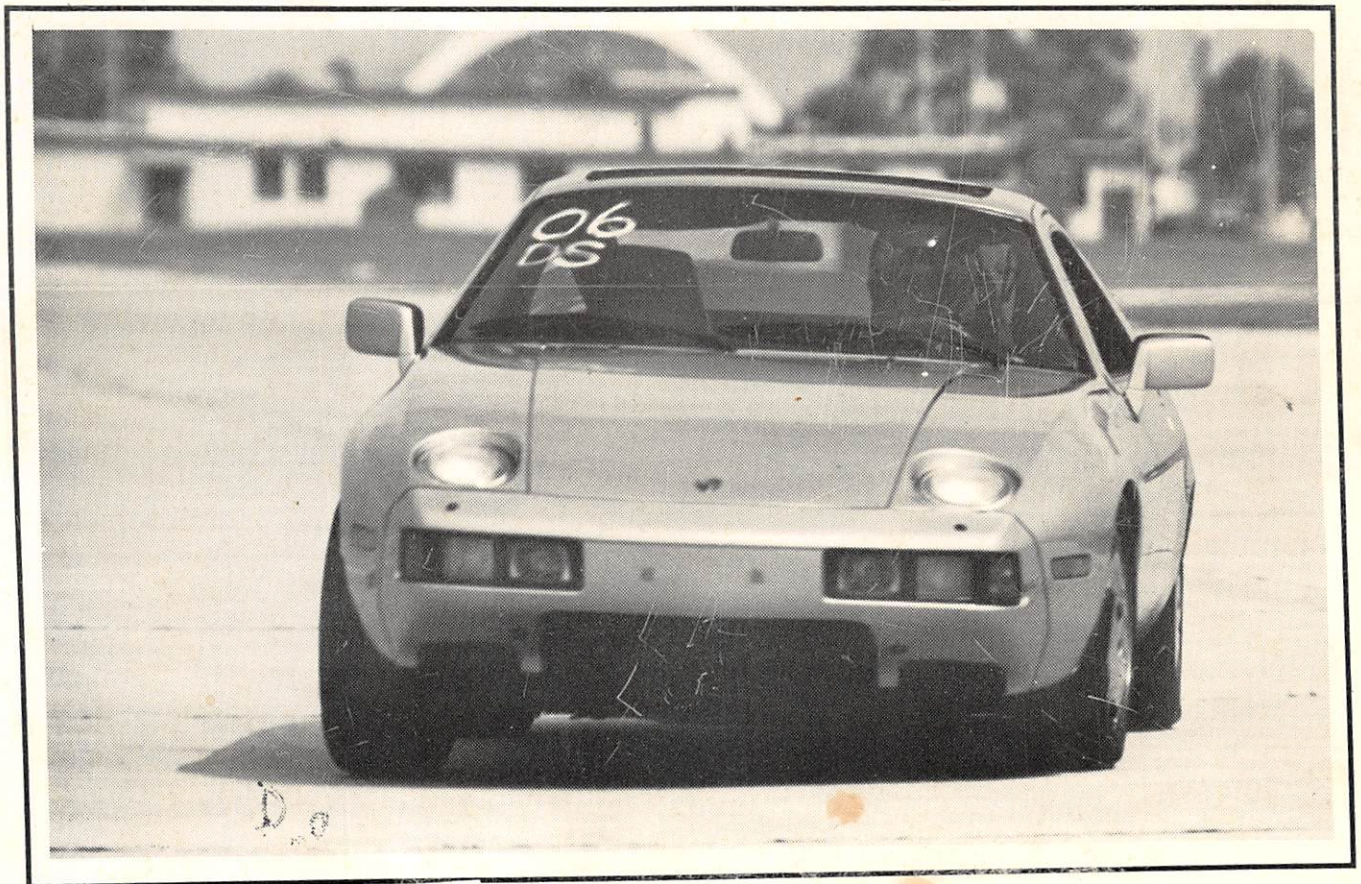


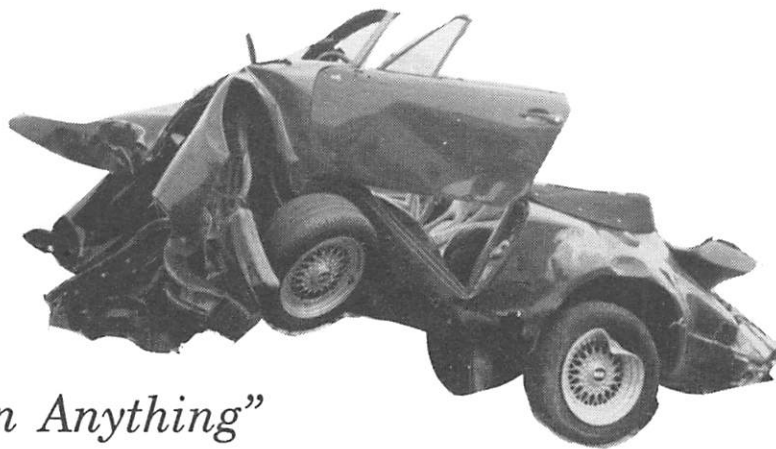
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June 1991

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PORSCHE PROFILE

Suncoast Region

June 1991

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Cover photo by Mike Kwasin
Ugo Mantovani at the Zone 12 AutoX

Editor:

Bill Durnan
8305 Palma Vista Lane
Tampa, FL 33614
813 932-4165

Photographs by:
Mike Kwasin

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From your editor

For those of you who don't read the magazine Excellence, there was an interesting editorial in the June issue explaining how the addition of more ads causes the addition of more pages in the magazine. They have to add 16 more pages for every additional ad that puts them over their scheduled number of pages. This is also true in this newsletter. However, we only have to add pages in increments of four. That is, the total number of pages must be divisible by four. So I have to keep the number of pages under close scrutiny while I am laying it out for printing. If I have a full issue of 28 pages (not including the cover) and I get a full page ad—I must either add 3 more pages (to a total of 32) or delete something to keep the pages at 28. The income generated by the full page ad makes up for the additional costs of paper and postage (postage is determined by the weight, 28 pages with a cover will weigh just less than 3.3 oz, over 3.3 oz the post office charges for the additional weight). And if I did delete something to make the space, it might be your article!

In this issue we again have an excellent historical article by Tom Briest. Also an interesting and funny "How I Joined" by Mike Jacobsen. Bob Meyer has written a very informative article on installing safety belts in your Porsche. With the new modem I have I can get articles from other regions. The article on lug nuts by Bob Strange came from the Zone 5 BBS. They have numerous articles and graphics I can use in the Profile.

Make sure you mark your calendars for the June 15 beach party at Mullet Key in Fort DeSoto Park. This is open for members of the Porsche Club, BMW Club and potential Porsche Club members and their families. Best of all, it's FREE.

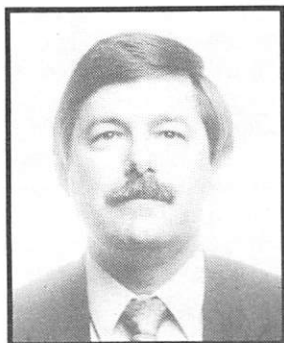
We also have picked up a few new advertisers to the newsletter. We want to welcome Alvin Magnon Jewelers and HI FI Racing, both of Tampa. Remember to patronize our advertisers and say that you saw their advertising in the Porsche Profile.

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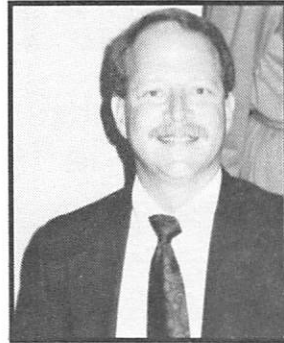
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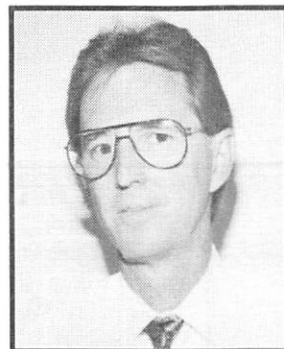
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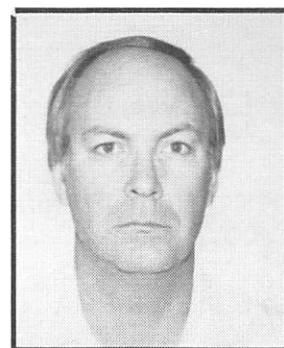
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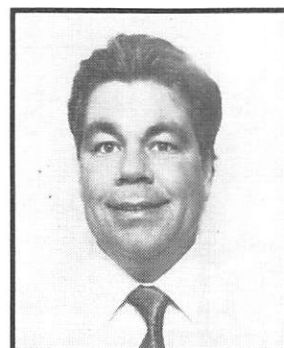
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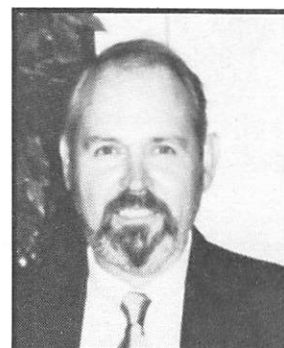
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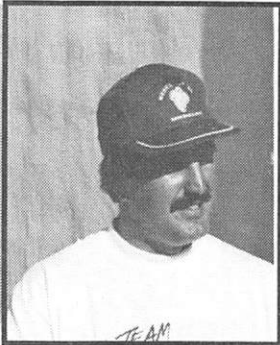
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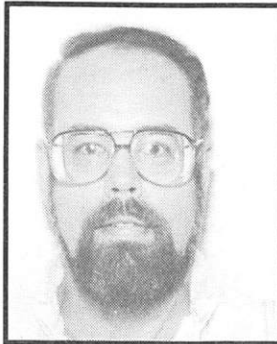
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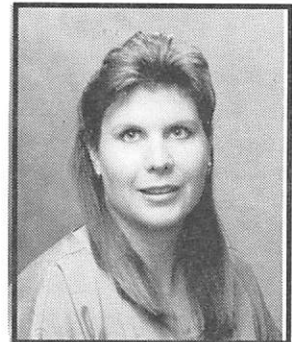
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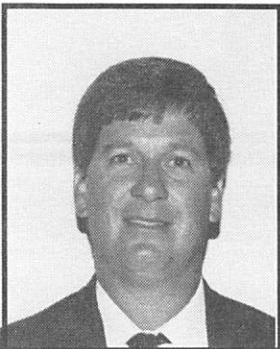
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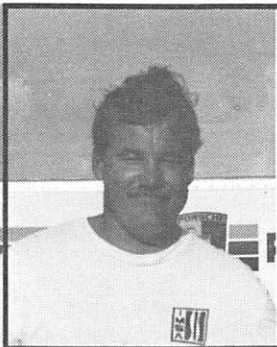
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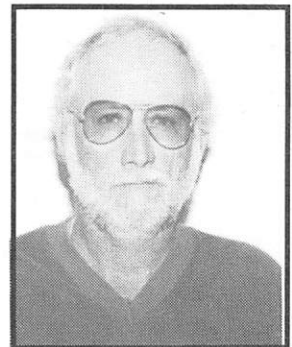
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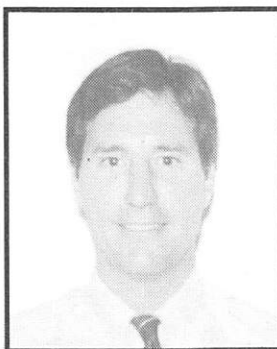
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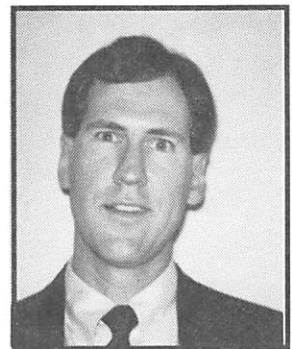
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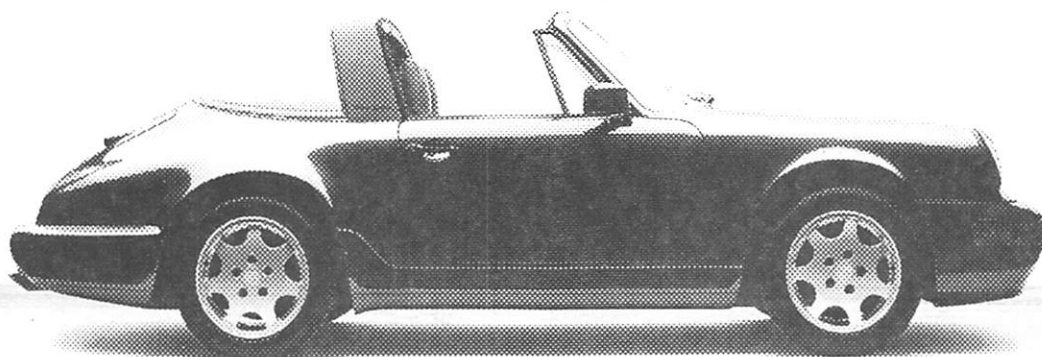


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President's Message

By Paul Cwik

For those of you who attended the dinner social in April, thanks for coming. For those of you who couldn't make it (or find it), you missed a good one. It was held at the Rustic Lodge in Thonotosassa. We had over 40 in attendance, and no one had to get up and tell us who they were and what kind of car they drive (Cindy Briest liked that).

Summer is upon us now, so that means a trip to the beach is in order. We have scheduled a picnic party at Fort DeSoto Park on June 15th, and we have invited the BMW club to join us, (which should prove to be interesting), so set aside that date, gather up the family and come join us.

This year the Suncoast Region turns THIRTY YEARS OLD, and we are planning a big celebration at *Werksfest* during the Labor Day weekend. We have invited Burt Miscvic, the national PCA President, to this event, so it would be great to have a really big turnout. For those of you who are unfamiliar with the term *Werksfest*, let me elaborate. This is our premier gathering of the year, the big one, the main event, three days of Porsche fun. We start at a very nice Florida golf resort (Saddlebrook) on a Friday night with a welcoming party for everyone. On Saturday, there is a concour in a covered pavilion in the morning, followed by a rally in the afternoon. On Sunday, we travel to MacDill AFB for a day

of autocrossing. In the evening, we have an awards banquet to honor all who competed during the weekend. After the banquet, some Suncoasters have been known to gather at the pool and hot tub to party down. In past years, this part of the weekend has proven to be very interesting. So if you have never attended *Werksfest* (formally *Firewerksfest*) please come out and enjoy the fun on Labor Day. Look for registration forms and details in up-coming Profiles.

With any luck, in this issue you will find a report from the one and only Manfred. (Sorry, next issue, ed) He told me he would be offering his unique views of Sebring, and assorted topics.

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on

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**We have also invited the BMW Club to join in on the fun
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P. S. Don't forget to bring those swimsuits and Beach towels

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**County Parks do not allow
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Autocross

Parade Tune Up

Date: Sunday June 30, 1991

Place: MacDill AFB, Tampa

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

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

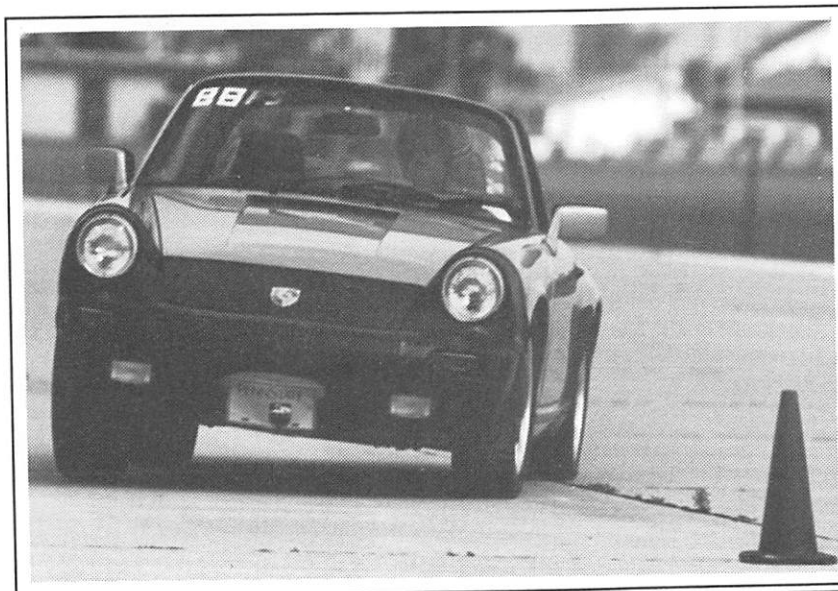
Drivers Meeting 9:00 A.M.

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.



Dave Landis
at the Zone
12 Autocross
April 27, 1991

Competitive

By Art Woodworth Jr.

I am writing this article on the heels of our final Driver's Education event for the 1990/1991 season at the Sebring International Raceway. As is always the case with Suncoast Regions Driver's Eds., the event ran smoothly and without major incidents. We did incur a delay in getting started because the EMS crew was 45 minutes late in arriving for the first session. However, with a little juggling of the schedule we were able to get the scheduled run durations in for all levels. I would specifically like to thank Danny Stewart, Bill Rowell, Don Stevens and Scott Tyler for coming down for the sole purpose of instructing. A special thanks is due Danny from Scott for allowing Scott to drive (or whatever it was Scott was doing with) the Silver Bullet club car. Also, I want to thank Bob McCormack, George & Pat

Thompson and Bill Riley for their help in running the event. Last, but certainly not least, I want to especially thank Sherry Panaccione for helping register drivers and stage cars throughout the day. She did not drive, just worked. It is through the VOLUNTEER efforts of people like those noted above that make your club the success it is. There are no prerequisites for or limits on the number of VOLUNTEERS we will accept. There is one note of considerable concern regarding the May 4th Driver's Ed. That is, we had two cars that suffered brake problems to the point of having metal-to-metal contact, causing rotors to be scored. The most concerning factor relating to these two instances is that both Tech Inspection forms had the Pre-Tech line item "Sufficient Brake Linings/Pads" checked-off under the approved column. Although I am certainly not a lawyer, it is my

lay opinion that a shop that approves a component of a car that is in fact deficient is exposing itself should an accident result from that deficiency. Simply put, there is no excuse for these kinds of problems to occur. The whole reason for a pre-tech is to have a qualified mechanic thoroughly inspect the car so that the car arrives at the track in safe and complete operating order. You, as a driver, also have a certain responsibility to the other members of the club, as well as your own personal safety, to bring matters of obvious concern to your mechanics attention. For instance, if you have not had your brake pads changed in along time, or your brake fluid is a year old, point this out to him so he can pay particular attention to it. It is your car and your safety at risk, therefore, do not be bashful to ask your mechanic, "are you sure you checked the brake pads", etc.



John Rosenquist getting his 2nd place trophy from Art Woodworth at the Zone Autocross on April 27, 1991

At the end of my opening paragraph, I made mention of the fact that there are no prerequisites for or limits to the number of VOLUNTEERS we will accept. You do not have to be a technical expert, race driver, instructor, rally master, autocross expert, etc. You just simply need to be a Suncoast member that is passionate about your Porsche and your club. In the last several editions of your Profile your editor has run an appeal for members interested in road rallies to call me. Since those appeals have been run, I have had a hell of a lot of calls about autocross events, Driver's Education, vintage racing, who owns more cars - Tyler or Putnam, is Dolin really a doctor, but not one damn call about the R-word. I cannot believe that out of 450 members, we do not have some interested enough in rallying to help organize and put one (or more) on. Rallying can be fun especially if you don't take it seriously. The rallies associated with Werksfest are particularly enjoyable because the venues typically offer some scenic countryside to cruise your Porsche through. Sandy and I have volunteered to help with the Werksfest '91 Rally providing it is based out of the Saddlebrook Resort. We live close to Saddlebrook, consequently the site is convenient to us and we are familiar with the road network in central Pasco and southern Hernando County. However, neither of us are experienced rally masters or, for that matter, rally enthusiasts. Therefore, we will need the help of a rally master type whether in region or out and a number of VOLUNTEERS. Of course, if you work the rally you cannot run in the rally. Now if you don't like rallying, here is your golden opportunity to attend Werksfest, do something for your club and have an excuse not to run in the rally! Other side benefits may include actually enjoying Saturday afternoon at Werksfest, saving your marriage, not having to decide who get

custody of the Porsche and how much to ask for the kids (matter of personal priority), and staying up late Saturday night to watch "Caddyshack" instead of making up to your wife. We need your help, and if Werksfest is not at Saddlebrook then somebody else needs your help. Why are we doing it? Because Werksfest just would not be the same without a rally for everyone to bitch about.

The April 27, 1991 Zone 12 Autocross No. 3 went well and the results should be published elsewhere in this Profile. We had a light turnout of 34 drivers, however we were still able to be in the black after track rental and trophies were paid for. Congratulations to Suncoast members Hal Kelly and Ingrid Black for their respective FTD award winning runs. The next Zone Autocross Event is in conjunction with Sonnenfest and will be held at Moroso on Sunday, May 26, 1991. Preceding that Zone Event, Suncoast Region will hold a tune-up autocross event at MacDill AFB on Sunday, May 19, 1991. That is the day after the social at Bellas. This

event will be strictly for practice and should afford each driver a considerable number of runs. Don't forget, to pre-register by calling my recorder!

The last issue of Profile contained an application for the July 14, 1991 Time Trial Event at Sebring International Raceway. The club has not held a time trial in several years, and this is my pilot program to see if the interest is sufficient to continue an event of this nature in the future. This event will be held on the Old Course, therefore, the pits will be open to us for shelter and shade. I think that this event, in conjunction with the July 13th caravan, social and stayover at the Santa Rosa, will be great fun. Please remember that the Santa Rosa only has 25 rooms so make your reservations early.

The current issue of Panorama has an article written by Robert Gelles, PCA Insurance Chairman which discusses our club insurance coverage. I encourage every PCA member to read this article. I want to specifically draw your attention to the discussion of "passengers" at competitive events. This article should answer any questions you may have about why we say "no" when you ask "can I".

My competitive co-chairman is organizing a caravan to Road Atlanta, located in Brazelton, Georgia, for the Peachtree Region Driver's Ed on November 16-17, 1991. The Hitt's have written about it, I wrote about it in my last article, Mike Bruns has said it, and I'll say it again, this track is more exciting than Space Mountain. I would encourage you to go if your schedule permits. David Panaccione and I are running in a vintage race on August 15-17, 1991 at Road Atlanta, and we hope to videotape the track from an onboard camera which we can share with you before you make the trip. David has considerable race

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experience on that track in Porsche 911 GTU cars, and I understand he has agreed to brief those that are interested before you make the trip. Call George Thompson at 961-7837 between 7:00 and 9:00 pm if you are interested in attending this event.

Sandy and I have recently received a number of cards and letters from participants in the Driver's Education Schools telling us how much they enjoyed it. I have to tell you that those notes, as well as the verbal thanks we get at the end of schools, makes it all a labor of love. I also have to tell you that we have had more fun since we became actively involved in Suncoast's organization than we ever had as just participants in the events. For sev-

eral years we took advantage of Scott and Andrea Tyler's labors and had nothing but great times at those Driver's Eds. We are just glad to know we can adequately pay the club back. However, please keep in mind that neither Scott and Andrea nor Sandy and I can do this alone. We have all had the support of the instructors, as well as those VOLUNTEERS I spoke of several times in this article. At the end of this year your president, Paul Cwik, will give out an award for "The Most Enthusiastic New Member". Sandy and I each have one of those awards hanging on our wall and we are proud to be in possession of them. It would certainly be nice to go to this year's Christmas Party wondering who will win the award because there are so many new

members involved for Paul to choose from. Make his decision difficult - get involved.

BOARD MEETING
JUNE 5, 1991
DANNY AND NANCY STEWART'S
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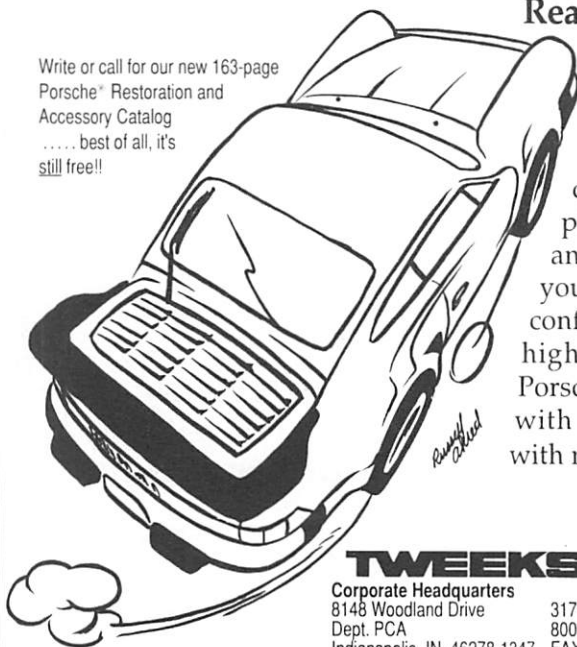
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Board Meeting Minutes, April

T

he April board meeting was held at the home of Connie and Gary Dolin. Braving the trip to the nether regions of the club were John and Marsha Smith, Paul Cwik, George Thompson, Bob McCormack, Mike Jacobsen, Bill and Jeri Durnan, Jim Watters, Danny Stewart, Pat Millican and Lorne Hunsburger.

President's Message (Paul Cwik):

Paul called the meeting to order at 7:53 p.m.

Paul began with a discussion of the recent Executive Council Meeting. Nationally, PCA has experienced a growth of 900 members. Each region will get a \$2.00 rebate per member from National. Registration for Parade this year is 665 people. There is talk of extending the lead time for parade to 3 or 4 years, instead of the current 2 years. Parade will be in San Diego in 1992.

Next on the agenda was the National board of directors meeting. Porsche Cars North America confirmed that sales in the US were down, and this year world wide sales exceeded those in the US. New models are on the horizon (remember the spy photo of the 978 on the cover of a recent Profile). This has been described as a Porsche for more than two, but not a four door 928, nor a sedan. On the racing front, no victories in F1 are expected. Total PCA membership stands at 88,333. A video of the 1990 Parade will be aired on TNN on May 5, 1991, at 2:30 p.m. (guess you missed it, huh).

PCA has a new insurance company. All chairmen have appropriate new documents.

PCA is moving ahead with plans for PCA sponsored wheel to wheel racing. There is strong member support, with over two thousand Porsche Pushers expressing interest. The events will be similar to Drivers Ed. with classes, and an emphasis will be on safety. Target date is 1992.

Want to get more
Involved in
Suncoast Region
PCA?

Attend Board Meetings!!

They're open to all club members.

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

CALL THE HOSTS

to let them know you're planning to attend

Be Our Guest

Mention was made of the Mid South Multi Region event, the MEMFEST, to be held May 17-19 (missed that too, huh).

The Newsletter Contest for 1990 editions deadline is April 6, 1991. Bill is gearing up for next year!

Speaking of awards, our region should apply for some awards from National. We just need to figure out what we are good at!

Historian Update (Paul Cwik):

Ellen Reily has agreed to be our historian.

Parade Update (Paul Cwik):

Tom Briest will run his version of LAP 1, a caravan to Boston for Parade. If you are driving, please contact him. Even if you are not planning to join his caravan, his is a clearing house for other groups driving together. Please send your banquet tickets to Tom so he can request group seating for our Region (missed that deadline to, huh).

MulletFest Update (Paul Cwik):

MulletFest is cancelled for this year. Instead Jeri Durnan will explore the possibility of having a beach party at Fort DeSoto park on the same date.

Cheval Recap (Danny Stewart):

The Cheval event again ran into foul weather. Ten cars showed (Nancy thanks all of you), and attendance was about 90. Those who went had fun, and approximately \$7,500 was raised for the American Cancer Society.

Treasurer's Report (George Thompson):

Our balance as for March 31, 1991 was \$4,472.96

Social Report (Jeri Durnan):

By the time you read this, the April 20 event at the Rustic Lodge is hopefully a fond memory. On May 18, we will be at Bella's. Mid June, we look forward to the Beach Party. In July, we have our social in Sebring at the Santa Rosa, coupled with the time trials the next day. A caravan to Juniper Springs is

planned for Sept 28, and Oct 5 we will be heading for St. Augustine.

Competitive Report (George Thompson):

There was a Zone 12 autocross at MacDill on April 27. A joint event with the BMW club is planned for Sept. 22. There was much discussion regarding phone mail for the club.

Drivers Ed Update (Gary Dolin):

For the April DE, Gary Dolin and Art Stemmler will be co-bitches. This event is now history, and all went well, except that Dolin warped his brake rotors again! Bob, does this still fit into the "price of doing business" category?

Membership Update (Jack Hartley):

Some in, some out.

Safety Update (Mike Jacobsen):

Bro, we be safe. (No, he really didn't put it that way).

Profile Update (Bill Durnan):

Bill is on the move again. We will be upgrading to full size paper, which will actually save us some money. The fax modem board proved to be an enigma, and will be traded in for a plain Jane modem, again at a savings.

WorksFest Update (Jim Watters):

We are moving ahead. We need volunteers for the following positions: Concour Chairman, Tech Quiz Chairman, Rally Chairman, Scoring Chairman (are you reading this Bob Putnam?). This will be our 30th anniversary, calling for a special T-shirt (no, Wally Joiner was not at this meeting). A contest was proposed, with the prize of a 14K gold Porsche Crest donated by Jim Watters.

New Business:

There was much discussion about transporting materials to autocrosses and drivers eds. Suggestions were trailer, hitches, dedicated vehicles, etc. Sounds like we need a wealthy patron.

The Pig Roast is schedule for Nov 16, and there is some support for moving it to Nov 23.

We need a volunteer to host the Halloween Party this year.

Old Business:

By the time you read this, most of the new business is old already!

The meeting was mercifully adjourned at 10:03 p.m.

Submitted with a modicum of respect,

Gary N. Dolin

SPECIALTY IMPORTS

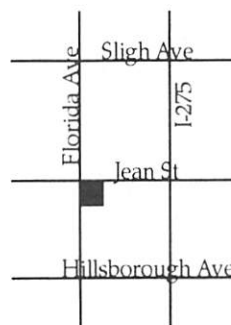
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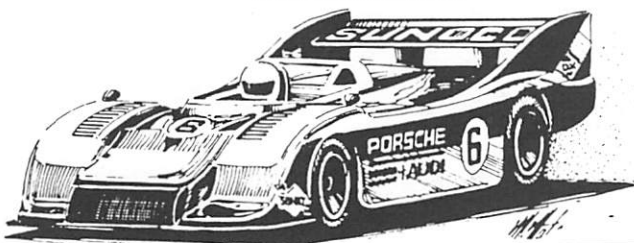
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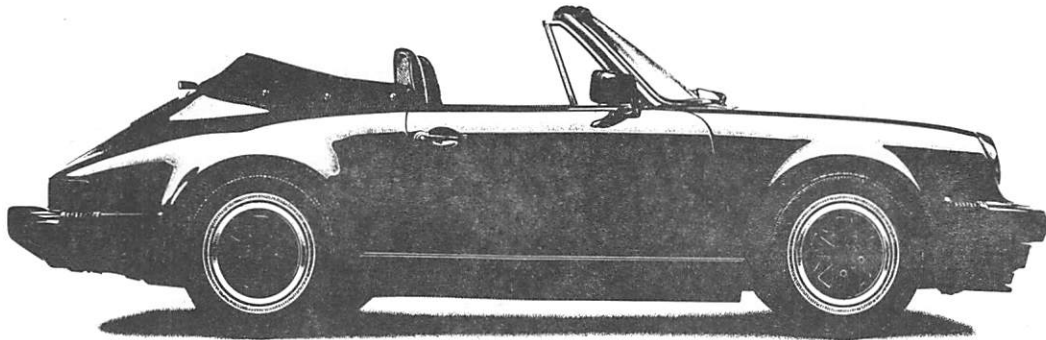
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TIME TRIAL

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: _____

Membership

by Jack Hartley

P

lease remember to inform BOTH PCA National and Suncoast Region if you have an address change. National will inform us (about 2 months later), we cannot inform national.

Help me welcome:

Patricia Raynor of Redington Shores. She is single, retired and wants to drive her '59 356A 1600C Cabriolet to our social and autocross events.

Brad & Toni Powell of Palm Harbor join us with a '68 912. Brad is sales director for Keyport Life and they have 3 kids; Natalie 10, Rachel 4 and Cara 2.

Sam Maisano and his daughter **Elizabeth** of Indian Shores have an

'82 930 and want to join us at our social events. Sam is the owner of The Hungary Fisherman restaurant.

James McCarthy is a coin broker and wants his '73 911T Targa at all our events. Jim lives in St. Pete Beach.

Tammy Lynn Rudolph had a lot of "x-ing" out on her application. It seems that she had to change her name and add a husband to her application. She and new hubby **Courtland** are technically minded. She is a manager in airline marketing. She has a '86 944 (oh yes, it's red)

A 1990 911C2 brings **Donald and Margaret Garrett** to us. They live in Naples and hope to be social

with us. Donald is a general contractor.

Hans Beyer has transferred in from the Southeast Michigan region.

Jeff and Tina Jordan have moved to Venice from Metro New York (boy did their quality of life take a quantum leap!)

Alex and Lauren Matheson of St. Pete join us from Silver Sage region.

Remember June 8 at Reeves in Tampa for our 1st Timers meeting. Everyone is welcome. This is a good opportunity for old and new members to meet and ask questions and find out what Suncoast Region is all about. We will be sending out details. Feel free to call any officer for more information.

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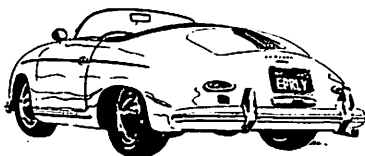
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local region when you order

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

By Tom Briest

Before I start this article, I would like to respond to a request from our editor. He would like to know if any of the "old" PCA members have any earlier newsletters than the one I quoted from in last months article. Well, I seriously doubt he will get any takers. You see, last month I quoted from Volume 1, Number 1. They just don't get any earlier than that. Prior to May '63 the only communication was through the CFSCC and other Sports Car Clubs.

Its now June 1963. Last months meeting at the East Bay Country Club in Largo had such good attendance, it was decided to hold all the monthly meetings there. Discussion at the monthly meeting was on the possibility of establishing a point system for member participation. The membership would get points for each event attended, bonus points for working or putting on an event and at the end of the year, the member with the most points would get a prize. Possible suggestions were a financed trip to the National Parade.

Several suggestions have been received for "names" for the monthly newsletter, a reminder was issued

that if you have not sent in your entry, you have till the dinner meeting to do so. All the entries will be judged at this event. The next dinner social will also feature Mr. Siegmund Mayerlen, the factory representative for Porsche, working out of Jacksonville, Florida.

Competitive for this month was a Gymkhana held at the dog track, put on by Herb Trenka with the help of Dr. Williamson, Roger Busch, Bill Basnaw and Merrill Stebbins (Where are these guys now? Probably burned out). The event had over 50 spectators and a total of 27 cars participating. Although they were not all Porsches (14 were), it was not a bad turn out for a region of 62 members.

News Flash...According to an article in the May 23th 1963 issue of Time magazine, Enzo Ferrari, the Italian Automotive Genius, who worships power and precision and Henry Ford II, the sales conscious U. S. automotive chief whose company has lately re-emphasized speed and competitive racing, are getting together. Ford will buy half of the Ferrari Company. This agreement will be made formal on July 4th when Henry turns over more that \$10 million for 1/2 inter-

est in Ferrari's plant, as well as rights to Ferrari's research and development. Rumor has it that the partnership has already begun, as the two companies have already started design work on a new prestigious Ferrari-Ford which will have a powerful 12 cylinder Ferrari engine in a Ford sports chassis. Is this the "end" of Henry and Shelby or the beginning of something new...a Ferrari engine, in a Shelby body style, built by Henry. Only time (not the magazine) will tell.

Also a new feature on this months newsletter—advertisers. "Herbs Sports Car Clinic" in Largo, "Cutler Porsche Service & Sales" in Sarasota, "R. J. O'Brien Porsche-Volkswagen" in St. Pete, "Cosap Inc. Printing" in St Pete, "Vitesse Imported Car Parts" in St. Pete, "Import Auto Parts" in Largo, "Carl W. Lindell Co" in Tampa, and "Sharp Porsche and Cadillac" in Tampa. Along with this is a familiar note, even today. Quote, "Won't you please show your appreciation, and support our advertisers. they help make this Newsletter possible, and say - I saw your ad in the Suncoast Region PCA Newsletter!"

Next month — a name for the Suncoast Newsletter!

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How I Joined the ...naw scratch that **Fast Cars, Loose Women and ...naw scratch that** *Mo Power, Mo Power, Mooo Power*

Once upon a time, there was a young boy who was lucky enough to be growing up in the deep, deep south, where on any Sunday there was sure to be the sound and smell hanging in the still dead summer air of Grand National Stock Cars melting rubber on hot sticky high band asphalt tracks. This young stud also just so happened to be best friends with the son of the sports writer of the local newspaper. Where rednecks throughout the south turned to get the latest word about their favorite race car hero, i.e. King Richard. Now in those days, sports writers were highly respected and treated like royalty, and with this carried certain perks, such as any reasonable, and the occasional unreasonable, number of extra tickets, or several season passes for the local hockey team. Or when another sports writer failed to show at the

appointed time for a race, you got the seat, with all the assorted press background about the race history and drivers information. And if that weren't enough, you were sometimes present for special pictures and autographs with the elite drivers, Manfred included.

This was but a small glimpse of the background of this young stallions' life. But for now, due to a limited amount of space, on to preteen history. A very fortunate transfer for this persons father enabled him to position himself in the envy of any boyhood racers number one most sought after place to watch his favorite hero win twice a year...have you guessed where yet?...why Daytona Beach, of course, home to what once was the highest, and most outrageous banking known to mankind as it existed in the early 70s. Since our future dream racer was too young to have a license to drive a Detroit V8, road burning, 3

ton mass of steel on public highways. He found the next best thing to feed his addictive obsession with speed and danger was on a 2 cycle, ear piercing, high revving motocross bike, and 5 other young, pimple faced, hyperactive hormone buddies to go riding with...also known as the Dirty Half Dozen. Literally, because they all rode in a place known as the Alligator Enduro, made famous by the swampland where there are more 4 foot deep lakes than land which must be traversed. The favorite sport was to shoot rooster tails of black mud and water on whom ever happened to be in the vicinity of your rear wheel. The 24 Hour Race was a convenient excuse to spend the night out of the house where a young speed junkie could show off his wheelie techniques while narrowly missing pedestrians, cars, and other crazy

Peachstate Region PCA

Drivers Education

July 13-14	Roebling Road Raceway Savannah, Georgia (cost is only \$85 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

bike riders doing the same. Once, while exiting the track through the tunnel at Daytona, a young rider was said to have been enjoying the roar of his unmuffled steed so much, that as he looked up at the daylight at the end of the tunnel, he could only see the rear end of a station wagon stopped in a traffic jam. Unbeknownst to our rider, until rather suddenly coming into contact with said station wagon, he was observed by an on duty motorcycle policeman who upheld the law by giving this innocent, over reved speed junky, several green stamps which were not very much appreciated.

This time of year also gave these juvenile delinquents drinking rights, as well as bragging rights, as to who had the longest wheelie, which remains true to this day, except the stories are much more exaggerated and concern four wheeled toys. Let me also make mention that these marvels of technology from Japan had rather poor carburetor positioning. This led to sand in the throttle slide. This had a strong tendency to make the throttle get stuck in the wide open position which made for some spectacular dismounts, collisions with trees, and uncontrolable lose running beasts with a mind of their own, and a plug glowing so hot it didn't require a functioning ignition, which meant you had to wait for it to run itself out of gas or blow itself up, whichever came first.

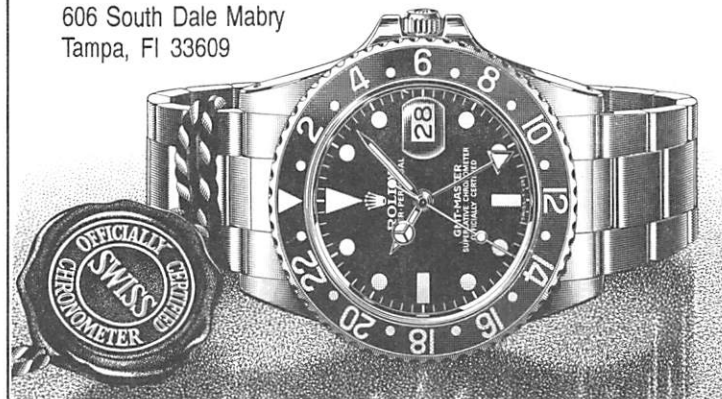
High School continued with the same quest for speed. After some finagling with a certain shop teacher came the acquisition of a first sportscar. This was quite a rarity...a 67 Sunbeam Tiger, which through the guidance and development of Carol Shelby came equipped with a Ford V8 engine and transmission. Now in those days radials were new technology, so road grip, especially wet road handling, was much like a 911 with rock hard Pirellis on a sheet of ice. With this came too many green stamps to qualify for a drivers permit, so the car went up for sale, and a legend, as well as a gold mine in todays market, was lost forever.

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After college came employment, and the dream of having and enjoying a sports car was put on the back burner while rice burners had to suffice for the time being. Then one day, at a professional function, this dream racer had the pleasure of meeting his lifetime partner and only true love. Soon after, he discovered she also held this lust for fast sexy sports cars, thus true love and passion was found at last. She had joined a club of the same marque she drove, but hadn't the courage to meet these strangers. So off they went together to their first social at the most wonderful restaurant overlooking the bay with the most delicious seafood this side of the bay. Drivers schools were mentioned, and with that, quite a chuckle when a certain member was presented with what are now most infamously known as the sand tools. It was quite obvious that this was a great group of people who weren't afraid of anything, especially speed, and also had a great sense of humor.

The first drivers school attended by these two was on the old course, and they were impressed with the knowledge, and experience, of the actual race car drivers who were assigned them. The hook was sunk and the quest for speed was ignited once again. Somehow the young rookie convinced an instructor to take him for a couple of laps in one of those funny looking rear engined glorified VWs. His eyes sunk deep into their sockets as the power from an unrestricted lightweight early model 911S came on, then the brakes and a jerk of the head as the car slowed from 130 mph. Another hook was set and the little 4 cylinder just didn't have enough punch anymore. The 911s available were endless, so thus began a year long search, during which a certain chief mechanic was heard to mutter "no matter what 911 you buy, it will cost you 30 thousand dollars". This rookie knew otherwise, and not only was he not going to pay 30 thou, he vowed he would find the deal of the century and never

spend more than 10 thousand...well 30 thousand dollars later, he's unhappy again and another search has begun. Here begins the story of the very experienced and expensive 911: Rules number one, two, three, etc. were all broken. It seemed all these guys with 911s whined too much about brakes, an unheard of problem in the 944 he was accustomed to. About halfway through the session, spongy brakes were encountered, no problem, just give it a pump and all better again. Then one time the usual first pump was applied, but the pedal didn't come back, and this proud owner was left perplexed as to what the next option might be, he thought...2 seconds passed by, can't make the turn so better go off straight. So off he went on Mr Toads Wild Ride, no problem, plenty of open space out here...2 more seconds, with no discernable decrease in forward travel, uh, scratch helmet, ugh oh, here comes a tire wall and trees, panic, looking

down, he notices a little stick they call an emergency brake, a little late, but it does manage to turn the car sideways and dig in a little as it traveled sideways out of the Sebring Race Track confines through a very flimsy chicken wire fence. He drives around the facility and re-enters the infield unnoticed as everyone is loading up to go home. Only the guys who were following close behind even noticed, so he keeps quiet, with only a few surface scratches being the evidence of the whole humiliating experience.

Back to the mechanic, new fluid and pads and now he's set. Wrong, same scenario this time, he's ready though, but everyone sees him this time, stopped too close to the track, so now he gets recognized for his valiant efforts with the highly prized sand tools and is now indoctrinated into that hallowed hall with other decorated members of the club.

During the very next school (tell me if this wouldn't convince you that it

was time to change cars), you start off the day with new pads, and you smell something like a burnt smell, which is usual with new pads working hard. Then a corner worker waves his fire bottle over his head while pointing at you, holy shorts Bartman, I'm on fire. Luckily it's only a heater hose which had extinguished itself after it had consumed itself, no problem, fires out and so's the green flag, so back up to speed. If that weren't enough, you get to the hairpin and make that hard right hander, then suddenly no power, foots to the floor but no go, suddenly **Kaboom** all the raw gas back there explodes and its back to the pits. Another inspection reveals some bare wires where the fire had been previously. Maybe this will fix it, just tape em up. Next run same problem, maybe it will just go away, no such luck, back to the pits for more diagnosis, and it's discovered the wiring harness is shorting when it's lifted.

TWO



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Clean some contacts, reattach and wait another hour for the next session. Here we go, first one out, what could possibly go wrong now as you head down to the hairpin, and it's shaking a little more than usual, oh well, lets get it warmed up and see what happens. This time it's a little worse, maybe it will go away, third lap it shakes so violently it feels like she's breaking up. Beam me out of here, Scotty.

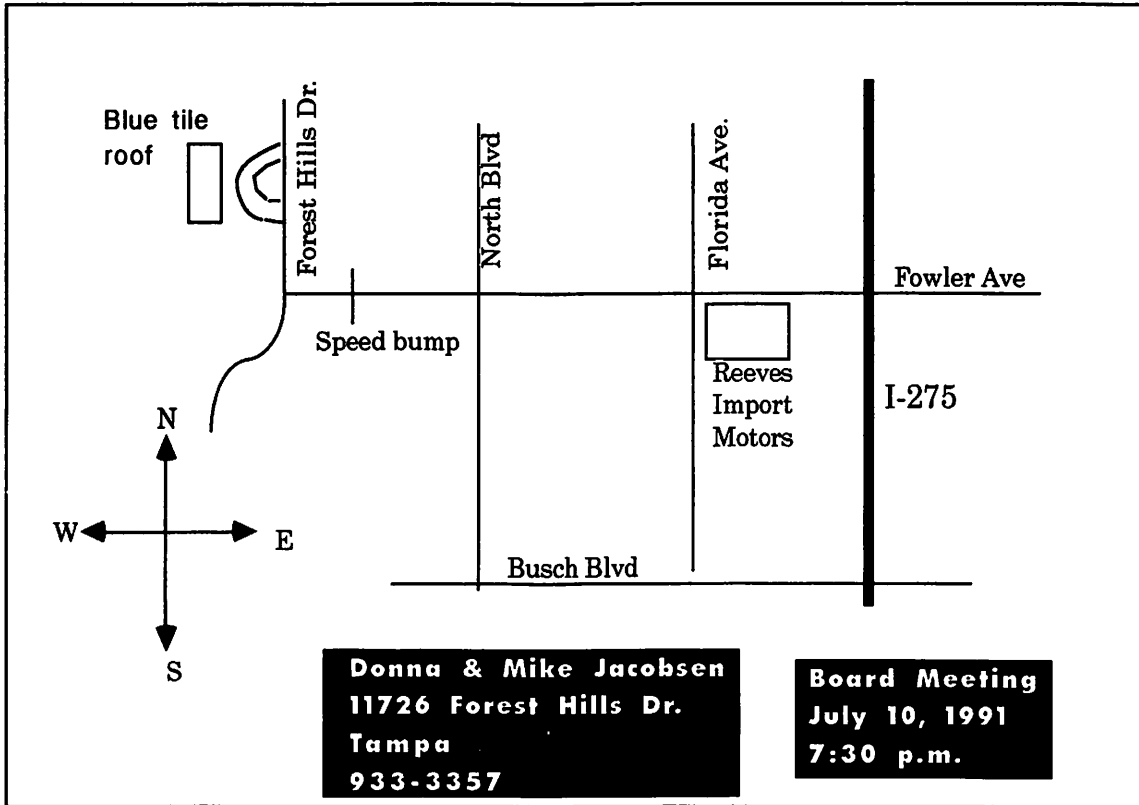
Since then new rotors and DS11s have been installed, and headers have replaced the heater boxes. I just saw the speed freak yesterday, fresh from Road Atlanta, with a Grin as big as Don Guidos after placing second in his class down at Sebring a couple of weeks back. A certain informant told me this guys become a legend in another region. It seems he was overheating rather badly at Roebing Road in the

middle of the summer on a 3000 degree day. Well, there were people all over the place drilling holes in their cars to get more air to their oil coolers. And darned if that didn't sound like a good idea to this speed junkie, who was all strung out in the sweltering sun. So they politely obliged his request, except all their hole saws had become incredibly dull, and this poor soul was wearing a hole through the metal with elbow grease. So after 20 minutes of this, it's off to a hardware store, and low and behold, there was one 2 miles from the track with more hole saws then you could count in a month of Sundays. He was in heaven as he bought 2 and rushed back to the track for that last session. Well, as you may have guessed already, that saw cut through that metal like a hot knife through butter, and

that oil cooler started to bleed, it was pitiful. Everyone came over to asses the damage, and all agreed with a smirk "I think your day is done". Well, some big wrenches were found and the oil was routed back to the motor so he did drive home alright, but the legend is clear, he is known in those parts as Dr Drill, by others known as Hushpuppy, Chilli dog, and Vinnie for their antics in public places with hushpuppies...ask me about it sometime.

Peachstate Region is having another drivers ed at Roebing Road Raceway on July 13 and 14, 1991. Won't you join me there?

Respectfully submitted for your approval and amusement...guess who?



Tech Tips, Installing a Safety Harness

By Bob Meyer,

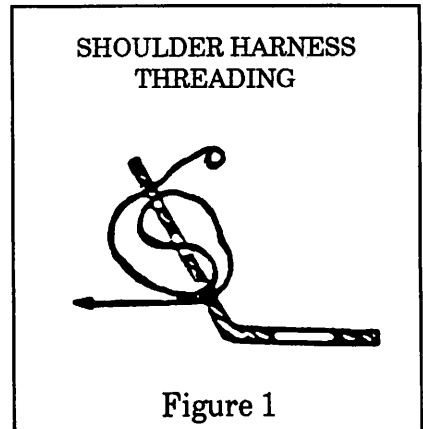
Ex-Regional Safety Chairman

With the growing number of participants in our Driver's Schools at Sebring, there are many people making "performance" modifications to their cars. I recently received a memo from Alan Friedman, the PCA National Safety Chairman, discussing the installation of racing-type seatbelts (harnesses). This is one "performance" modification that many Regions have made mandatory on "modified" cars. It is not mandatory for participation in Suncoast events, but I strongly suggest it for your hot rod track car. It also gives you the benefit of holding you in place much better than stock belts can during those high g-force turns! I have used Alan's memo as the base for this article.

PCA National does not set equipment requirements for any event except the Parade. The Parade Competition Rules (PCR's) for the Parade autocross (which is not a racetrack driver's education event) do specify that "cars running in Modified classes that are not licensed or legal for street use must be equipped with a roll bar and a 5-point (or more) harness" (D-5.2). No installation guidelines or regulations are specified, and it is assumed that anyone who goes to the trouble of preparing a car for Modified will seek out proper installation guidance for the harness, just as for any mechanical modification or performance component. Alan relates that this

assumption is not completely valid for harness installation, particularly in street Porsches.

There are numerous ways in which a racing-type harness can be **improperly** installed in a street Porsche, and, like other types of safety equipment, the consequences of poor installation only become apparent when the harness is really needed! Alan notes that using the backseat seatbelt mounting points for the shoulder straps, using stock seats (late model) which have no flat surface to support the shoulder straps so they stay on the shoulders, improper mounting bolts and



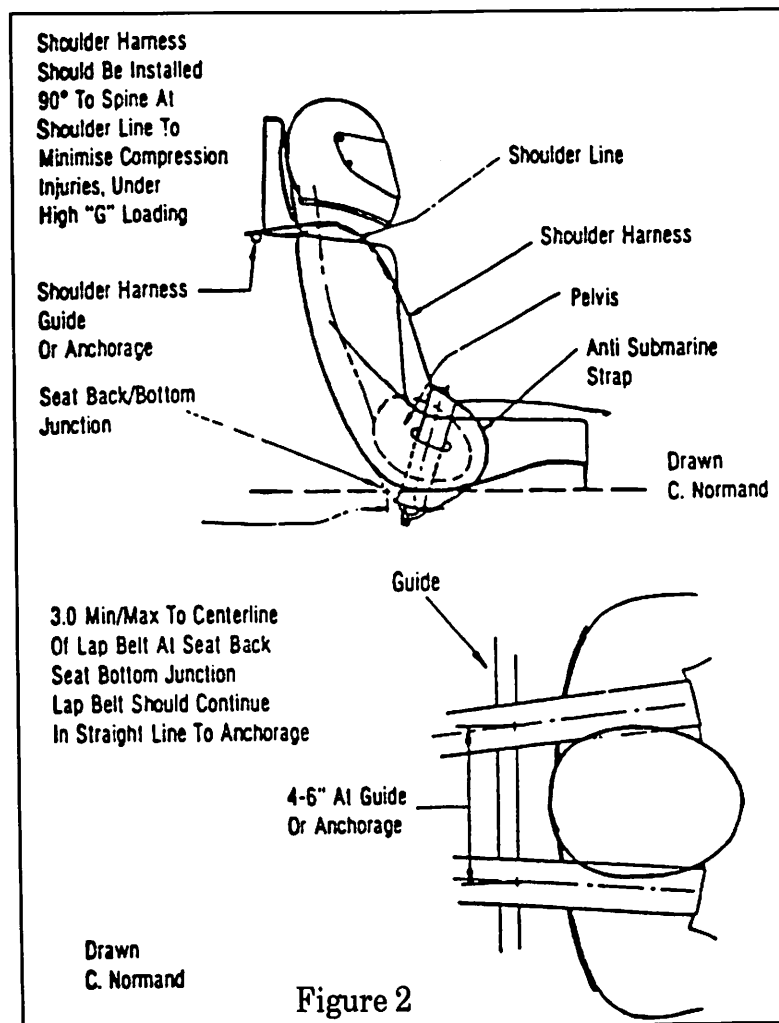
reinforcing washers, and many other compromises are all too common.

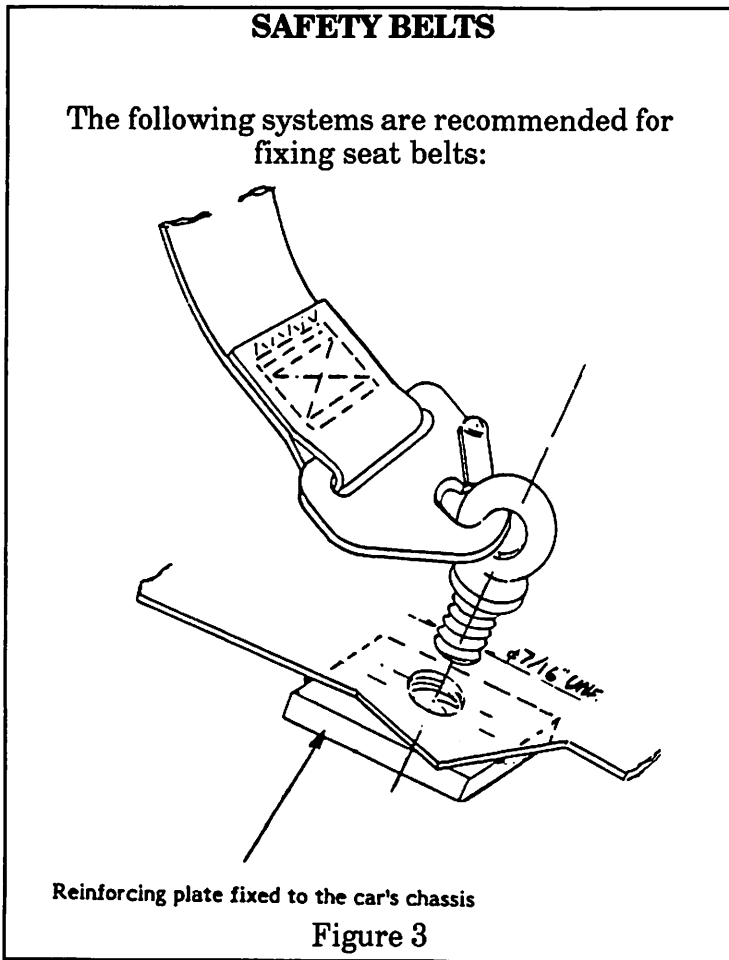
Alan suggests using the SCCA competition regulations and the diagrams therein as a guide to proper installation. They have been reproduced here for your convenience.

From the SCCA General Competition rules, Section 17: Driver's Restraint System:

All drivers in SCCA-sanctioned speed events must utilize either a five or six-point restraint harness meeting the following specifications. Arm restraints are required in all open cars. The restraint system installation is subject to the approval of the chief Technical and Safety Inspector.

1. A five point system is recommended for use in automobiles where the driver is seated in an upright position and consists of a three-inch seat belt, approximately two-inch strap over-the-shoulder harness





and approximately two-inch anti-submarine strap.

2. A six-point system is recommended... (same text as above)... for drivers seated in a semireclining position. This uses two separate

two-inch anti-submarine straps.

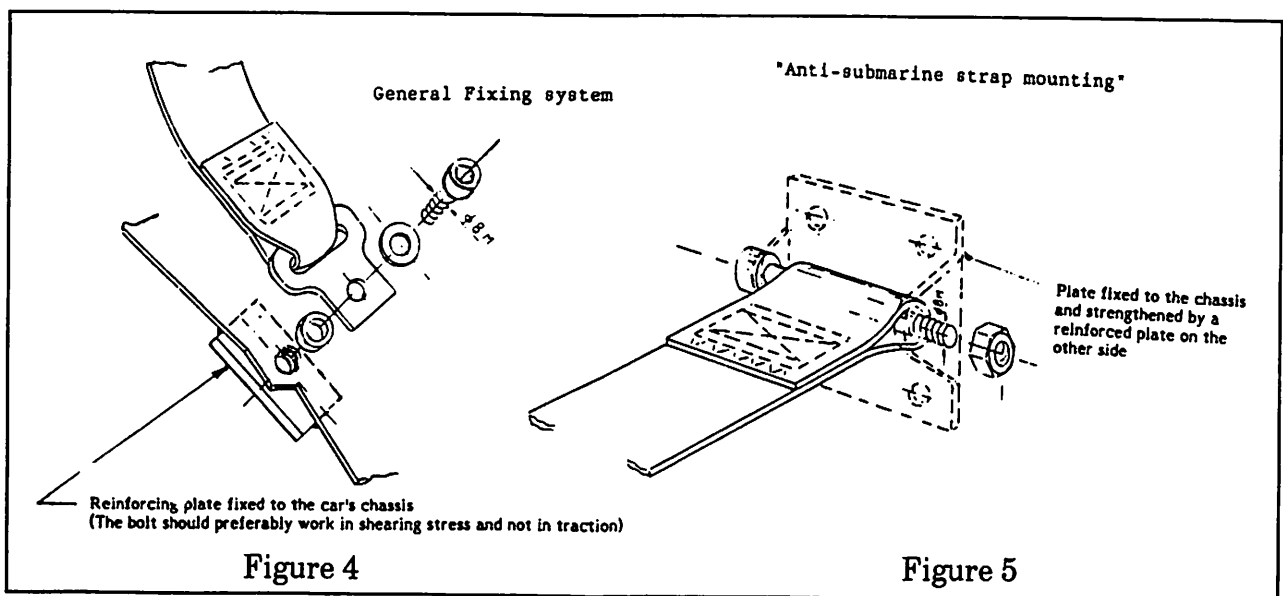
3. The material of all straps shall be nylon or dacron polyester and in new or perfect condition. The buckles must be of metal-to-metal quick release type except in the case of

leg straps of the six-point system where they attach to the lap belt or shoulder harness straps.

4. The shoulder harness shall be the over-the-shoulder type. There must be a single release common to the seat belt and shoulder harness. The shoulder harness shall be mounted behind the driver and above a line drawn downward from the driver's shoulder point at an angle of 40 degrees with the horizontal. (This is so that in the event of a front impact, as the driver is thrown forward, the shoulder harness does not compress the spine, see Fig. 2) Only separate shoulder straps are permitted. This means "Y" type straps with only one anchor bolt are not allowed, but "H" type straps are allowed. It is recommended that the shoulder harness, where it passes over the shoulders, be three inches wide and have three inch wide padding. See fig. 2.

5. The single anti-submarine strap of the 5-point system shall be attached to the floor structure and have a metal-to-metal connection with the single release common to the seat belt and shoulder harness.

6. The double leg straps of a six-point system may be attached to the floor as above for the 5 point system or they may be attached to the seat belt anchors on the floor so that they pass through the bottom of the seat center coming up



between the driver's legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps.

7. The minimum acceptable bolts used in mounting all straps and harness is SAE grade 5. Mil-Spec hardware is recommended. Where possible, seat belt, shoulder harness and anti-submarine strap(s) shall be mounted to the roll structure or frame of the car. Where this is not possible, larger diameter mounting washers or equivalent

should be used to spread the load. Bolting through any aluminum panels is not acceptable. See Figures 3, 4, 5 & 6.

8. It is recommended that any driver restraint system be replaced every three (3) years.

I have seen some excellent installations at our Drivers Schools so far, but I have also seen a couple of really unsafe set-ups. This is for your safety and, in the case of one crummy one I saw, the safety of your passenger. An unsafe installation will not pass the inspection if it

is obvious, and will not pass the crash test in any case.

Racing type restraint systems are available through most of the local independent Porsche repair shops, or from Hi-Fi Racing in Tampa. There are also many ads in the *Panorama* for mail order stores that carry these belts. You should expect to pay from a little over \$100 to over \$300 for a complete six-point restraint system.

I installed a six-point harness in my 914-6 in just a couple of hours. The first thing to do is mark the location for the two shoulder harness strap bolts on the firewall behind and level with the top of your shoulders. It will be easier if you have an assistant mark these while you are seated. If you don't want to cut slots in the rear upholstery (mine has been removed and replaced with Pearlton carpet), I have seen an advertisement for a bar that bolts to the side panels just above shoulder height to which you may attach the shoulder straps. I have no personal knowledge of how strong this bar is, and I doubt that it would pass an SCCA tech inspection, but if it is bolted to the car properly and is of thick enough steel, I suspect that it would be OK for a driver's school.

The next thing to do is remove the driver's seat. This is accomplished by sliding the seat all the way forward and removing the two (10 mm hex) bolts from the rear of the sliding rails. The seat and rails will now just lift out. For the lap belt, you may use the stock bolt anchors on the floor; they are already reinforced under the floorpan. Just unscrew the bolts (13 mm hex) and remove the stock belt. You should also remove the shoulder harness hanger from the side panel behind the window.

The shoulder strap bolt holes may now be drilled through the firewall and hanger bolts installed. Be sure to use large (2" dia.) and thick washers or plates behind the wall for reinforcement. I'll leave it up to you to decide what you want to do with the upholstery.

The anti-submarine straps may be bolted to the top (not the front side) of the raised section of floorpan at the front of the seat. It's a little

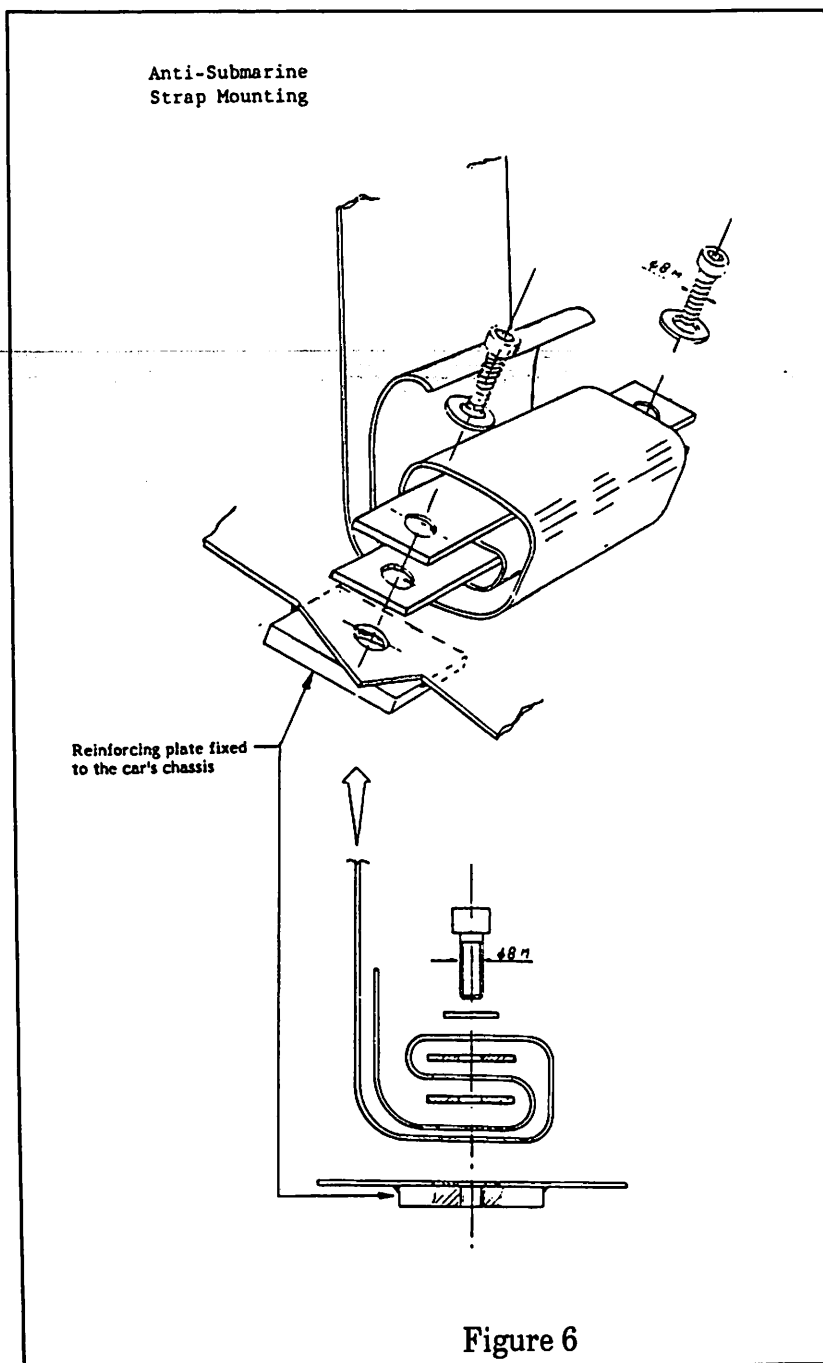


Figure 6

tricky getting the washers and nuts into position inside the little box that section forms, but try using double sided tape to stick them together into a little stack and positioning them with a needle-nose pliers or a surgical clamp. Be patient and don't just screw them in with sheet metal screws like I thought about doing after the "little stack" fell off my clamp for the Nth time.

All you have to do now is put the seat back in and clip the harness to the anchor bolts. Sit down and adjust the straps and give them all a good tug to be sure everything is tight. Then grab the steering wheel and pretend you're racing at Le Mans!

There Are a Lot of Jokes About Lug Nuts,

But They Are No Laughing Matter.

By Bob Strange, Manager of Tire and Vehicle Dynamics for B. F. Goodrich (reprinted from April, 1990 Mountain Passages)

When removing a wheel from a car, have you ever bent your tire wrench before the lug nuts broke loose? Any initial cursing and rise in blood pressure might have been followed with the thought that, "At least the wheel wasn't going to fall off."

In some respects, that may be true, but over-tightening lug nuts can be a bad practice, in some cases even worse than under-

tightened lug nuts.

I'll explain this in greater detail as we move along. Basically, there are three types of lug nuts. The differences are based on that part of the lug nut's geometry that physically contacts the wheel. The straight taper is probably the most common type of lug nut and is most often used in combination with steel wheels. (Fig. 1) The taper on this lug nut matches the taper on the wheel's bolt hole. When it is tightened, it becomes firmly wedged into the bolt hole creating great pressure against the seat on the wheel. This is what really locks the two together. It is really no different than the principal of driving a wedge into a log to split it.

Obviously, if a straight taper seat lug is undertorqued, the pressure necessary to keep the nut and the wheel together will be inadequate and the lug could work loose. On balance, the pressure created by the wedging action is almost always very high. In short, it would take a very low level of torque to lead to a situation where the lug nuts would work loose.

Overtorquing this type lug nut can also lead to problems. When too much pressure is applied, the lug nuts can become fatigued and/or the metal around the bolt hole can become deformed. Either condition could cause a wheel to work loose or become damaged in the process.

The rounded seat lug nut nut pattern as you go around the bolt circle. Double check to make certain that each lug nut has been torqued.

When replacing wheels, make sure to use the same lug nuts that came with the wheels and follow any special instructions that might come with the new wheels.

Although following these guidelines will require a torque wrench and a little extra time, it will eliminate the potential for some costly problems.

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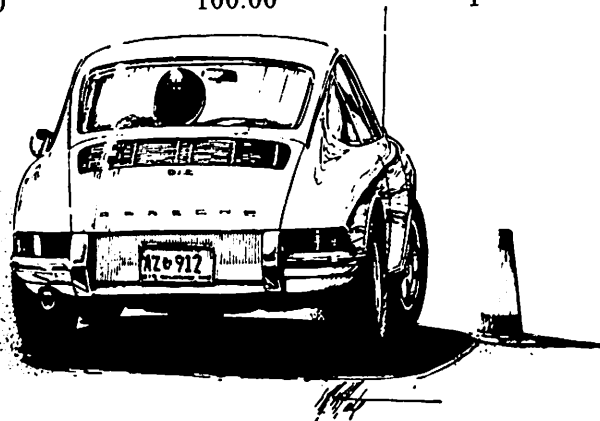
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Zone 12 Autocross, Event #3 Results

Suncoast Region members results only

Class	Name	Time	Points	Place
AS	Mike Kwasin	82.040	100.00	1
BS	Steve Dagley	75.080	100.00	1
	Brian Canfield	76.350	93.23	2
CS	Rhet Schmidt	77.170	86.94	2
	Jim Watters	78.890	77.73	3
DS	Tom Briest	77.500	100.00	1
	Robert McCormack	82.290	75.28	3
	George Thompson	85.720	57.57	4
	John Niehaus	88.860	41.37	6
	Ugo Mantovani	90.580	32.49	7
ES	Bill Riley	74.910	100.00	1
	Bob Broadhead	76.470	91.67	2
FS	Pat Millican	74.330	100.00	1
	John Rosenquist	76.480	88.43	2
	Bill Josey	79.160	74.01	4
	Tom Fellner	83.260	51.94	5
	Dave Landis	88.210	25.31	6
JPM	Art Woodworth Jr.	76.170	100.00	1
KM	Hal Kelley	68.150	100.00	1
	Lynn Overdeer	74.150	64.78	3
LD	Ellen Riley	80.270	100.00	1
LE	Ingrid Black	80.210	100.00	1
	Karen Griffin	83.820	82.00	2
	Tracey Fellner	86.750	67.39	3
LF	Sandy Woodworth	81.530	100.00	1
FTD	Men	Hal Kelley		
	Women	Ingrid Black		



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 P. 2 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. Requests must be received in writing by the 12th of each month.

For Sale:

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 alligned, 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

For Sale: 356 Roadster top frame, \$900 value, \$600 quick sale. Used reupholstered factory 935 race seat-super light weight \$600. 944/924 front & rear Euro bumpers-needs lights and trim \$300. Wanted 356, 914 or 911 to restore — I'm now doing quality concour rustoration/restoration and paint jobs. David Stoopps 813-963-2651 after 6:00 p.m.

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 \$15,000. 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

1979 930 Coupe, summer yellow, champagne leather; H-1s; new Comp T/As; rotary A/C compressor; beautiful original condition; strong engine; low oil temps; low miles; bra and cover. \$33,500 Joe White 904 942-5006

79 928, Original owner, original paint, mechanically perfect, gold/brown, all service records, 77 924 Silver, automatic \$4,000 call Eibell's 573-0911

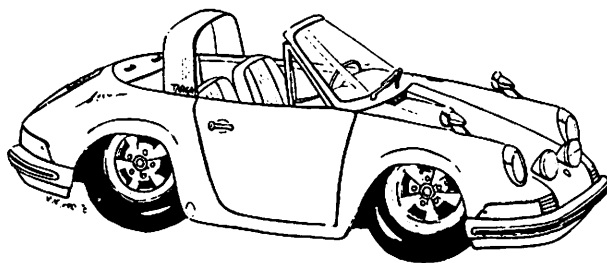
Porsche Literature Collection offered at Bargain prices. 10 years of Panorama & Christophorus. Also Porsche Magazine/Excellence, Gmund, other magazines, etc. \$100. Lots of books, etc. Gary 922-7811 Sarasota

1983 911S Coupe, VIN 9113100720, Engine # 6331899, Guards Red, Black int. Sunroof, A/C, 2 sets of wheels & tires. Many recent parts and updates including new clutch, Konis, Stainless brake lines, headliner, visors, Kenwood Stereo. 2nd in Class Werksfest 90 concours. 1st in Class Werksfest 90 autocross. Will consider trade for clean later model SC or Carrera coupe. Don Stevens, Clearwater 797-3074

6 point safety harness with professional quick release buckle. Unique release buckle is designed for a quick, safe exit. Sold by Automotion for \$209.50, sacrifice for \$50.00. Bill Durnan, Tampa 932-4165

1987 BMW 535is, Royal blue metallic, Natur Leather Sports Seats. Power everything. 16" X 7.5" BBS RZ (M5 take offs) with 225-50 ZR16 RE-71 and (5) TRX wheels and tires. 70,000 miles with 9,000 miles or 15 mos remaining on extended warranty.. Very Good condition. Will consider trade for clean SC or Carrera coupe. Don Stevens, Clearwater 797-3074

1988 911 Cabriolet WPOEBO91XJS170349, guards red, champagne leather, power top, full power front seats, factory CD with HI FI sound package, 16" wheels, spoilers, remote alarm, 28k miles, has had 30K service (\$\$\$), more, \$42,500. Gary Dolin Bradenton 794-1003



Coming Events

June

- 1 - FCR TSD Rally
- 5 - Board Meeting at Stewarts 949-3569
- 8 - 1st timers meeting Reeves
- 9 - FCR Autocross - Whitehouse
- 15 - Social - Beach party 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—Concours, Rally

September

- 1 Werksfest—Autocross -Zone 12 Event
- 4 Board Meeting—Smith's
- 14 Drivers Ed. Sebring
- 22 Porsche/BMW Challenge, MacDill AFB

October

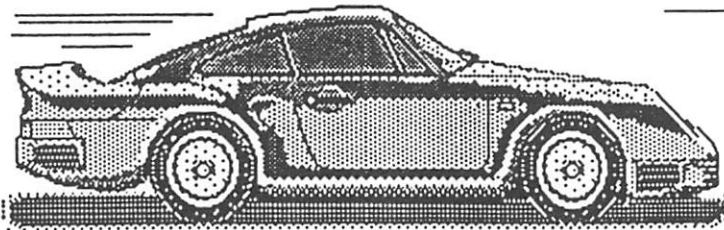
- 2 Board Meeting—Tylers
- 6 Zone 12 Autocross Jacksonville
- 19 Drivers Ed. Sebring
- 27 Autocross School—MacDill AFB

Florida Crown Region (FCR) Hotline — (904) 260-4715
 Florida Citrus Region (FLCR) Hotline — (407) 263-8528

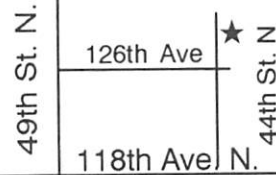
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