-1:00PM.....Afternoon Tech Inspection

1:00 PM (Time Approx).....Afternoon - Autocross Classes - TBA

7:00-8:00 PM.....Cocktail Party - Banquet Room

8:30.....Awards Banquet - Banquet Room

MONDAY, MAY 27.....Departure

Peachstate Region PCA

Drivers Education

July 13-14

Roebing Road Raceway
Savannah, Georgia

(cost is only \$75 per driver)

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

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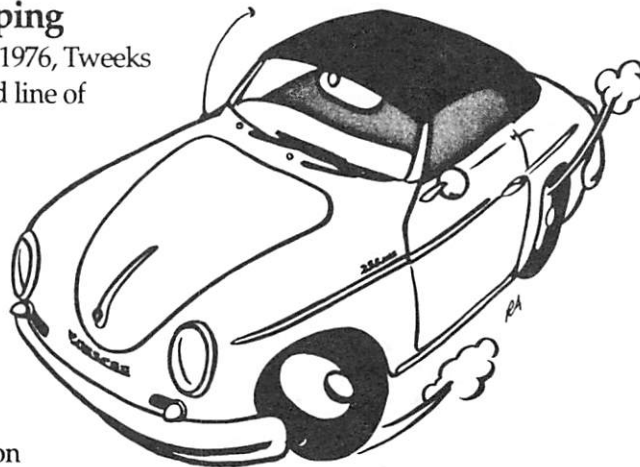
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Long Beach, CA 90804-1232
213-494-4777
800-421-3776 USA
800-782-9231 CA
FAX 213-494-9084

Autocross School Results

MacDill AFB March 24, 1991

Class	Driver	1st Run	2nd Run	3rd Run
CS	Mike Cobb	1:26.66	1:25.50	1:22.48
DS	Bob McCormick	1:40.45	1:31.38	1:34.88
	Mike Twory	1:35.66	1:33.20	1:32.30
	T. Zuzula	1:41.64	1:40.29	1:34.24
	George Thompson	1:38.53	1:34.97	1:34.72
	Bill Flynn	1:40.40	1:39.00	1:35.44
	Ugo Mantovani	1:48.19	1:43.14	1:41.63
	J. Niehaus	2:02.66	1:50.47	1:45.09
ES	Bob Broadhead	1:29.54	1:37.66	1:29.67
FS	John Rosenquist	1:30.05	O/C	1:29.17
	Doug McColl	O/C	1:40.24	1:34.96
	Steve Crose	1:48.55	1:54.76	1:39.06
GS	P. Pelley	1:36.70	1:37.71	1:35.85
None	Art Stemler (BMW Alpine)	1:31.93	1:30.58	1:30.40
	Shirley Stemler (BMW 535i)	O/C	1:49.43	1:46.46
	M. Mathews (300ZX)	O/C	O/C	1:59.59
JPM	Art Woodworth Jr.	See Competitive article		
KM	John Phillips	1:29.91	1:25.47	1:23.45
	Lynn Overdeer	O/C	1:25.98	O/C
	Doug Overdeer	O/C	1:35.10	1:32.96
LC	Patricia Thompson	1:39.09	1:33.89	1:32.79
	Cindy Briest	1:44.06	O/C	1:39.47
LE	K. Griffin	1:36.60	1:35.93	1:33.59
LF	Sandy Woodworth	(Why art Woodworth did not Run)		

1990 PORSCHE PARADE ON TV

The 1990 Monterey Porsche Parade will appear in a beautifully done documentary on the Nashville Network (TNN) television show "The Exciting World of Speed and Beauty". The show will air two or three times on

→ **Sunday, May 5, 1991** ←

The times are usually 9:30 a.m., 2:30 p.m., and 11:00pm in the Tampa Bay area, check your TV schedule!!!

How I Joined the PCA

by Bob McCormack

It started as an adolescent crush, a rare glimpse of an exotic red 356 in my native New England. I became a serious voyeur, admiring from afar these beauties on frequent journeys to Lime Rock, Watkins Glen, and, after a move to Florida in '73, Sebring. A strong desire to possess my own came from seat time in my uncle's 912, and my brother's 924.

Due to family responsibilities that passion simmered until a brief affair in '87, when a foolhearted salesman, after a casual test drive in an 85 944, suggested my wife, Pattie, and I take it home for the weekend. He had the keys to our Cougar, and we were out of the lot before he, or his boss, could change their mind.

To say the least, the Porsche was amply exercised that weekend, with Pattie getting plenty of driving time; my Mama didn't raise no fool. We returned the 944 on Monday, cleaned, polished, and 350 miles older. The price hadn't

improved over the weekend, so while we didn't leave as Porsche owners, we were confirmed Porschophiles.

From then on, ownership was inevitable. It would take two more years before a white 86 944 was spotted on the back line of the Sunwest lot. It was a recent trade, hadn't been reconditioned, and we were assured a deal could be made as it was the 30th of the month. Four hours later we were both unhappy; they didn't get enough, we paid too much, but it was ours.

My brother, a longtime club member, provided us with the perfect Christmas present, and shortly the Panoramas and Profiles began arriving. The first timers meeting seemed a good place to get our feet wet, and after listening to many Porsche stories we were primed for Rookie weekend.

Like many couples before us, we found rallying a form of martial suicide, but the partying and autocrossing were "top notch". My

first Drivers school only increased the addiction.

I began showing up regularly at events asking questions, observing club operations, and volunteering. In October I received a call from then President, Scott Tyler, asking if I would be interested in becoming a Board member. After expressing some self doubts about my qualifications, he assured me I had all the essential attributes; I showed up, I worked, and I could hold my liquor. This has proven invaluable in finding my way home after Board meeting.

In all, it has been a busy and enjoyable year, learning to drive the 944, and meeting many friendly and dedicated people, who make this club what it is, one of the Best.

For those of you who don't attend activities, you are truly missing out on good times with great people. Come out to any event, pick out any of us who have our mug shot in the front of the Profile, and we will make you feel welcome

TWO



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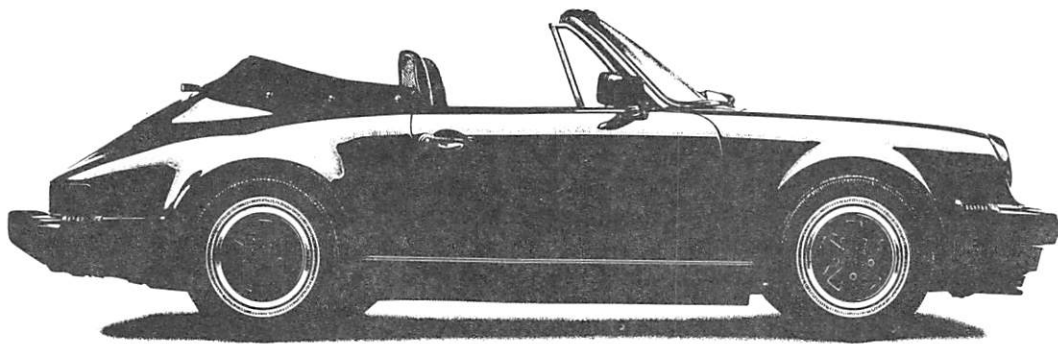
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Cheval Charity Event

Rain, Rain go away, come again another day. March 31st wasn't the day I had in mind though! Rain and wind on March 3rd, then rain again on March 31st. Mother Nature certainly didn't cooperate with us this year, but the American Cancer Society—Cheval Polo Club Charity Event took place anyway on March 31st, rescheduled from March 3rd.

From an expected crowd of over 500 people on March 3rd (over 250 were paid and confirmed for the V.I.P. tent alone) approximately 150 adults and children showed up on March 31st. 30-35 from the Porsche Club. Due to the soggy field conditions and the smaller crowd, the days events were changed somewhat from the original schedule. A short Polo Exhibition took place, rather than a match, and the Raffle and Silent Auction was postponed until our next event with the Cancer Society. Everyone seemed to enjoy the Champagne, cheese and crackers, and chocolate fondue though. I know the children had fun with the Easter Egg Hunt and Pony rides. And of course, Belinda Womack provided great jazz entertainment that afternoon.

Of the 10 Porsches that braved rain and mud to get to Cheval, 8 cars participated in the Hose and Show

competition. Bill and Mark from Autobahn Automotive volunteered to be our judges and very seriously went about their job that afternoon selecting the winners. Here are the results:

1st place — Bob and Dolores Wannamaker - 1984 944
 2nd place — Dr. Enrique Urrutia - 1990 Carrera 2
 3rd place — Dick and Nita Teisher - 1987 911

I want to thank everyone who did come out to Cheval on the 31st. I know it wasn't the best of days — both because of weather and the fact it was Easter. The folks from

the American Cancer Society, especially Steve Harrell, put an awful lot of time and energy into

the organization and planning of the event. My thanks go out to everyone involved. The good news (and really the most important) is the money raised. The donations, according to Steve, totaled over \$7,000, and that really is what the whole event was about — raising money for the American Cancer Society.

Hopefully, things will work out much better next year.

Nancy Stewart



Ingrid Black trying to "sway the judges".

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SKI TRIP - STEAMBOAT SPRINGS, COLORADO

By Jeri Durnan

For those of you who did not have the opportunity to go with us on the ski trip, you really missed a great time. Tom Briest really knows how to put together a good trip and great parties.

Well, since I was a greenhorn at skiing and most of the others had skied before, here's my version on how to survived your first ski trip.

Sunday; we decided the weather was so clear it would be nice to go up in a hot air balloon. Marsha got a group organized; however, most of the folks were eager to hit the slopes. For me the last half of the balloon ride was the best, the going up was a different story. You see, I have a fear of heights, especially if I look down and can see the ground. Since the wicker basket

that we were standing in had holes in the bottom, I simple froze in the middle. But after a little coaching, I finally looked over, and guess what, the view was breath taking. We went up about 1500 feet above the ground, and it was well worth the experience.

Monday; I'm ready for my first ski lesson, ski, boots, poles and a lot of energy, just ready to tackle the snow. At least I thought I was ready. When I showed up for class, there were a ton of people in the beginners class. The instructor asked if anyone could make a wedge, I raised my hand. Guess what? I automatically got promoted to level two. Even after trying to tell them I had never skied on snow, just carpet.

In the level two group, I was placed with a group of "HOT SHOTS" who could already ski good. Needless to say, by trying to keep up with them, I stayed more on the ground, mostly flat on my back with my skis in the air, than standing up. To make a long story short, after lunch we went up half way on the mountain and started skiing down this narrow trail. Now remember, I'm new, scared stiff, looking down that tiny steep narrow trail, that goes straight off into the trees. Thinking OH GOD what do I do now. You see I didn't trust my turns, oh what the heck, I can't even stop good, let alone make turns. Down we started. Everytime I got to close to the edge, I would sit down or at least I tried to sit down instead of rolling down the mountain. I did that too.



Porsche ski bunnies at Steamboat Springs. Spring skiing in the Rockies, nothing else is like it.

After another day and another lesson, we went back on the mountain. By this time I had learned how to do some turns and had mastered the ability to stop with my skis, rather than my back end. Oh ya, I didn't run over any signs, go thru any fences, roll down any steep curves or go off any ledges, as I did the first day. I realized that there was hope for me. It's funny now, thinking back, of what I must have looked like, when my instructor had to keep untangling and picking me out of more places than he bargained for.

Some of the others had a few falls too; however, no one was seriously hurt, but we sure had a lot of good laughs in the hot tub at night, telling our tales of woe. Bill Durnan was showing off his jumping ability and proudly said "watch me". Off he went, but didn't quite hit the bump just right. If you can imagine him doing a swan dive with his arms spread out, landing face first in the snow. Tom and Gary Greer, unknown to each other, tried to do the same jump at the same time and played tag in the air and crashed and burned.

Try sometime asking Richard Hitt how someone can stop and still have his skis in a reverse wedge, sticking out of the mud. Or better yet, ask him why one does not ski down the slope first, and decide to wait on the rest by laying down in the snow. To his surprise, they sprayed him real good.

It seemed Cindy Briest learned it was not always the safest route to try and slip up the ski chair by the outer lifts, especially if you don't have your lift ticket. Cindy got caught. Tom was on top of the mountain, getting the group ready for their group photo. She had no money and didn't have the key to their room with her. She was one unhappy cookie. Tom thought it was funny that Cindy got left behind trying to be a crook. Cindy, I'm quoting Tom.

Brian Canfield was a happy trooper, especially when his new (girl) friend sent him flowers and a special 'LOVE' note. However Gary Greer and Debbie Walker topped things off later in the week, when he took her up in a hot air balloon. I understand he proposed to her. Congratulations are in order to this happy couple.

We're still trying to figure how this mysterious snow ball (about 100 pounds) found it way up several set of stairs and got placed directly in front of Andrea and Scott Tyler's door. Making matters worse Scott didn't look down as he started out the door, whoops he fell on top of it. Rumor has it that Bill Rowell can make a wicked snow ball. Julie Rowell and Cindy got into some mischief too, they short-sheeted Brian Canfield and Mike Kwasin's bed. Also ask Julie, if you are going down a steep black slope, shouldn't you aim for the middle. She went off course, head first into the snow and trees.

By Wednesday, some of us even managed to take the day off the slopes and go to the hot springs to soak our tired, stiff, sore muscles. Brian Canfield and Bill Rowell demonstrated the hot and cold affect by jumping out of the hot springs and into a huge pile of snow.

Thursday night, we all had a barbeque at one of restaurants on the mountain. Wally Joiner was presented with a special plate that had "Wally's World" with a green slope circle on it. Tom Briest was presented with a ski maniac Neon shirt from the group.

On Friday, Bill even managed to convince me to go all the way to the top of the mountain, of course Monica and Wally Joiner were along to convince me I wouldn't kill myself trying. It wasn't too bad, except at the beginning. It was straight down and I couldn't get back on the chair lift to get off the mountain. After several falls, I threaten Bill with a divorce if he didn't get me off the mountain. But, I took matters in my own way, sat down, put my skis in front of me and slid down the mountain on my bottom.

By the end of the day, I was a happy skier, and even skied a short run on a steep slope, my highlight of the trip. I guess I'm hooked on skiing and really would like to encourage everyone to go with us next year. I'm sure Tom Briest will have another great trip planned for us.

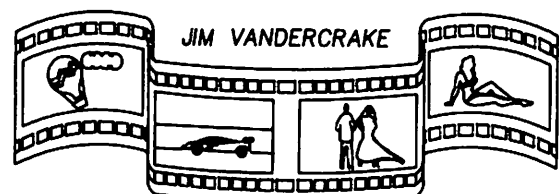
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Membership

Jack Hartley, Membership

We have 14 new members this month! Let us welcome:

William Forrest of Tampa. William drives a 75 911S, is single, and is in auto leasing.

James & Tana Gibson of Clearwater join us with a 91 928S. They have 3 children. Look for them at our social and driving events.

From Bradenton with a '89 930, Gary & Leslie Anderson are looking forward to autocrossing with us.

Larry & Shirley Clark of Tampa join us with a '73 914 and a 80 911. They list Concours as one of their interests, with two cars when will they have time to join us at a social? Dave White Autosports is where they heard about us.

Jim & Diane Serrabella have a 87 911 and live in Dunedin. Drivers Ed is their #1 interest. Eibell Performance sent them our way.

Ken Cordes is single and is a recording engineer and producer. Ken lives in Orlando and drives a 86 944 Turbo.

All the way from Daytona Beach comes Charles Werz and Pam Snowden. They own a 87 944 (it's red!) and plan on joining us at Drivers Ed. They got our application at RPM.

From Clearwater comes J. M. & Libby Luckey. Look for them at our rallies driving a 1986 911 Targa.

Laurence Hoffman is a Dentist in Saftay Harbor. Along with wife Diane and their son Jared he plans on driving their 84 Carrera in rallies and Drivers Ed.

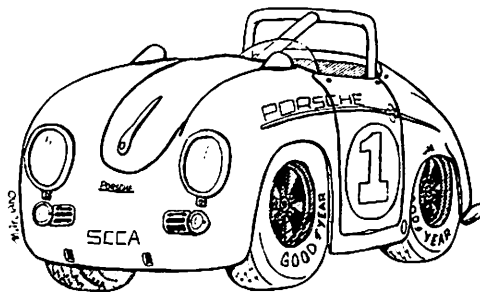
John Holbrook has just graduated from the University of Michigan. With his 87 944 he has moved to Port St. Lucie. Listing his Dad as family member, the two John's plan on joining us in Sebring.

Glenn Larrabee and spouse Janice have a 84 Carrera Targa. Glenn is a neuropsychologist (boy, can we use him at the end of a rally!) They live in Bradenton and plan on seeing us at our social events as well as drivers ed.

A 1989 Speedster brings Charles and Becky Walker to us. They live in Sarasota and Charles is retired.

Fritz Lohss almost ran out of room filling out his application. Listing Family members, wife Felice and daughter Lisa, they have a 70 911, a 74 914, and a 81 924. Fritz lists technical and autocrossing as his interests. With 3 cars it is easy to see why he performs all his own maintenance. His son Kurt suggested they join us. Kurt lives in Michigan and drives a 72 914. The family motto: "The family that Porsches together, stays together!"

And finally, Bill Bryan of winter Haven comes to us with a 912 in pieces at his factory. Bill is in the process of a complete restoration of his car. You fisherman will be interested in knowing that Bill is the manufacturer of the famous Bagley line of lures. Look for him and his wife Hazel at our social and driving events.



First Timer Meeting

If you've just joined the Suncoast Region, or have never attended an event because you didn't know anyone, or were not sure of what goes on, then please attend this meeting to learn all about your club, and meet new people with similar interests, Porsche cars.

There will be a few old timers on hand to tell you all about our Autocross, Drivers Eds, Rallies, Concours, Socialevents and to answer any questions you may have.

We'll have some video tapes of events to show, a tour of Reeve's Porsche repair facilities and free coffee, sodas and donuts, compliments of ReevesImport MotorCars. **COME JOIN US, BECOME ACTIVE, YOU'LL BE GLAD YOU DID!**

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WHEN:

Saturday, June 8, 1991
10:00 a.m.
Lasting Appox. 2 hrs.

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President
689-8607

Board Meeting,

The March Board Meeting was held at the beautiful home of George and Pat Thompson. (Who is their builder?) Pat fixed a wonderful dinner of chicken and rice. Attending were Gary and Kathy Goelkel, Bill and Jeri Durnan, Paul Cwik, Lorne Hunsburger, Ann Veccio and Bob Meyer, Mike Kwasin, Dave and Sherri Panaccione, Art and Sandy Woodworth, Bob McCormack, Danny Stewart, Mike Jacobsen, Art and Shirley Stemler, and The Dolins.

Pre-Meeting Gossip:

The pre meeting gossip was especially intense this month, almost causing Paul Cwik to forego the meeting itself. The hot topic was Suncoast PCA's fantastic showing at the Vintage Races in Sebring last weekend. John Phillips finished third overall. Bob Meyer, Mike Cobb, and Mike Bruns finished first in their class, and fifth overall. Art Woodworth and Dave Panaccione finished third in class, and seventh overall. Ingrid Black was first in the lapping session. Suds and Lindsey Hood drove valiantly, but flogged their cars to death.

President's Message (Paul Cwik):

Paul finally called the meeting to order at 7:57 p.m., lamenting the loss of his gavel.

Several topics were discussed at the recent Presidents' Meeting at Greenleaf. We have been encouraged to have a club historian, to dig up and document past and present stuff. Ellen Riley has already been doing this as part of her Yearbook activities, and since she was absent, the board voted to make her the club historian.

The importance of storing certain club documents, such as insurance releases and the Chronicles of Manfred, was stressed. It was voted that we obtain several cardboard file storage boxes.

PCA is studying the feasibility of a wheel to wheel racing program. Comments from members have been solicited, and race sites and costs are being investigated. (Art Woodworth is HOT).

Paul introduced the idea of having a club phone line with an answering machine. Mike Kwasin suggested looking into voice mail, as is offered by GTE Mobilnet.

Mark Lazlow, from Jacksonville, has offered to hold rally master schools, to further the fine art of the rally in our region. The board discussed creating a new position of Rally Master. At any rate, we will approach Mark regarding the school, and the Worksfest rally.

The rules for Autocross have been tweaked again. An alarming change is that Targas may now run topless (provided their hoods are not erect).

There was considerable discussion regarding Bill Riley's suggestion that Zone 12 host a Parade. The various responsibilities would be divided amongst the various regions. While several opinions were expressed, everyone agreed that each region would have to identify several very dedicated individuals with the time and resources to carry the project.

Danny Stewart discussed the aborted Cheval charity event. Cheval has rescheduled the event for Easter Sunday, March 31. There will be two tents, one for adults, and one for families. Adult and children Easter egg hunts are on tap. Pony rides and facepainting is planned. A separate mailing is forthcoming. We received a letter of thanks from the American Cancer Society for our participation in the Walk-a-Thon.

Treasurer's Report (Pat Thompson):

As of Feb 28, we had \$8,170.56 in the bank. This includes some payments for future Drivers Schools.

Want to get more
Involved in
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PCA?

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Meetings!!**

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for
the location. There is a
map somewhere in this
Profile*

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

**Be Our
Guest**



Social Report (Jeri Durnan):

The March social event is planned for March 10th at Fudruckers, Following Reeve's wine and cheese reception. April's event will be at the Rustic Lodge, somewhere in the boonies, preceded by a fun or gimmick rally. Art Woodworth is looking for volunteers to help with the rally.

Competitive Report (Art Woodworth):

On March 24, there will be an autocross school at MacDill. Art is looking for volunteers to instruct. Paul Cwik will come as a cone. On June 29th, Brian Canfield will hold a practice Parade autocross at MacDill.

The time trial at Sebring on July 14th has been confirmed. This is in conjunction with the July 13th caravan to Sebring and Social at the Santa Rosa. The time trial is open

to all level drivers. If you haven't made reservations at the Santa Rosa, do so now.

Our last Driver's Ed was our most successful, with 78 drivers attending. The board voted to appropriate \$150 to purchase a folding table and chairs for use in Driver's Ed and autocross. Drivers Eds are planned for April 13, and May 4.

Art proposed that the position of Co-Competitive chairman be established. Not only would this ensure that the events were well staffed, but it would provide good training for future chairmen. Art nominated George Thompson for the position, and the board voted it's approval. It is unclear if Pat can be Treasurer and Bitch In Training (BIT) at the same time.

On Nov 16-17 there will be a Drivers school at Road Atlanta

Those interested in participating, and perhaps caravanning up, contact George Thompson.

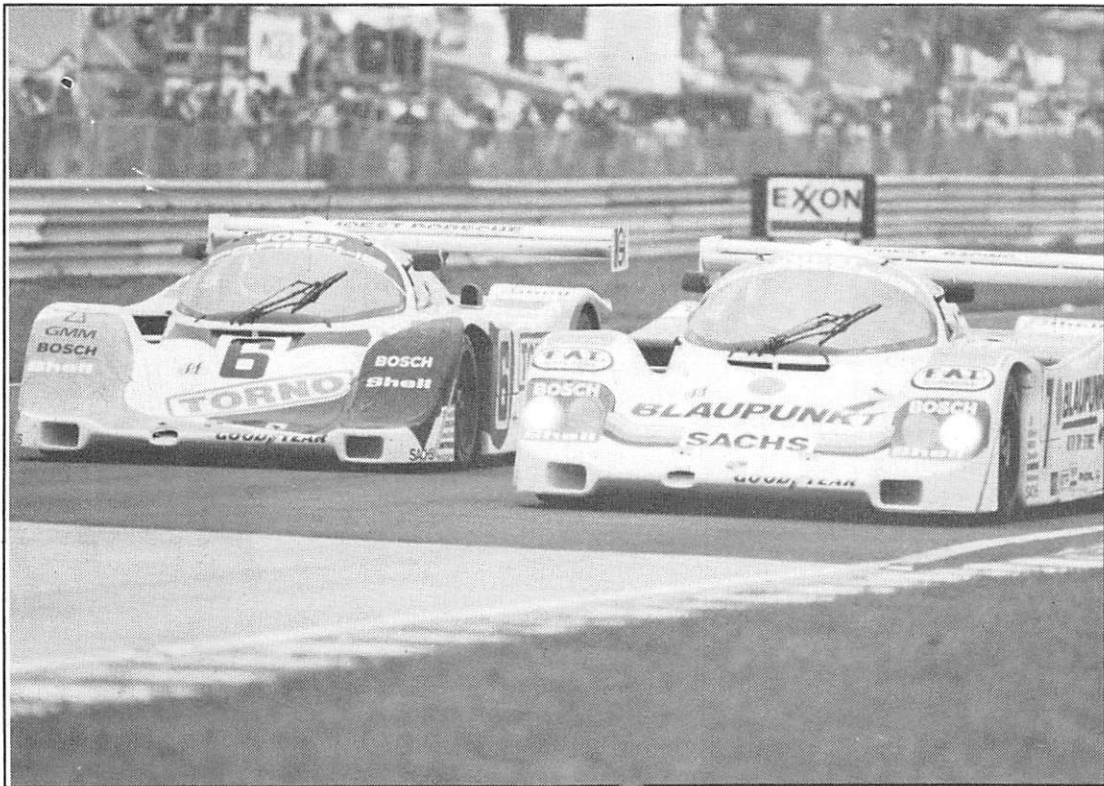
Membership:

Some in, some out.

Safety (Mike Jacobsen):

There was considerable discussion about safety at Driver's Eds. Currently our record is very good.

There are concerns about a few level four and level five drivers, who are driving more aggressively than our school guidelines. This is unsafe, and interferes with other drivers fartignewtons. The Chief Driving Instructor, and the people in charge of DE, have the responsibility to keep the events safe, and the authority to remove anyone from the track. The board strongly supported taking a hard line on anyone threatening the safety, and viability, of our Driver's Eds. ☞



Both Joest 962 Porsches at this years 12 Hours of Sebring (photo by Ronald Anzovina)

There was additional discussion about sending drivers out to flagging stations to assist the SCCA workers. We really need more people at the corners to do the job right, and it presents a good way to learn the track. We also need to train people in the event that the SCCA workers are not available

Profile (Bill Durnan):

Everyone agreed that the Profile was "lookin' good". Rave reviews went to Bob Meyer for his Track Attack piece on brakes.

Currently we have 18% of our pages devoted to advertising. We need more like 30% for the Profile to be self supporting. Its a good rag, targeting good people. Bill Durnan requested authorization to obtain a fax-modem board for the

club computer. The fax would be useful in receiving articles from members. Zone 5 supports a Porsche bulletin board, with lots of graphics, articles, and general information, which could be used in the Profile. It was pointed out that the last time Bill wanted something, we got him to agree to do the Profile for another year. Amid chants of "four more years", the board voted its approval.

Old Business

(Has anyone really read this far?)

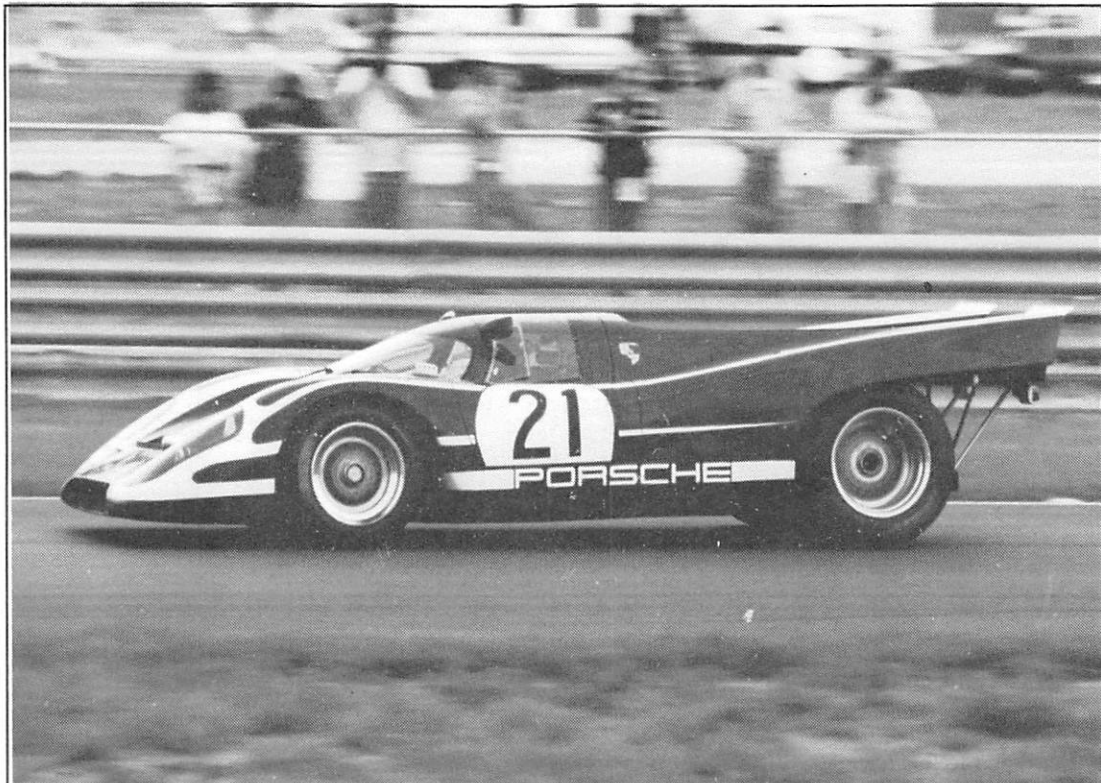
The meeting was adjourned at 9:56 p.m.

Submitted Totally Devoid of Respect,

Gary N. Dolin.

**Board meeting
June 6, 1991
At Danny and
Nancy Stewart's**

**See map on
page 27 for
directions
and time.**



A 917 at this year's Vintage, Historic Race at Sebring. (Photo by Jim Vandercrake)

Zone 12 AutoX Event #2 Results

Class	Name	Place	Points
AS	Tracy Smith	1	100
	Mark Peebles	2	86.15
	Greg Giacobbe	3	53.4
BS	Brian Canfield	1	100
DS	Tom Briest	2	90.73
	Robert McCormack	4	72.83
	George Thompson	5	62.25
	Ugo Mantovani	6	53.51
ES	Bob Broadhead	1	100
FS	John Rosenquist	4	81.25
	Dave Landis	5	80.15
	Bill Josey	6	76.78
	Pat Millican	7	68.77
HP	Mark Schnoerr	1	100
LC	Pat Thompson	1	100
LE	Ingrid Black	1	100
	Darlene Fuller	4	25.4

SPECIALTY IMPORTS

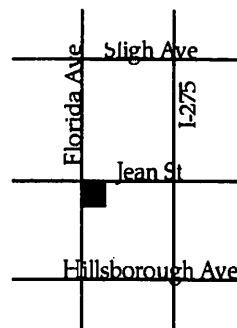
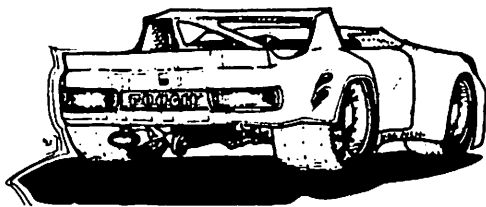
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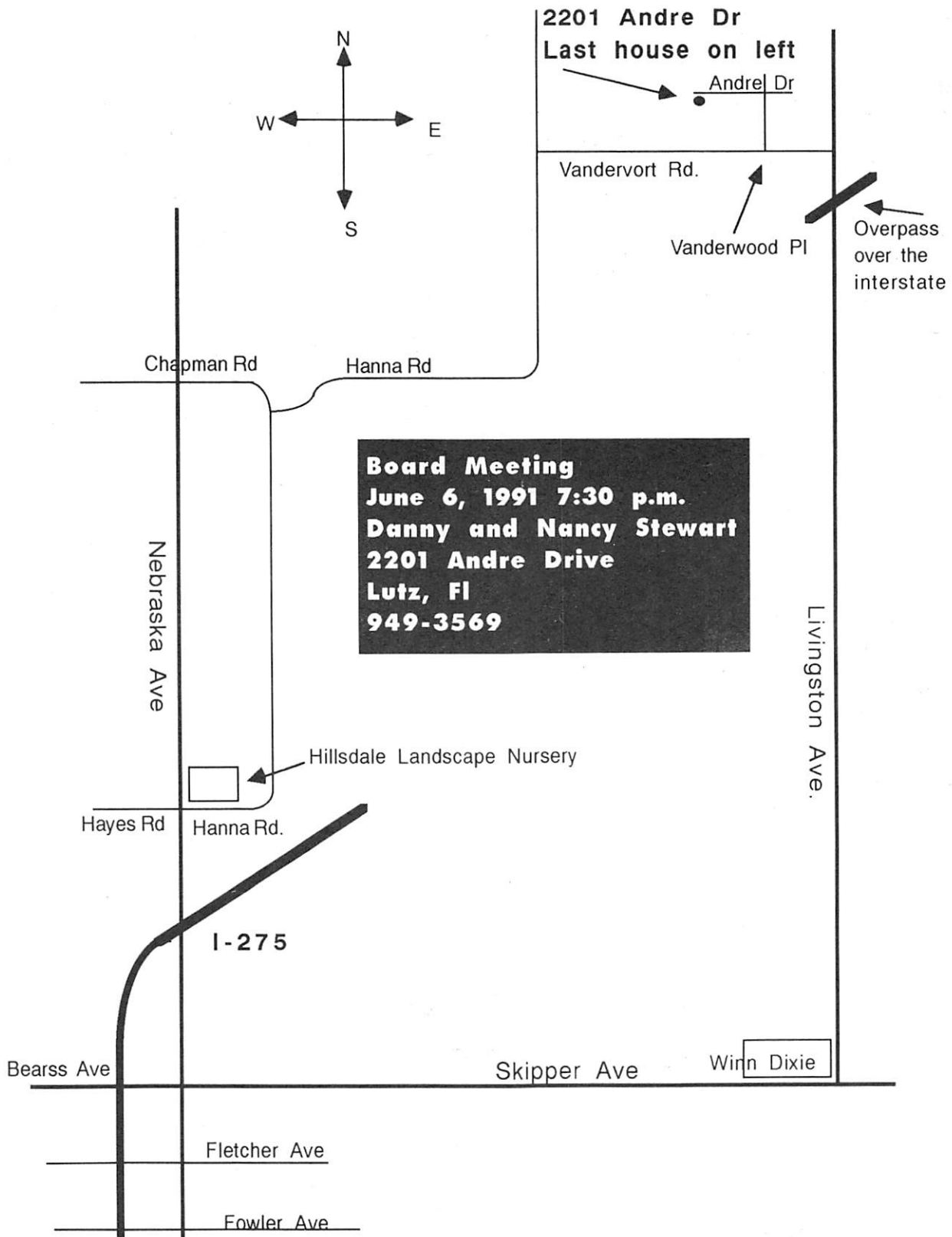
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1987 911 Carrera, White, navy leather interior, color keyed wheels/painted crest centers, front/rear spoilers, sunroof, rear wiper, a/c, Clifford alarm, built in radar detector, raised hub/short shift, cruise, power windows and locks, new XGTV Michelins,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

Special Street/Track prepared 911: Street features include, ice cold air (a must for FL), power windows, power mirror, full leather interior, polished alloys with new Comp TAs, H 4 headlights, high power cassette stereo, passed emissions test. Track preparations include a 2nd set of wheels with very sticky Yokohama A008R's (used twice), lowered and aligned, big brakes (Ferodo DS11s), new rotors, cooling ducts, a Carrera front oil cooler, headers and sway bars. Must sell, Sacrifice, \$10,900. Call Mike in the evenings at 813 933-3357 or 933-1511 during the day.

1989 BMW 735ia. Vin #WBAGB4317K3212543, Cirrus Blue, Indigo Blue, Leather interior. Airbag, ABS, sunroof. 26,000 pleasurable miles, 90% highway. No dings or dents. Zymoled regularly. Non-smoker. Tinted windows (very light-compliments car). Excellent condition. Art Stemler, Days; 813 577-1216; eves 813 835-6152

1971 914 Tangerine, 1.7 Liter, Black top & interior, new struts, rotors, fuel injection, Excellent condition, Pirelli radials, Porsche alloy rims, Eibell maintained, \$4,500 obo 813 736-2076

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1986 944 Guards Red, 32,000 miles, 5 speed, Electric sunroof, never smoked in. Reeves maintained, remainder of extended warranty available for transfer. Located in Lakeland. Asking \$17,500. Call Jerry, days 1 800 284-0772, Evenings and weekends 1 813 683-7538

1983 911SC Coupe #WPOAA0910DS120372, White, Brown leather interior, F/R spoilers, 16" Fuchs alloys, A-008's, Cool brake, Wilwoods, K & N air filter, Triad exhaust, 73,500 miles, \$19,500, beautiful car! Will be looking for a low mileage Carrera Coupe, around 1987 when sold. Bill Rowell 813 378-4938



Coming Events

May

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

June

- 1 - FCR TSD Rally
- 5 - Board Meeting at Stewarts 949-3569
- 9 - FCR Autocross - Whitehouse
- 8 - 1st timers meeting Reeves
- 15 - Social - Cook-out on the beach

Ft. DeSoto Park

- 30 - Autocross - MacDill
Parade tune up.

July

- 10 - Board Meeting, Jacobsen's
- 13 - Caravan to Santa Rosa
- 13 - Social at Santa Rosa
- 14 - Time trial at Sebring
- 27 - 36th PCA Parade, Boston

August

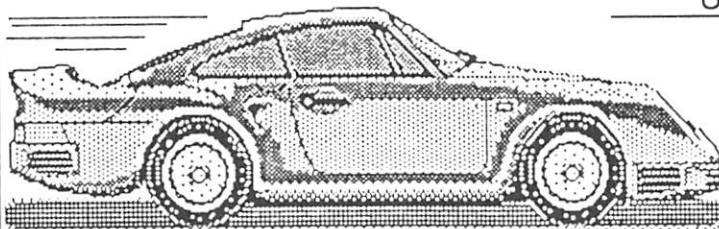
- 7 - Board Meeting, Hunsberger's
- 18 - Autocross MacDill
- 31 - Werksfest

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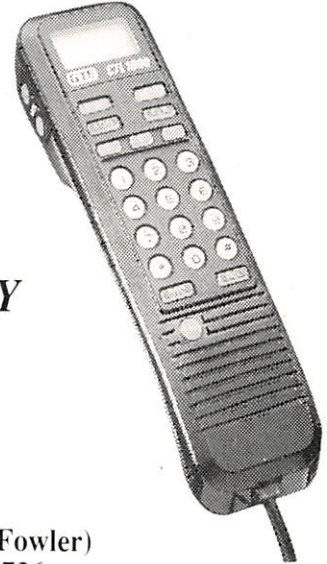
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