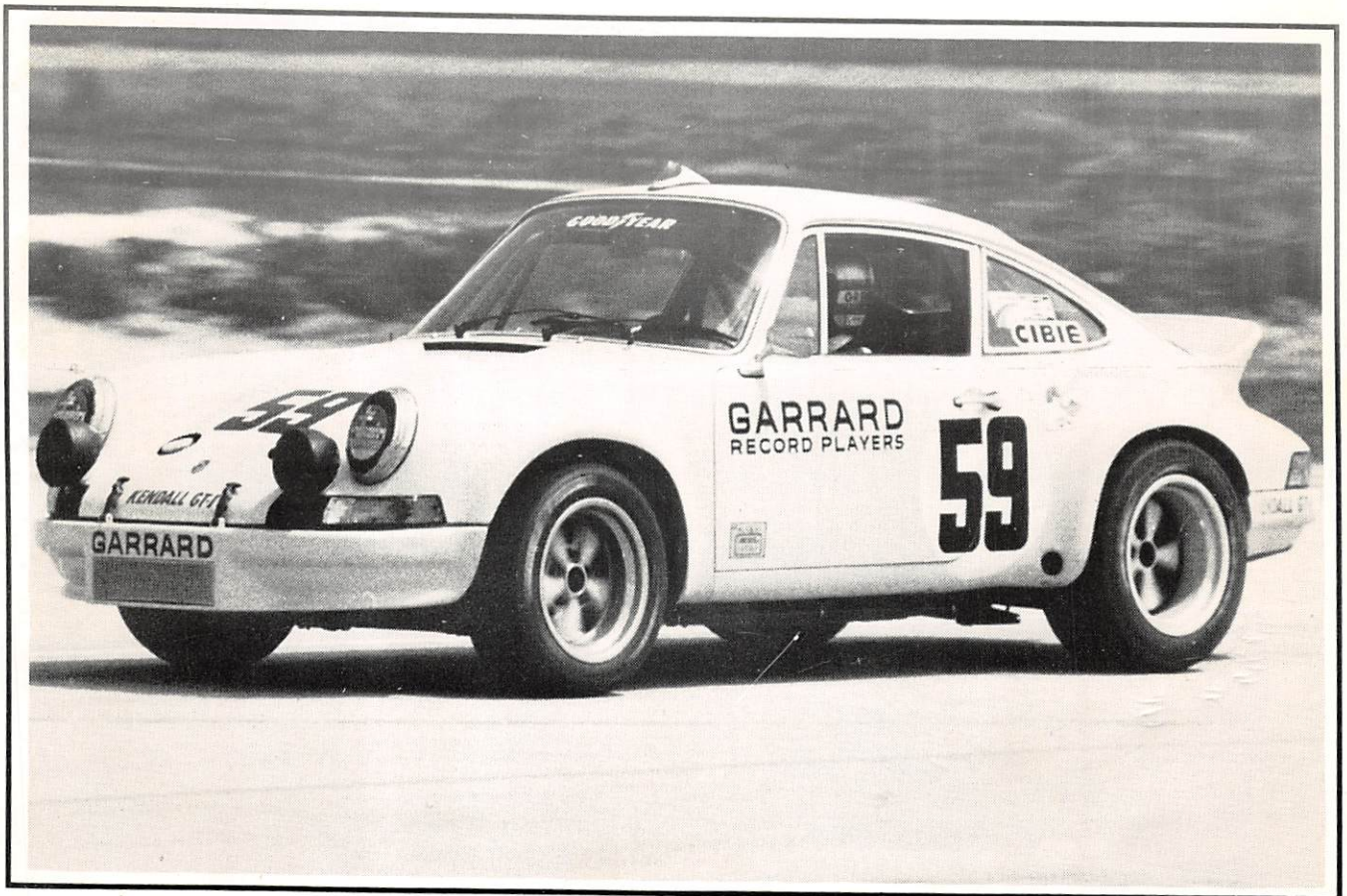


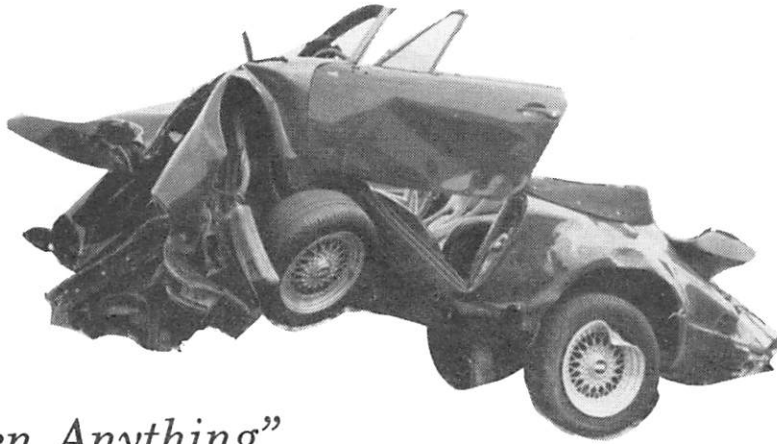
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July 1991

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Suncoast Region

July 1991

Contents

1991 SUNCOAST REGION'S OFFICERS	2
1991 SUNCOAST REGION'S BOARD OF DIRECTORS	3
President's Message	5
Competitive	6
A Letter from Manfred	9
Board Meeting Minutes, May	14
Safety	17
Membership	18
Hay, What's This Thing Worth?	19
How I Joined the PCA	24
And That's The Way It Was,	26
Coming Events	28

Cover Photo by Art Woodworth
Peter Gregg at the 1973 Sebring Race

Editor:

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

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Address changes should be submitted to Jack Hartley, 802
Eveningside, Tampa, FL 33613

FROM YOUR EDITOR

Most of the complaints I get are about the length of time it takes to get the Profile in the mail. Some people are complaining that they don't get their copies at all. If you live out of the Tampa Airport service area, and would like to get your Profile as soon as possible, it might be worth your while to have it sent First Class. This was brought up at the last Board meeting and it was decided that we would send the Profile First Class to anyone who wanted it, if they would pay for the postage. Usually the Profiles that I send out First Class cost about \$1.00 each. If you are not in Zip Code areas starting with 335, 336, 337, 346, it might save you a week (or two) delivery time. Send a \$12.00 check to me, Bill Durnan, 8305 Palma Vista Lane, Tampa, Fl 33614, made payable to the Suncoast Region, with a note giving your correct address, and I will send your Profile out First Class every month for one year.

If you don't get your Profile by the 15th of the month, call me and I will send you another copy. You may want to go by one of the business that have extra copies. They are; Reeves Import Motors, Tampa,; Bert Smith International, St Petersburg; Eibell Performance, Clearwater; Speciality Imports, Tampa. They are all advertisers in the Profile, and you can get their address by looking them up in this Profile.

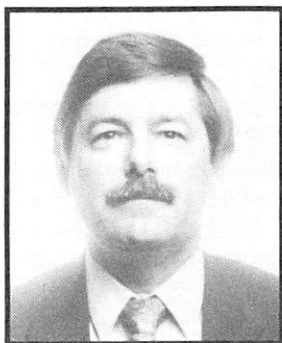
If your Profile stops coming in the mail, you need to check with Jack Hartley, Membership Chairman, about your correct address. You might also check with him about when your membership expires.

If you are not a member of the Suncoast Region, and are not a Board Member of another Region, it will cost \$15.00 a year for a subscription to the Profile (with another \$12 if you want First Class). You can send it to me, payable to the Suncoast Region.

I want to let everyone know that Gary and Kathy Goelkel have moved to California. Kathy was on the Board of Directors, and Gary was an Driver's Education Instructor. They were both very active members and we will miss them.

I want to welcome another new advertiser in the Profile, Tire Kingdom. Remember to patronize our advertisers and say that you saw their ad in the Porsche Profile.

1991 SUNCOAST REGION'S OFFICERS



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PCA Member since 1983



VICE PRESIDENT

Lorne Hunsberger
1000 N. Ashley Dr. #415
Tampa, FL 33602
(H) 289-8052 (W) 222-0777
PCA Member since 1986



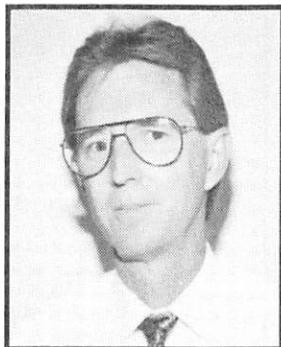
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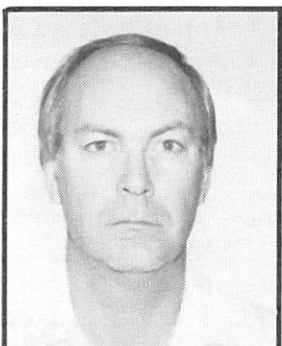
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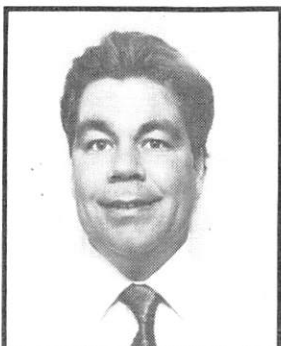
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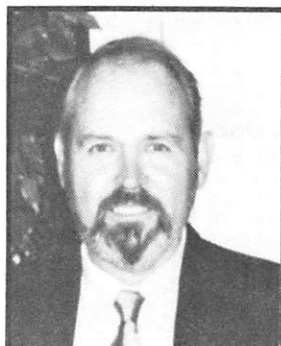
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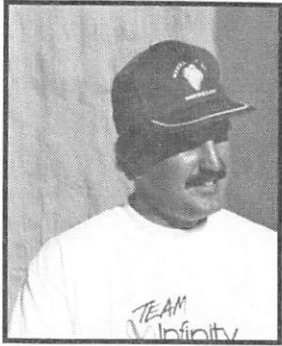
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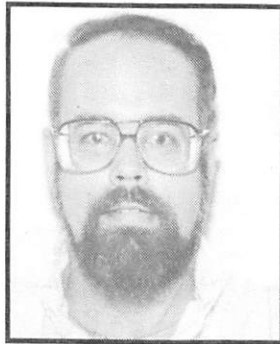
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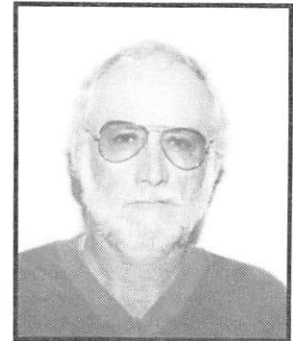
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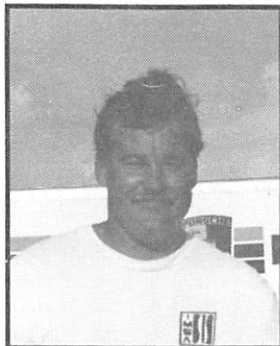
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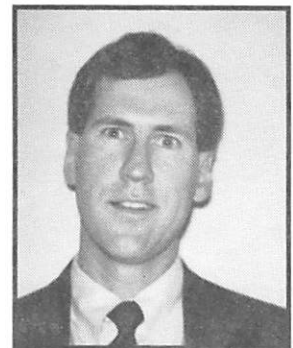
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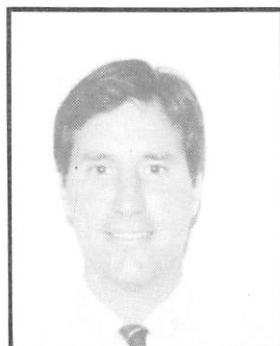
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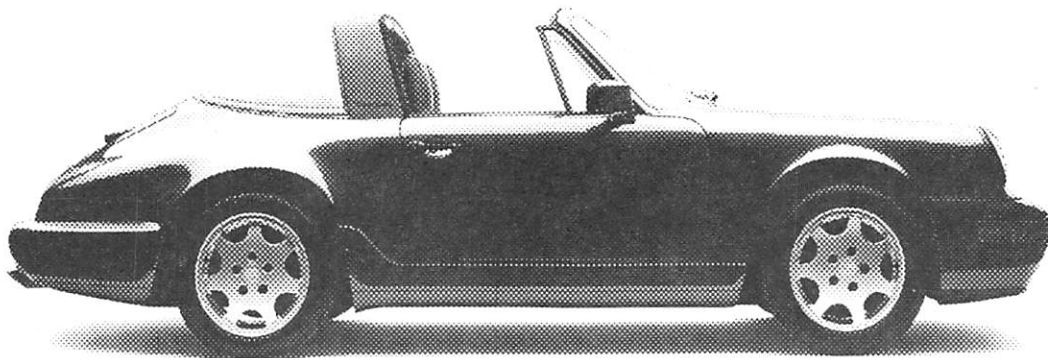


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President's Message

by Paul Cwik

On Memorial Day I attended the Goldcoast Sonnenfest weekend. Since this was my first Goldcoast event I wasn't sure what to expect. I am happy to report that they seem to have as much fun at their events as we do at ours. The Headquarters for the weekend was the Jupiter Beach Hilton with the Concour at a state park near by and the autocross held at Moroso. For those of you who haven't been there, Moroso is a really fun track with a lot of nifty curves (oh, by the way it does RAIN at their events too). Being of sound mind I didn't enter the concour (where it didn't rain), but instead

entered the rally and autocross (where it did rain) (Is entering the rally really of sound mind?). All I can say about the rally is "Bring on the stick map!!" I am ready now. The autocross—that's another story (Luck for Bill Riley it rained). I would like to thank the Goldcoast Region for inviting us to their weekend. There were close to 30 Suncoaster's there, and we all had a great time. Even Steve Dagley, who buried his car in the mud at the autocross.

On a personal note, I did come back with a dreaded "door dent" (not as bad as Hal Kelly's though) which

left me quite depressed. However, after a visit from the Dent Doctor, I'm all better now (dent gone). Also, please keep in mind that our BIG EVENT "WERKSFEST" is coming in September (Labor day Weekend). It will be held at Saddlebrook. I would like to see a big turnout. So mark it on your calender—August 30th.

I will be looking for judges for the Concour at Werksfest, so if you would like to help please contact me or the Werksfest chairman, Jim Watters. Now, in this issue look for a special word from Barron Manfred Von Greenfield about Sebring.

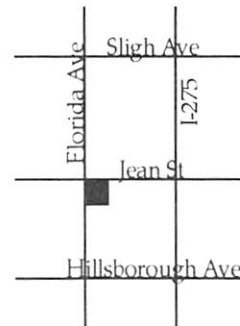
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Competitive

by Art Woodworth Jr.

God _____ the Queen and her ozone sucking Concord which she had the unmitigated gall to park on our autocross site on May 19, 1991. I'll bet she would not have done that to the Jag-wire club. Given that she is a long standing club member, I would have expected Andrea Tyler to be more considerate when she invites her overseas friends to town. The least she could have done is have her Royal Higha park at the Clearwater Airport. To make matters worse, Andrea gathers up Sandy B. and Sherry Panaccione and they go stand in the Stemler's yard to wave bye-bye and take pictures of her. Scott, David and I thought they were going to egg her limo. At least that is what we told Art and Shirley Stemler when they said "sure, you can use my yard for that - you have a reason". We tried to get word out about the cancellation, but with the short notice we received (Friday, May 17, 1991), I imagine some of you may have been turned away from the MacDill gate Sunday morning. Thank goodness it was not a zone event. God help me if the "FBI" would have been turned away. In any event, we are still scheduled for a fun autocross at MacDill on Sunday, June 30, 1991, and Andrea promises me none of her overseas friends are due in town that Sunday. A rather large contingent of us Suncoasters attended the Gold Coast Driver's Ed. at Moroso on Friday, May 24, 1991. This was Sandy B.'s and my first experience on the Moroso course and we certainly enjoyed it. The format employed by Gold Coast certainly provided a lot of track time and when it comes to track time, "I'll have a lot". The event was conducted more like a lapping day with all instructed levels (our Levels I, II & III) on the course at the same time. As an instructor, I was not totally comfortable with this because I had no idea who-was-who in terms of driver level ability. However, it did provide all of us drivers two hours of track time, and

in a selfish sense, that was great. Selfishness aside, I personally think the emphasis on Driver's Eds. must not be on track time but more importantly on the quality of instruction and safety, and that those concerns must be emphasized at all PCA Region Driver's Ed. programs. Once we sign you off as a solo (Level IV) driver there are numerous lapping organizations that can provide you with hours of track time for a nominal fee, such as Quick Laps, Ltd., Suncoast Motorsports, Inc., etc.

We were not able to stay for the entire weekend of Sonnenfest events, therefore, the following remarks are based on hear-say. I understand through several sources that Hal Kelly had a rather unfortunate experience at the Sonnenfest Zone 12 autocross. It seems Hal got sideways in the rain at approximately the finish gate and hit a picnic table shading a timing light, then slid across the wet grass into a concrete wall. We may need a new award for that. We have sand tools and ARMCO awards, but no picnic table or concrete barrier award - should be interesting trying to hang that on your wall. Seriously, I understand Hal's car suffered a lot of damage and we thank God he was not hurt. I understand that a board off this picnic table came through the car just behind Hal's head, like a spear. This unfortunate experience emphasizes a concern we must all have regard-

ing track safety, and that is that objects placed in recovery areas of the track should be soft and pliable like cones, not objects constructed of rigid materials that can cause damage to car or driver. My foregoing remarks are not meant to be critical of another region's event, after all, hindsight is always 20-20. I just want to insure our hindsight does not suffer a stigmatism causing us to come away from this incident without having learned a valuable lesson. Our at-speed events are always great fun in large part because they are safe, let's keep them that way. It is the responsibility of not only the event master, but all participants to point out potential track hazards and apparent mechanical problems with cars and particularly, to drive within the limits of their car and themselves.

The July 13/14, 1991 caravan, gimmick rally, social, Santa Rosa

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stay over and time trial is drawing ever closer. The event is really shaping up and should be an excellent replacement for the annual Mulletfest that was cancelled this year. Sandy B. and Sherry Panaccione have been busy trying to pull together a murder mystery as part of the Santa Rosa social which may include period costume. For those of you that have never been to the Santa Rosa Inn, this old inn lends itself perfectly for such a mysterious affair. Of course, the mood will be helped along by Jan's fine food and mass quantities of driver octane booster. Look for further details in this Profile regarding the mystery and period costume. No, a maxipad stuck on your forehead won't do. As I have advised you previously, the Santa Rosa has limited accommodations so you need to make your reserva-

tions now. Alternate accommodations are located close to the Santa Rosa which will easily afford you the opportunity to attend the social and participate in the mystery should you not be able to stay at the Santa Rosa.

Jim Watters, Werksfest Chairman, confirmed at last night's Board Meeting that Werksfest will be held at the Saddlebrook Resort this coming Labor Day weekend. That means Sandy B. and yours truly are Rally Chairpersons. It also means that we need those VOLUNTEERS I spoke of in my last article. Particularly, we


will need checkpoint workers. Please don't be shy if you have never done this before because we don't know what we are doing either. We're just in charge because we met the minimum criteria for Rally Chairman, we're stupid! We look forward to hearing from all of you
VOLUNTEERS.....somebody?..... anyone?..... please!.....free t-shirt?.....I'm desperate Wally!

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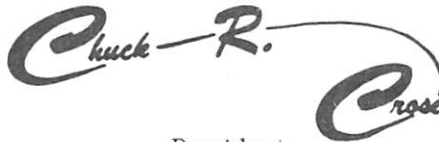
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Board Meeting at
Jacobsen's house
on July 10, 1991

For a map see

Last months

Profile

Baron Manfred Von Greenfield

42 Brauerreistrasse
Hamburg, Deutschland

April 22, 1991

Herr Paul Cwik
3020 Ripplewood Drive
Seffner, FL 33587

Dear Herr Cwik:

I have just returned to the United States having reviewed the opportunities for Motorsports in Iraq. I can tell you that unless you have a Tank in your Scuderia, that may not be the best area to do your racing. And the track surface, Mein Gott, it looks like the moon with all the craters around. If I didn't know better, I would think that those people had fought a war or something!

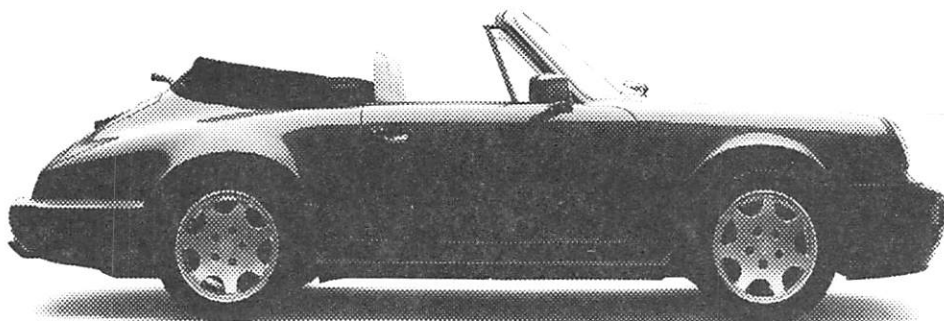
Oh well, I did manage to go to Sebring this year, and met with my usual disappointment. Not only did the 962's let me down, by letting the cursed Nissan's win for the third year in a row, but my beloved SCUDERIA MANFRED did not perform up to my expectations. As I had mentioned to you in my last communication the SCUDERIA now has two cars, and I had nominated Don Guido and Scuzzler to drive while I devoted my extraordinary talents as Team Manager.

I got the two cars to Sebring before Don Guido and Scuzzler arrived so that I could do some final testing. The track offers open testing on Monday and Tuesday before the 12 Hour weekend and I can tell you with complete honesty that both the 356 and the Spitfire were consistently lapping thirty seconds a lap faster than Geoff Brabham in his Nissan. Yet when my two drivers arrived they were suddenly running in mid pack with the Vintage cars.

Now Herr Cwik, I ask you how can this be? I realize that I am the "World's Greatest Racing Driver", but wouldn't you think my friends could do a little better than mid field? If that is the best they can do perhaps I should let Spudelheim drive next time. I wouldn't mind letting him drive, but he always leaves a bunch of dog fur in the car and drools on the steering wheel.

Don Guido and Scuzzler did however redeem themselves in the race finishing 2nd and 3rd respectively, with Scuzzler encountering mechanical problems. Don Guido was so proud of his medal that he won that he wore it for the entire weekend and used it to knock the necks off the bottles of beer that he was drinking. Myself I thought it was a bit inconsiderate and dangerous that he was doing that. There were more than 500 people who hurt themselves stepping on broken bottle necks around the track. The security agents were looking for the perpetrator of these deeds who had left an estimated 10,000 broken bottle necks all over the track. I can not take that man anywhere without being embarrassed. I keep hoping that some of my class will rub off on him, but after all these years, It has not.

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With the racing not going to my expectations, it looked like it was going to be a pretty miserable weekend. Miserable until I met a most curious individual. You may know him as Dave Moulton, but after the performance I saw, I prefer to call him "Mad Dog". As the weekend unfolded I marveled at this man's ability to party. As you are aware it has been rumored that I possess some partying attributes. But I must take my hat off to "Mad Dog". I had first heard about this man when I came to Sebring in the 60's. My fraternity brothers and I did most of our partying near the hairpin until we were exiled for causing a Ferrari to crash while leading the race. I never did quite understand the excitement and why we were thrown out. It was not like we had caused a German car to crash. After all it was just an Italian car although Don Guido might disagree with that.

At any rate my group ruled over the hairpin and "Mad Dog" ruled over the Green Park area. I must admit that it was so rough and so many unusual things happened there, that my delicate crew never went over there, and consequently I never met "Mad Dog". Year after year I meant to go over there but we spent most of our time dodging the Police and the opportunity never presented itself.

I can say without reservation that this man is a Party Legend. A legend in his own time. I saw him arrive at the track on Thursday in a curious looking Oldsmobile, which I can only describe as "Mary Kay" Pink. Strapped to the top of it was a large cargo carrier. Behind the "Mary Kay" Pink Oldsmobile he pulled a splendid 24 foot race car trailer.

Upon parking his rig I strolled over and introduced myself and was amazed to find out that this was the famous "Mad Dog". Looking at him he seemed a mild enough looking fellow. He did not exactly look like a party legend. But of course looks can be deceiving He seemed a most friendly chap and constantly had a can of Pabst Blue Ribbon in his hand which he exchanged for a full one quite frequently. I asked him what he had in the cargo carrier and he said, "Fire wood".

With that, "Mad Dog" began setting up his camp site. He erected a fence around the place and put up a sign that said, "DAT RABET". Following that a few blue chairs were put about and a small pup tent that looked to be a hundred years old and had seen many better days. He then picked up a shovel and proceeded to dig a hole six feet deep and about three feet across. I figured that he was digging a hole to burn his wood in. But after he finished that hole he proceeded to dig ten more just like it. Being curious I asked him what all the holes were for. He answered that the first one was indeed for fire wood but the others were for his empty beer cans for the weekend.

I looked at him in amazement thinking that it would probably take 1,000 cases of empty beer cans to fill those holes. With that he directed me to the rear of his trailer and opened it. Inside were, yes you guessed it, 1,000 cases of Pabst Blue Ribbon Beer. I complimented him on his trailer and its contents, and he then told me that he had brought his "small" trailer, because he was only staying four days.

SOCIAL EVENT AND TIME TRIALS

Suncoast Region PCA

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July 13 and 14, 1991

At the
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Join us for one...or both events. Here's the scoop...

Saturday, July 13th, we'll caravan from the Suncoast Dome in St. Petersburg at 2:30 p.m. and rendezvous at 3:30 p.m. with our members from the south at McDonald's on S.R. 64 west of the I-75 interchange for a gimmick rally to the Santa Rosa Inn, Sebring

Cocktails begin at 6:00 p.m. in the lounge (cash bar). Remember, the theme's the 40, so come in your best costume. The fun continues with our very own mystery evening..."DO IT OR DIE"...by DreamQuest Productions.

Dinner is served at 7:30 p.m. in the Santa Rosa's Diningroom. Buffet and desert bar, \$15 per person, tax and gratuity included...if you're still alive...

9:30 p.m.....Solve the mystery...

Sunday, July 14th, Time Trials, Sebring Int'l Raceway, old course.

Registration	7:30 to 8:30 a.m.
Tech	8:00 to 9:00 a.m.
Driver's Meeting	9:15 a.m.

So, come join us for the fun!

If you plan to attend the social, **Please RSVP** to Art and Sandy Woodworth at

813 973-4249,

leave names of those in your party on the recorder. A registration form can be found in this Profile for the Time Trial.

Call the Santa Rosa Inn at 813 385-0641 for room reservations.

To myself I thought this is a serious partyer. Maybe I have found somebody to join my Merry Band. As the weekend unfolded he proved to be much more interesting than the racing. He would sit for hours in front of his fire telling tremendous stories that were probably bigger lies than mine. As the hours went by the beer holes filled up. He would then disappear for a while to the Green Park area and usually within ten minutes of his departure, fifty police would be dispatched to the "Zoo" to calm the situation. And then Saturday morning before the 12 Hour began the organizers allowed the Vintage cars to do some pace laps. It was raining cats and dogs and even though he had broken the Spitfire the day before it was agreed that Scuzzler would do the pace laps. This was decided because Don Guido had celebrated too much the night before and didn't look up to going out. I did not want to take the 356 out because I am a lot smarter than Scuzzler and I did not want to get wet for a few pace laps. Of course Scuzzler will drive anything any time.

At any rate I retreated to the hairpin to watch the action. Knowing Scuzzler was at the wheel there was bound to be some action. The first cars came through and I was surprised to see that they were allowing passengers in the cars for some "sedate" laps. Suddenly I heard this tremendous roar and the 356 came into view. It had to have been doing about 190 MPH coming into the hairpin. I could hear the car coming down through the gears and a twenty foot flame that would have made a 962 driver proud exploded from the exhaust as Scuzzler came roaring into the hairpin. I looked at Scuzzler and he had a big grin on his face and was wearing a leather aviators helmet from WWI. My eyes moved over and to my horror there was "Mad Dog" in the passengers seat with the same dumb grin on his face. To myself I said, "God help all of these people with those two maniacs on the track together."

Even though I knew I was safe I stepped back from the fence a few paces. With that the 356 arrived at the hairpin and slid through completely sideways. There was a burst of about 100 beer cans that came from the passenger seat and a very loud "YaHoooooo" that was clear over the thundering of the engine and Scuzzler wound it up to 14,000 RPM's in each gear as he went up the short shoot. About ten seconds later I saw an explosion in the chicane which is in the heart of Green Park. As I found out later some of "Mad Dog's" buddies saw him in the car and blew up a portable toilet in his honor. They came by my position five more time pretty much like they had the first time. On their last lap I wondered to myself why Scuzzler had not driven like this the day before when it really counted.

Towards the end of the 12 Hour "Mad Dog" was missing for quite a while and when I looked across from the Hairpin there was a tremendous fireball in the sky. It raged for quite a while and soon "Mad Dog" turned up his face black with ashes. I asked him what had happened and he kind of shrugged his shoulders saying it was no big deal as they were toasting a few marshmallows. To myself I thought that seemed odd, because it looked like there were at least a half dozen campers on fire!

I must tell you Herr Cwik, that it has been many years since I have seen somebody with the partying ability of "Mad Dog". There were a few other things that went on, but decorum and Humane Society regulations prevent me from listing them here.

I hope that you will keep your eye on "Mad Dog". This person has great potential and has a habit of creating fun around him.

Fraternally yours,



Baron Manfred Von Greenfield

Board Meeting Minutes, May

The May board meeting was held at the house of Jack and Gina Hartley. Present were Paul Cwik, Danny Stewart, Art and Sandy Woodworth, George and Pat Thompson, Gary and Kathy Goelkel, Bob McCormack, Mike Kwasin, Jack Hartley, Bill and Jeri Durnan and Jim Watters

Presidents Message:

Paul called the meeting to order at 7:42 p.m.

Paul began with a mention that those members going to Parade need to contact Tom Brist about a caravan to Boston. Parade deadlines were May 1st.

Social:(JeriDurnan)

There will be no Mulletfest this year, instead there will be a Beachfest held on June 15, at Fort DeSoto Park. Jeri suggested that we invite the BMW Club to join us in the festivities. All agreed this was a good idea. We will use Cappy's to provide the chicken and hot dogs, the chicken will be cooked by Cappy's, we will have to cook the hot dogs. Danny suggested that the club should pick up the tab for this event, Paul made a motion that the club pick up the tab if we can keep it under \$300. Jack second the motion, it passed unanimously.

Treasurer's Report (Pat Thompson):

We have \$10,619.80 in the treasury as of May 1, but we will have no further income until the Time Trials. The last Zone event net \$142.80 for the club.

Competitive(Art Woodworth):

The next drivers education is May 5. There will be an Autocross at MacDill on May 19 and one on June 29. Art mentioned that the Club needs to find a place to store the cones—Danny will investigate. Art is still trying to find out if the full 12 hour course at Sebring is

available for the Club to rent. He has found out that the cost to rent it was \$4000 to the Quicklap people.

DriversEd(Sandy Woodworth):

We are having problems with some cars that are for rent to students. The owners are not a problem, the drivers who rent them and are in Level 1 are not safe. The rules say "for your car". It was suggested that we ban cars for hire. Sandy suggested that a committee be formed to study this. Jim Watters suggested that a car driven at Level 3 and below be street legal. Mike Kwasin suggested that only the owner can drive a street illegal car at lower levels. Jack Hartley suggested that Suncoast members be entered in Drivers Eds first—then out of Region members admitted 10 days prior. As of now it will be left up to the registrar and chief Driving Instructor as to whether a car will be admitted to our Drivers Ed.

Sandy brought up that the cut off date is firm. There are 61 drivers in this (May 5) Drivers Ed.

Membership(JackHartley):

Nothing has been received from National as of this date.

Werksfest (Jim Watters):

Saddlebrook will provide a hospitality room with a registration room and goodie store included. Meals are \$28 for Saturday and \$30 for Sunday. Innisbrook as indicated that they will be competitive. Bert Misevic, PCA President has been invited.

New Business

A card from Citrus Region was shown around—it lists all the officers on one business card.

The meeting was adjourned at 9:45 p.m.

Submitted by
Bill Durnan (Substitute
Secretary)

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Suncoast Region
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**Attend Board
Meetings!!**

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for
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map somewhere in this
Profile*

CALL THE HOSTS

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

**Be Our
Guest**

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)973-4241, 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: _____

Safety

by Mike Jacobsen

Here at Suncoast we pride ourselves in having one of the safest and most educational Drivers Schools in the country. Because of this, many of our students have become smooth, precision drivers who also happen to be very fast. At some of the more recent schools we have had some drivers who have stretched the boundaries of our passing zones. This has led to some unnecessary close calls and could threaten the future of Drivers Schools as we know them today.

I have found a solution to this potential problem in the SCCA Drivers School Program. This is a true racing school where passing at all costs is encouraged. If you have found our schools to be too mundane with our strict passing rules, I highly recommend checking into their school.

I personally experienced their drivers schools a few weeks back and was impressed with the amount of information and track time made available to potential racers. A marvelous woman instructor, Anne Stebbins, was Chief Instructor for the weekend and did a Top Notch job of running everything smoothly and on time.

Instruction began on Friday night before the weekend from 7 p.m. to 11 p.m. and touched on apexes, flags and safety. SCCA workers teched cars, grided cars, flagged, and ran corner stations. Every flag was thrown at us to be sure students knew what to do in real races. Three starts were practiced and a wheel to wheel 5 lap race finished the day on Sunday.

I must say I had a blast and blew

away the rookies with my knowledge of the track and apexes on Saturday. By Sunday a few had made big improvements and were dicing with each other into the corners. During the weekend I saw numerous spins and 2 cars actually roll, one in the infamous 7,8,8a flick where if you lift you're dead. They went in 3 abreast and the Pinto lost.

The next school is in October, so you have plenty of time to get your car (roll cage, fire extinguisher and 5 point harness restraint), and yourself (3 layer drivers suit, gloves, shoes and SNELL 85 helmet) ready. If you have any questions just give me a call. See ya on the track...Mike Jacobsen (the Flash).

Peachstate Region PCA

Drivers Education

July 13-14	Roebing 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

Membership

by Jack Hartley

This has been a very hectic month for me. I wish to thank all of you for your calls of concern during my surgery and recovery. I still have to take things slowly but my Doctor may let me drive during the time trials next month.

Lots of new members this month, please help me welcome:

Bernard & Eleanor Baker of New Port Richey. They have a 87 Carrera and plan on seeing us at all our events.

A cherry 1982 924 Turbo brings **James & Linda Ohrt** to Suncoast. Living in Sebring, James is looking forward to our Driver's Ed's.

Gary & Cindy Webster of Palm Harbor come to us with an 85 Prussian Blue 928S4. Lisa Lohs told them about PCA.

Cliff & Terry Curry of Brandon are also among the new members. He is a lawyer, they have two children, Mary Beth and Trey and drive a 1991 Carrera 2 Cabriolet. Paul Cwik told them about us.

Largo is the home of **DA Bennett**. DA drives a 1989 944 Turbo (Hay, it's not red, it's white!).

Bob Saltzman of Tampa is a Mortgage Banker and drives a 88 944 Turbo S. Another 944 that is not red! this one is Champagne.

Michael & Betsy Swisher of Tampa want to drive their 87 944S (Charcoal) to our social events.

A 1974 yellow 914 brings **Heinz and Tracy Hinrich** of St. Petersburg to us. They are interested in our autocrossing and rally events.

Fazlin Fazal of Clearwater is a single business man. Fazlin is interested in our social and driving events. He drives a 91 911C2 for pleasure.

Robert and Terri Hilton are a two Porsche family. They own a 62 356B and an 81 911SC. Robert is a Chiropractor in Sarasota.

Devin and Donna Cahn of Tampa join us with an 87 911 Cabriolet (it's Red!). Since their only child is 9 months old and they want to join

us at our social, I'm sure that they will need a baby sitter. Any volunteers?

Jeffery and Donna Vilagos checked off everything except concours as their interests. They do plan on bringing their 1970 914 to all our other events.

Timothy Williamson of Tampa has a 87 Targa Carrera. He is a pharmacist and must work for Eckerds, he listed Dave Moulton as affiliate member! By the way ladies, Tim is single.

Three families have transferred in this month:

Frank Deganahl of Orlando comes to us from Florida Citrus and has an 89 944.

Daniel & Wendy Mead now reside in Oldsmar, and are from North Country.

David & Sonia Ohanian are from Upper Canada and now reside in Sarasota.

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for details on how to order. Phone
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Hay, What's This Thing Worth?

by Scott Tyler

First I would like to answer a question that was posed in last months Porsche Profile in the article written by Art Woodworth, "Who owns more cars - Tyler or Putnam?" This question can only be answered by saying neither! You see, the Putnam's were blessed with the birth of a wonderful baby boy in the fall of 1988, and Andrea and I were blessed with a wonderful baby girl in the fall of 1988. It was love at first sight! The marriage was planned, and the car collections were merged. So there you have it...as a footnote, you know the wife always gets her way, so the control of the cars is with my little Boo. I can't wait to get out there and run the CSL, the 280SL, the Turbo's (yes Turbo's), etc.....

Last year I authored an article concerning the market value of certain Porsche cars. From the response I received, most of the club members found it of some value. For some reason I continue to receive calls from members here, and from out of our region, on car values. Yes it's true, I have owned over the years over 30 Porsches, and continue to search for a great deal on them, so they assume I have some insight to values due to this.

The car market crash of 1990/1991.

The end of 1990 witnessed not only a slowing in our general economy, but impacted the collector car market as well. This impact had an effect on the older Porsche car as well as more recent issues of the marque. Both in a

positive and negative manner.

Let's start with the positive. If you're the owner of a 1978 to 1988 911, you'll be pleased to know that due to the economy, new Porsche car sales are at a snails pace, and interest in used Porsches and values continue stable, and to a point, have been not been effected by the economy. Those individuals who once were stepping up to the counter and acquiring a new 911 are taking a more conservative approach and are considering the purchase of a "previously experienced" Porsche. (That's what the dealers like to refer to a used car as. They must think that will bring more value to the car.)

Values on 944 and 928 models of

this same vintage however, do not share the same favorable light that the 911 models do, and have taken a downward trend to their value. How's that for some negative? Need more? Here's some anyway...most of the Porsches considered as true collector cars took a dive. All 356 models, early 911's and 912's, and ever the rare limited production cars such as the 911RS and factory race cars took it on the chin. Ouch!...I happen to own some of these.....should I say my son-in-law Trey and Boo own some of these. 356 Speedsters that were selling as high a \$70K to \$90K are now available for \$40K to \$60K, 1972-73 2.4 liter 911S coupes that had been making a charge in value

from 1988 to 1990 with values between \$28K to \$45K hit the wall, and now have dropped to the \$19K to \$25K range, as some examples of how the Great Car Market Crash has effected values of our beloved Porsches.

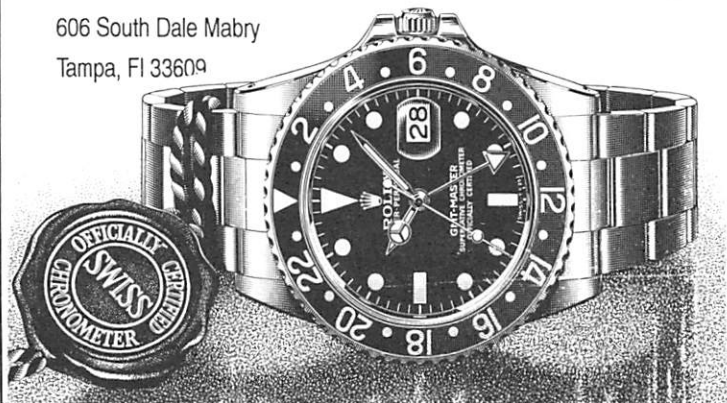
Time now for some more positive input. Date line...anywhere in Europe...1965 thru 1967 911 Porsches are now eligible for the very popular Vintage racing series. If you thought that Vintage Racing was getting big in the U.S., we are years behind the Europeans. You're talking big time interest and money in the sport. The car most effected by the change in the rules is the 1967 911S, as it had the most performance of the early 911's. No previous race history is required of the car, which makes any 1965 thru 1967 stock 911 more valuable, more specifically the 67 S. I was in conversation several weeks ago with one

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of my collector buddies, and he told me of several Europeans that had already started the run on 67 S's. He stated that between them, they purchased 16 67 S's for shipment back to Europe. You early 911 owners can count your blessings for that, as this might just be the shot in the arm which will start the values going up again earlier than other models.

What's the outlook for values? Those cars that had realized value growth prior the the crash should one day recover. To what degree is hard to say, however, I think it will take a couple of years to fully determine. Those individuals who acquired a car at the peak of the market, and were purely speculating on further growth, really got hurt, and some are now presently dumping the cars for what ever they will bring. This, of course, effects the values and the time of recovery. Fortunately, most of us are simply Porsche lovers, and really don't care what the car is worth. We take the good with the bad.

Here's a simple look at general values. If I don't mention your car, and you would like to get a handle on the value, please don't hesitate to call me, and I'll attempt to get you some information, or direct you to who can help with such.

356 1949 on "Coupes": Cars in poor condition, needing T. L. C. along with major rust repair etc...\$3K -

\$8K. Better examples are trading in the low to mid teens down from the high teens to low \$20's.

"Open cars" took the hardest hit. Cab's depending on condition \$15K to \$25K, 60 and 61 Roadsters \$23K to \$30K, convertible "D" much the same as Roadsters and Speedsters as mentioned earlier. Most of these cars are a hard sell right now, as collectors and Porsche people are waiting to see what's going to happen with values before they invest.

Just for a side note, as I don't think anyone in our Region owns one, but 356 Carrera models really took a bath, Cars trading over \$250,000, are now offered in the \$150,000 range. It is my understanding there are no takers even at these prices.

911 1965-67 As mentioned earlier, Vintage Racing has helped these cars. Prices range from \$8K to \$17K depending on condition, with the 67 S coupe running between \$13K to \$20K with the 67S Targa (two firsts for Porsche with this car, one-the first S, and the second-the first targa) running strong with values running \$14K to 25\$.

912 all Still haven't taken off in value, and the economy hasn't really effected them. Soft window targa's lead the way in value, trading between \$6K and \$12K, coupes run between \$3K and \$6K. The come-back car that really didn't was the 1976 912. One year only,

so that makes for a limited production and some intrinsic value, \$6K to 10K.

911 1968-1971 Whether coupe or targa value seems to be the same. Once again, all depending on condition, \$5K to \$10K. 911E models bring a 10 to 15 percent premium, and 911 S'S bring a 15 to 20 percent premium.

911 1972-73 Some of the most desirable of the early 911's because of the introduction of the 2.4 liter power plant. 911 T coupes and targas run \$7K to \$12K, 911 E coups a little stronger than targas by about 10 percent \$10K to \$15K. And of course the S model as mentioned earlier. Here too the coupes run stronger than the targa.

914 all Here is a difficult one to value. Clearly the 1973 and 74 2.0 liter lead the way in value with a consistent market value of \$4K to \$8K, but beyond this you'll find 914's from as little as \$500 to \$1,500. It seems to make no difference if it's a 1.7 or 1.8 liter. A high value on these seem to be somewhere in the \$4K range.

How about the 70 and 71 914-6. It's the car that should, that never really did. This car had all the markings to be a great collector car, but the values never really increased after they reached their peak of around the \$10K to \$12K mark. Most every one I have ever seen traded sold for \$7,500.

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837-5592 Evenings

911 1974-77 OK, it's time to put my foot in my mouth. If you happen to own one of these cars, I don't mean to put your car down, however, it seems that these cars (along with the 924) really were not like all the previous Porsches that had been offered from the Mother Land. Please don't get me wrong, they are very nice cars, however, they just didn't deliver the sporty feel of their predecessors. Porsche started to look at more of a Grand Touring car with these models than a pure sports car. As it relates to the "previously experienced" market most buyers tend to shy away from these models generally and tend to look toward the SC or the earlier cars, thus effecting value. Coupe or targa value seems to start to favor

the targa, but not by much, \$6K to 10K.

924 all Here's another model that's difficult to place a value on. One thing that's certain, the special offering models such as the Sebring 79 model and the turbo, command more dollars. I've owned two 924's, and found both to be a reasonable car. Value range \$1K to \$6K, with most trading around \$4K.

911 1978-1983 The SC era. By most peoples standards, some of the best cars Porsche ever produced. Values have remained strong and are helped by the new Porsche prices. Up until the new body changes, a 78SC looked like a 88! 78's are still bringing the mid to high teens, with coupe and targa being much the same in value. 79

thru 82-83, slightly more, commensurate with year.

Now that I look back to the beginning of this short article, I see it's turned out long. Sorry!! I'll have to pick up at a later date and cover 944's, 928's and newer 911's. A note to the 944 buyer, prices in the last 6 months of all models, standard, S, and turbo have fallen off sharply.

Well, that's it according to me. You might think I'm all wrong and your car is worth far more than what I've stated. You may be right. I am by no means the absolute authority on values. On the other hand, you might think I'm over valuing the cars, if so give me a call...I might be a buyer! At least call me before you do Putnam!



Photo by Mike Kwasin

Pat Millican Receiving his most recent trophy from Art Woodworth

WERKFEST '91

SUNCOAST REGION PCA

REGISTRATION FORM

Entrance Fees: \$90.00 single and \$140.00 double until August 21

Entry fees include Friday night beer and wine party

Saturday night buffet and Sunday Banquet Dinner

Entrance Fees after August 21: \$100.00 single and \$150.00 double

MAIL CHECK AND FORM TO:

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ENTRANT _____

CO-ENTRANT _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ REGION _____

PORSCHE MODEL _____ YEAR _____ COLOR _____

AUTOCROSS CLASS _____

Events Entered

CONCOUR _____ AUTOCROSS _____ RALLY _____ TECH QUIZ _____

Individual Cost

_____ Extra Banquet Tickets \$35.00 Each (includes tax and tip)

_____ Extra Saturday Dinner Tickets \$30.00 Each

_____ Extra Children Saturday Dinner Tickets \$15.00 Each

_____ Autocross Only \$25.00 (Zone event)

_____ Concour Only \$15.00

Total Amount Enclosed _____ **Make check payable to Suncoast Region**

WERKFEST '91

SUNCOAST REGION PCA

The Suncoast Region will host it's 15th annual multi-regional event at the beautiful Saddlebrook Golf and Tennis Resort on Labor Day weekend, August 31, September 1, 1991

Attention members who have joined the Suncoast Region Porsche Club since last September:

This is the Big One! The Main Event! Our Premiere Activity of the Year! The One Your Don't Want to Miss!!!

Proposed schedule of events

Friday August 30

8:00 a.m. - 10:00 p.m.	Concour Prep
3:00 p.m. - 9:00 p.m.	Registration/Check in/Tech
5:00 p.m. - ?	Welcome Party Hospitality Suite

Saturday August 31

8:00 a.m. - 10:00 a.m.	Registration/Tech
8:00 a.m. - 9:00 a.m.	Final Concour Prep
8:00 a.m. - 11:30 a.m.	Bloody Marys and Pops
9:00 a.m. - 10:30 a.m.	Concour Judging
9:30 a.m. - 11:30 a.m.	Tech Quiz

12:30 p.m.	Rally Meeting
1:00 p.m.	First Car Out
6:30 p.m. - 7:30 p.m.	Cocktails (Cash Bar)
7:30 p.m. - 10:30 p.m.	Buffet/Door Prizes
10:30 p.m. - ?	Party Hospitality Suite

Sunday September 1

8:00 a.m. - 8:15 a.m.	Track Walk Through
8:30 a.m.	Drivers Meeting
8:45 a.m. Prompt	First Car Out
6:00 p.m. - 7:00 p.m.	Cocktails (Cash Bar)
7:00 p.m. - 10:30 p.m.	Dinner, Awards, Door Prizes
10:30 p.m. - ?	Party Hospitality Suite

Monday September 2

9:00 a.m. 12:00 p.m.	Fond Farewell Hospitality Suite
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How I Joined the PCA

by Jack Hartley

Since this series started, I have read some very exciting stories. I wish mine was as interesting. Ever since I was a kid, I read about cars. At 10 the car to have was a '49 or '50 Ford coupe painted yellow and black (I was a Ford man!). In my teens you had a '55 or '56 Ford or Chevy. After High School, I purchased the car of dreams (then) a 1957 Ford Fairlane convertible. Wow, was I hot stuff. A sports car was out of the question as impractical. While a 356 was not at the top of my list then (OK, I'll admit it, a '65 split window Corvette was the thing that dreams were made of!) I had always been interested in sports car racing. Several years later a "bug-eye" sprite came my way. For only \$900 I had my first sports car. I tooled around USF (in those days there were no campus police, and

lots of great turns) with great enthusiasm. Teaching (I thought) myself the fine art of car handling. When time came to repair the car, there was not enough money, and finally the car was sold for what I had paid for it. I bid farewell to the cold, wet, hot, jar your teeth out bug-eye.

Years past and my dream of owning another sports car seemed like a fantasy. Kids and bills took care of most of our money. Back in the early seventies I was working for Tampa Wholesale Liquor. I met another "young" salesman by the name of Mike Kwasin. Mike was the only salesman to make his calls in a 356 Porsche. While not the ideal car to drive all day in town making 30-40 calls, it certainly looked good. My interest was rekindled. Car magazines started

coming into the house again, but, no fear, I needed a car to work out of and we couldn't afford a "fun" car.

Then one day it happened. My wife's secretary's husband owned a TR-6 and was ready to sell. The car became ours, with all the joys of owning a British sports car with a hydraulic clutch. That's when I first started contributing to Dave Panaccione, and Dave Whites, house payments. I don't remember how many times I was called to pick her up due to leaky clutch cylinders!. Without air, and needing a valve job, the time came to sell the Triumph. Our baby sitter insisted on buying the car. It took over a year, but she and her Dad, working part-time, rebuilt the engine and refinished the car. Last I heard she is still driving it.

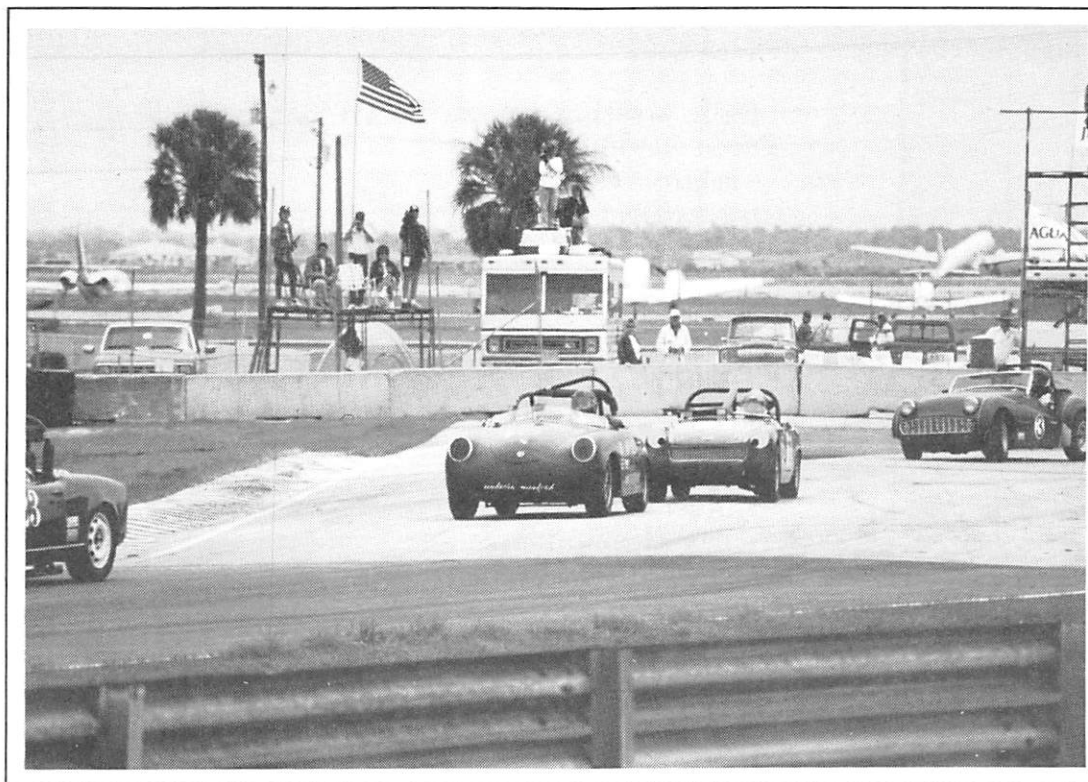


Photo by Jim Vandercrake

Don Guido in the SCUDERIA MANFRED 356 at Sebring 1991

With the kids gone, and (most) bills paid, (passing 40 also helped!) it was time to look for a Porsche. Over the years I had decided that this was the car to have. I looked at many cars. The car I should have bought was an early 70 911S Targa from Tennessee. The young man showed me pictures of the family stable of Porsches, and was saddened by the fact that he had to sell his. As an up and coming bank executive he required a car of substance that he could take customers in. The Porsche was immaculate. However it had no air. The price was right and declining every day. The lack of air was the governing factor in not purchasing the car. The fellow did tell us about PCA and gave me a copy of Panorama. We continued to look at all sorts of cars, none seemed quite right. When I saw my car at Reeves, we knew that it was the

one. A Minerva blue, whale tail Targa. It was everything we wanted. We negotiated our deal and we were off.

Exposed to Panorama several months before, we shot off the application and soon we were receiving Pano. Along with Pano came the Profile. We were introduced to the likes of Manfred and his escapades. It took over a year to get involved. Our first event was the Mulletfest where Don Guido was born. Manfred, Don Guido and the soon to be exposed Mike Cobb introduced my wife to Rumpelintz. Since then we have done the (talk to my lawyer in the morning) rally's, autocrosses, and driving events. Purchasing my Porsche I renewed my relationship with Dave Panaccione. Since my involvement with the driving events, and requiring the need for new tires, new brakes, new valves,

etc., etc., etc. I have since replaced his front lawn, recarpeted his house and have made several payments into the kids college fund.

Minerva is for sale now. We are ready for an events car, that's why the green Targa from Tennessee would have been perfect. Gina is not as hot about the driving events as I am, but is very active socially and drives occasionally. Our only regret is that we didn't get started earlier. We wasted over a year before attending our first event. We have made many friends and have done things that I had only dreamed about. Fellow members have taught me the fine art of high speed handling and how to really enjoy our car. It really doesn't take a lot of effort or money. If you haven't been to an event yet make plans to join us soon.



Photo by Bill Durman

Remember when?

And That's The Way It Was, 28 Years Ago Today

By Tom Briest

My how time does fly. We have now moved into July 1963. I don't know if this was a good year for wine, (I was too young to drink, and we all know "I" would never break the law and partake as a minor!!). But it was a good year for the Porsche Club.

The monthly meetings are continuing at the East Bay Country Club. The high-lite of the dinner meeting was the membership vote on the name for the newsletter. There were a total of 18 entries, and to show you that the club never changes (just the names of the membership), the titles were catchy, crazy, humorous, embarrassing and ... Does this sound like the current membership or what. It took a total of three votes to finally get it settled. Being a conservative type of organization they settled on a "catchy" title. Our new newsletter is now the "Porsche Profile" (and it still is!!). This month also sports 8 pages (3 pages all advertisers), and an expanded calendar of activities. The winner of the newsletter contest, who requested to remain anonymous, was the lucky recipient of a free oil change (with Castrol of course) which was donated by Herbs Sports Car Clinic.

This months activities include a Gymkhana, the regular business meeting, a Rally, two (yes that's two) Rally schools, and an Autocross at the ECI parking lot in St. Pete. This months Rally began at the west end of the Courtney Campbell Causeway, and ended at Cutler Motors in Sarasota, the Sponsor for the event. In addition to providing the trophy's for the event, Cutler is having an open house complete with refreshments, movies, chassis inspections and a few special surprises in store for their Porsche friends.

Due to "problems encountered" at the Gymkhana this month, Suncoast Region is adapting a set of PCA "Rules and Regulations". What is this ...? Is someone cheating?? The rules are quite extensive and cover three pages of the Profile.

Reading over the list, it bears close resemblance to our current By-Laws.

This months dinner social /membership meeting ended with the viewing of three movies. The first was a short take of last months Gymkhana from the passengers perspective, complements of Merrill Stebbins. Also included were two movies of Sebring, "Sebring 1959" and "Sebring 1961" (I wouldn't mind seeing these now).

This months Rally sported twenty two cars, a Chevy sedan, a Studeraker Lark, two VW sedans, two MG's, a couple of Triumphs and a slew of Porsches. As with Rally Masters ever today, it seems the Rally Master missed an all important "sign", turn toward "to Fla 589". Well it seems there were two "signs" and the Rally Master missed the first one. I'll bet this made the first checkpoint lonely. What's this, they had to throw out the first leg!! Sounds Familiar!!!

1st Place Driver - Larry Lymburger

Navigator - Fred Wienburg

2nd Place Driver - Lysle Nelson

Navigator - Rose Nelson

3rd Place Driver - Merrill Stebbins

Navigator - Jack Gibbons

4th Place Driver - Dr. Saporitto

Navigator - Mrs. Saporitto

First & Second were Porsche 90's, Third and Forth were Porsche Normals.

Technical tip of the month:

The quick way to determine how far the

tire wall rolls over on a hard turn is to chalk the side wall surface. Make your test run, and then observe the chalked area. The part of the shoulder that no longer has a "chalked" surface is the area of the tire wall that touched the ground when you negotiated the turn. All you have to do is adjust your tire pressure to give you that desired balance of "feel" and minimum wall area on the ground.

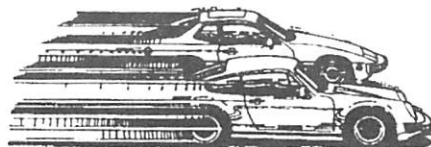
Something tells me they weren't sporting "50 series" tires back then. Oh well, the 78 series tires are gone, but the chalk is here to stay.



September 27-29, 1991

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.c.The Marketplace

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For Sale:

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,
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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 922-7881 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

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

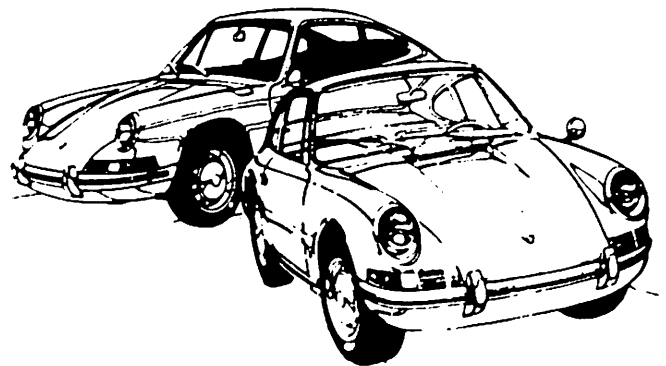
1986 DP 935, Original DP composite Slope Nose Coupe, adjustable boost, sunroof, 5K Alpine stereo & security system, Cellular, new Yokohama's, Champagne leather interior, 32K mi., always garaged with service records, immaculate condition, never damaged, \$63K, contact Gary Garbrecht 813-439-5540 Days.

1970 911 Coupe, White, new engine (1200 miles), Vintage Race Legal/Street Legal (Emissions Exempt), first place at Sebring 1991 Historic 3-hour Race, all the extrason this car, and money spent building it would fill this Profile, Call for details and a test drive. Mike Cobb 813 821-5312

1988 924S Guards Red, HOFCO Remote alarm with electric door locks, 4 spk. CD stereo sys, 27K mi, 4 yr. ext. wart. asking \$14,000 OBO. Call John Kloos, 813 621-2441 during working hours & leave message or call 813 835-0043 after 5:00 p.m.

Galvanized tub 911S VIN 9117201388 configured as '74 IROC car. One of the fastest and best handling 911S's in Zone 12. Very reliable 2.7 with 40 IDA Webers, crane cams, crankfire ignition, track suspension, brakes, cool brakes, dual oil coolers, lowered and lightened, lexan, lots of fiberglass body parts, fresh paint, race seats, harness, roll bar, Fitipaldi wheel, 2 sets of wheels & tires. This car was configured for handling, reliability and low maintenance. Call for spec. sheet only if seriously interested. Over \$35,000 invested - \$24,000, will consider partial pre-1975 914 trade, Art Woodworth, Jr. 813 973-4249

1990 Carrera 2 Cabriolet, Guards red/tan interior, 2,361 mi., Better than showroom condition, factory sports seats, Ltd slip, hand rubbed finish, extra show/autocross wheels w/RE71R's, can provide 5 year, 50,000 mi warranty over factory. Asking \$64,000. May consider 944 Automatic as partial payment. John Phillips, 813 884-4117 home, 813 884-6493 work.



Coming Events

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

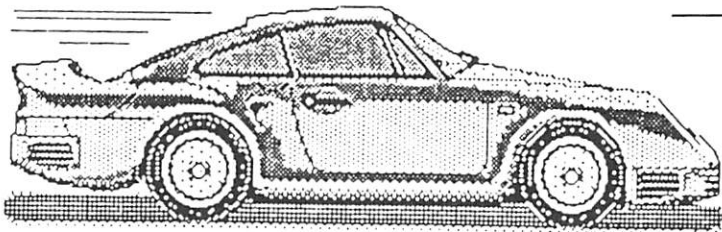
- 2 Board Meeting—Tylers
- 6 Zone 12 Autocross Jacksonville
- 19 Drivers Ed. Sebring
- 27 Autocross School—MacDill AFB

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