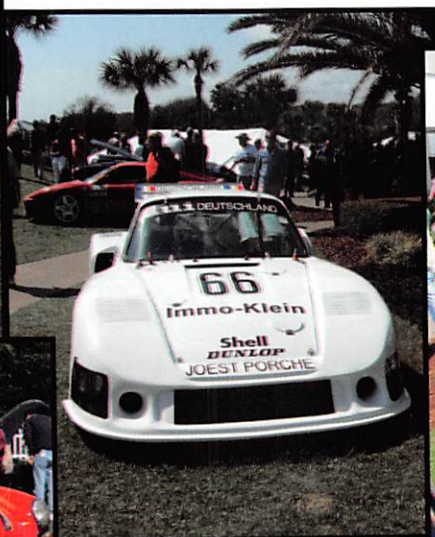


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The official newsletter of the Suncoast
Region Porsche Club of America

April 2007

profile



Photos courtesy of Ted Stasney



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Porsche Profile



April 2007

Editor's Corner

by Ted Stasney

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Please Note
Address changes
should be submitted to our
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e-mail:
dherndon@ix.netcom.com

Please Note
Our Profile Newsletter dead-
line for all ads, articles and
classified ads are due by the
10th of each month.

**Your Profile Newsletter is now
available in a digital format or
a pdf. In order to access it go
to the Suncoast
Web Site www.pca.org/sfl**

Upcoming Events

April 6th.....Board Meeting -
Gerry Curts Office
April 15th.....Autocross -
Zephyrhills Airport
May 5th.....Hall's Picnic in conjunction with
Rookie Weekend
May 5th.....Board Meeting at Hall's Picnic
May 5th.....Rookie Weekend -
Rally and Concours at Hall's Picnic
May 6th.....Rookie Weekend - Autocross
May 12th.....Drivers Education - Sebring -
Suncoast Region
May 19th.....Drivers Education -
Moroso-Gold Coast Region
May 25-27th.....PorscheFest in
Mt.Dora, Fl - Citrus Region

Attention Suncoast Members

Do you have an interesting story to share with us about you, your family and of course your car? Or an article of why you joined PCA and your experiences with our club? If you do, please free to send them to me (email a text file or a regular email works best). Photos are also well received. Remember the Suncoast Region is **YOUR CLUB** so feel free to participate and contribute your story.

email to:teds912@aol.com

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Suncoast

**Web Site www.pca.org/sfl
Webmaster@sfl.pca.org**

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- Subscriptions are available to non-Suncoast Region, Porsche Club of America members at \$24.00 per year.
- The ideas, opinions, and subjects are those of the authors and no authentication is implied by the editor, or endorsement given by the Suncoast Region, Porsche Club of America.
- For advertisements, black and white, camera-ready artwork to size is required. The only exception will be for business card ads, in which the business card itself will be sufficient. Remember, your ad will only look as good as your submission!

The President's Message

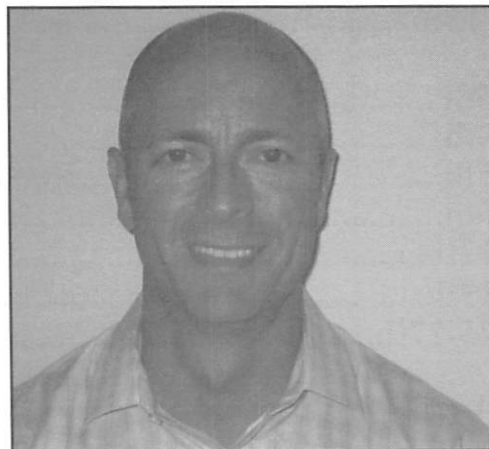
By Don Busby

I just got home from attending the swap meet hosted by Dave White's Motorsports, what a fun event! Mother Nature did her part by providing a beautiful, sunny day for us, and our members turned out in large numbers to part with their coveted treasures. There were plenty of deals done throughout the day and I am pleased to tell you that many once-orphaned Porsche parts have new, loving homes this evening! (much to the chagrin of a few spouses, I'm sure!) I want to thank Dave White and his crew for once again hosting this event and for putting together a nice display of street and race cars for our viewing pleasure. I'd also like to thank our own Dave Galon for organizing this event, great job!

I would also like to congratulate the 48 Hours of Sebring club race committee for putting on another spectacular event! I am continually surprised by how this team comes up with new and innovative ways to raise the bar, putting on a better event each year. The word is out amongst the racers, they know that this club race is a must-attend event, and because of that, it's now the biggest club race in the country. The race committee wants to send their thanks to all the volunteers that came out to support this event, we couldn't pull off an event of this magnitude without you!

I'd like to remind everyone that we maintain an email list of our members so that we can send out last minute notices of upcoming events or notices of events that we didn't have time to advertise in the Profile. We do have a significant percentage of our member's email addresses, but it's hard to keep it up to date. So if you are not receiving emails from us, please send me an email at busbyd@tampabay.rr.com and I will add you to our list. An example of what this gets you is the last minute notice of our drawing for a 2-seater ride in an IRL car at the St. Petersburg Grand Prix. Because we couldn't get the details finalized before the Profile went to print, we notified everyone by our email list. Stay tuned for a report on the winner!

We have some great events coming up over the



next few months, so please take a look at our schedule and come out and join us. For those that have been interested in getting involved in some of our driving events, but were a little hesitant, here's your chance. We have Rookie Weekend coming up. This weekend is specifically designed for the novice participant in our activities. So come out and join us for a fun weekend!

2007 Event Schedule

April 6th.....	Board Meeting - Gerry Curts Office
April 15th.....	Autocross - Zephyrhills Airport
May 5th.....	Hall's Picnic in conjunction with Rookie Weekend
May 5th.....	Board Meeting at Hall's Picnic
May 5th.....	Rookie Weekend - Rally and Concours at Hall's Picnic
May 6th.....	Rookie Weekend - Autocross
May 12th.....	Drivers Education - Sebring - Suncoast Region
May 19th.....	Drivers Education - Moroso-Gold Coast Region
May 25-27th.....	PorscheFest in Mt.Dora, Fl - Citrus Region
June 3rd.....	Autocross - Zephyrhills Airport
June 16th.....	Drivers Education -Homestead -Gold Coast Region
June 30th.....	Drivers Education - Sebring - Suncoast Region
July 1-5th.....	Parade - San Diego, CA
July28-29th.....	Drivers Education -Sebring -Gold Coast Region
August 4th	Drivers Education Instructors Day - Sebring - Suncoast Region
August 5th.....	Drivers Education -Sebring - Suncoast Region
August 15-19th.....	Asheville/Savanah/ Road Trip
August 31st - September 3rd.....	Rennfest - Peachstate region
September 9th.....	Autocross - Zephyrhills Airport
September 15th.....	Drivers Education - Sebring - Suncoast region
September 16th.....	Drivers Education - Sebring - Gold Coast region
October 6th.....	Fantasy of Flight - Wings & Wheels
October 6th.....	Board Meeting at Fantasy of Flight
October 7th.....	Autocross - Zephyrhills Airport
October 21-26th.....	Smokey Mountain III Road Trip
November 2-4th.....	Rennsport Reunion - Daytona International Speedway
November 11th.....	Autocross - Zephyrhills Airport
December 8th.....	Autocross - Zephyrhills Airport

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8:30 - 7:00

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**Suncoast Region
Board Meeting - March 10, 2007
Dave White Autosports and Racing**

President - Don Busby - called the meeting to order at 12:20 PM

Board Members in attendance: Don Busby, Janie Gaglione, Dave Galon, Danny Shields, Rich Tillotson, Page Obenshain, Ralph Carr, Ellen Riley, Amy Gustafson, Russ Lee, Dennis O'Keefe, Charlie Nelison, Dave Herndon

Non Board Members in attendance: Albert Carr, Sharron Shields, Bill Riley, Cliff Davis

Vice President - Dave Galon - present. Dave is working on collecting payments for the 2007 Profile advertisers.

Secretary Report - Janie Gaglione - present. February minutes were approved by email.

Treasury Report - Charlie Neilson - present. Charlie passed out the treasury report to be reviewed by the board members.

Membership Report - Dave Herndon present. Dave reported that we have 1,023 primary members and 833 affiliated members.

Social Report - Ellen Riley - present. Ellen reported August 15 - 19 they are planning an Ashville-Savannah trip; details to be published in the Profile soon. The Smokey Mountain III trip will be October 22 -26. Details to be published in the Profile soon.

Safety Report - Mike Lelak - not present. Don Busby reported for Mike that all of our insurance certificates are in place for our upcoming autocrosses.

Drivers Education - Amy Gustafson - present. Amy reported that registration is now open on line for our Drivers Education. As of March 10 we have 56 entrants for our next DE.

Competition - Ralph Carr - present. Ralph reported that Sun State Aluminum will give us an estimate on what it will cost to repair the doors on the trailer. Ralph mentioned that he would like to put a retractable awning on the side of our auto cross trailer for some shade; we may also need a new tent. We will need to have helmets on hand for rookie weekend. Dave Herndon made a motion that we spend up to \$300.00 on purchasing two helmets for rookie weekend, Charlie Nelison seconded the motion; motion approved by all. Amy Gustafson will look into purchasing the helmets.

Profile Report - Ted Stasney - not present. No report

Web Report - Dave Webb - not present. No report

48 Hours Report - Dennis O'Keefe - present. Dennis reported that this years Club Race was a complete success. Dennis has received many compliments from the attendees. Next year will be the 15th anniversary of The 48 Hours at Sebring Club Race. There is a video being made from this years race and will be used to commemorate the 15th anniversary event. This year the club race donated money to the Boy Scouts and the Florida Tornado victims.

Old Business:

Ellen Riley reported that everything is in place for Rookie Weekend.

Gerry Curts will handle this years rally; Roger Dordich will be in charge of the concours.

Gordon McKeehan from Suncoast Porsche will handle the food.

Page Obenshain mentioned that we will support the Ronald McDonald House with the funds from the revenues collected from this year's St. Petersburg Grand Prix. This is what we did last year.

New Business:

Dave Herndon mentioned that we should present Zephyrhills Hills Airport with a plaque to show our appreciation for letting us use the airport site for our autocross events.

Sharron Shields will look into a date in June for a wine tour in Clairmont Florida.

Dave Herndon will send the information on the Fantasy of Flight to Ted Stasney to be published in the Profile shortly.

Danny Shields made a motion to adjourn the meeting; Page Obenshain seconded the motion;
Meeting adjourned at 1:00pm.

Thanks to Dave White and Dave Gallon for another successful swap meet.

Jane Gaglione
Secretary

Come to the Rookie Autocross to test your Porsche's limits without breaking the bank!

By Ralph Carr Autocross Chairman

Its fun for all types of cars from the daily driver to the full-blown racecar!

All Porsche club members are invited to attend a rookie autocross on May 6th at Zephyrhills Airport. (Directions are on the web site.)

This event will start promptly at eight o'clock. What is an autocross you might ask? An autocross is a performance-driving event that pits car and driver against the clock; it's just you and the course. The actual courses are set up with cones much like something that you would see on Car and Driver skid pad tests. Your runs will be timed to show your progress.

This event is going to cater to rookies, however seasoned veterans are welcome to come out, drive, and instruct. In the morning we will split the course up into sections and instructors will show you how to approach each maneuver. I don't like to drop names but, Danny Shields and his wife Sharon with 12 SCCA national titles between them, will both be instructors, After every one has learned the individual maneuvers we will link the sections together to form the autocross course. All drivers must have Valid Drivers license, and persons under the age of eighteen must have parents sign a release form at the event.

Helmets are worn on the course for safety, the helmets must be snell 2000 or newer. We have no loaners so if you don't have a helmet we will find someone to share with you. Your car needs a little attention also make sure that your tires are inflated to the proper pressure and be sure they have enough tread. Wear clothes and shoes that you can drive in no sandals or flip-flops please.

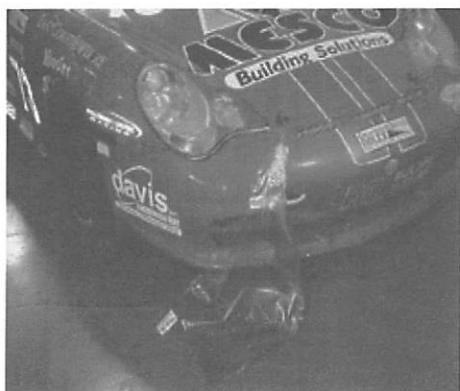
I really hope to see you all there.

Ralph Carr Autocross Chairman.

Email me at racergeorge@hotmail.com for any questions that you might have.

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Attention Suncoast Members

Do you have an interesting story to share with us about you, your family and of course your car? Or an article of why you joined PCA and your experiences with our club? If you do, please free to send them to me (email a text file or a regular email works best). Photos are also well received. Remember the Suncoast Region is YOUR CLUB so feel free to participate and contribute your story.

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This is for Autocross and Driver's Education

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You must have a helmet rating of M00, M05, SA00, or SA05 to participate.!

(NO EXCEPTIONS)

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SAFETY REGULATION**

"The Spinning Wheel" Continues....

By: Ugo Mantovani

Hopefully many of you where able to see, help or even drive during the "48 Hours of Sebring" event. During the 4 day event I put on over 330 miles on the track with the DE group. It was great!

On Thursday we had the track for 1 ½ hours, I know I didn't have to drive for the full session but I did and clocked 113 miles with the car running on fumes! Most of the other DE drivers "Wimped Out" before 45 minutes. When you have a great car and a driver that doesn't know any better...

A special thanks to Gordon of Suncoast Porsche for supplying a lot of good food. For Thursday and Friday night John Anderson and I did some of the cooking "willing to Cook" for food and drinks. And another special thank you to Carlos DeBonis also from Suncoast Porsche for heading the Tech lines both for DE and the race cars in addition to handling the scales with his better half during the weekend (note that she handles the instruments and Carlos handles scales, smart man I do the "Bull work" at home also). As usual it's always good to have my pit crew "Carlos" for most of these events.

As usual Art Stemler was leading the DE group. I know being a good driver helps, but I think having a "Stock... sure" twin turbo helps. My good buddy Page kept on letting me pass him and cutting his sessions short. I know he's a better driver, something about having feet/leg problems, old age I think. Mike McKenzie kept on running away from me but kept on cutting his sessions short, probably couldn't keep it up...HAHA!

I'm think most of you can relate to this, my son - in -law "Dan" came for one day, had a great time watching everyone having fun. Yep, this past weekend he decided that his daily driver was getting too old and in bad shape that my daughter, his wife, agreed to let him get a used Boxster. So in less than one day we hunted and bagged a very new 2003 with only 7,000 miles in Sarasota. He said he doesn't want to take it to the track and hurt it... to be continued. My suggestion would be buy another for the track! I don't think his wife will go with this idea..... unless she drives the newer one.

I don't know if I can keep these articles coming.... I'm getting old....

See you at the next event!
Ugo :o)

A TALE OF TWO CARS

By Russ Garvey

As is often my want, I spent some time in my audio room listening to music while contemplating the outline for this article. As the last strains of "Rude Mood," a rollicking blues infused piece included on Stevie Ray Vaughn's debut album "Texas Flood" faded to silence, I was struck by how music can really get your juices flowing. It's nearly impossible to sit still when Stevie Ray cuts loose. We are all the poorer for it that Mr. Vaughn is no longer walking this earth, providing new material for us to "rock on." Few things in life are the equal of music when it comes to providing that emotional high, except maybe driving a fast, nimble car...or, how about two! Courtesy of Bert Smith Eurocars, Rafael Hernandez and I were lucky enough to be provided a couple hours of unencumbered comparative driving; exploring the merits of two of the hottest production cars for 2006: the Porsche Cayman S and the BMW Z4 M Coupe.

Before we get started, I want to list some factors that will help define our preferences and biases.

1. Rafael and I both have 5+ years and 2000+ miles of track and autoX experience, so this will be an enthusiasts article. If you want to know about the leather, radios, nav systems, etc. look elsewhere.
2. We are both BMW drivers. Although Rafael is a newly minted Porsche owner, and I have, on occasion, driven the "Dark Side" marque, we are more intimately knowledgeable about the intricacies of the BMW "feel."
3. I previously test drove the "S" about four months prior to this comparison. If I had had an extra \$60,000 lying about and weren't married (the married bit being the major factor) the car would have been in my garage that evening.
4. We were told, after the test drives, that the "M" throttle bodies were electronically limited until the odometer trips 1200 miles. The example we drove had less than 30 miles logged, so it was power-limited to some degree. Keep that in mind if you drive one, it will be faster after break-in.
5. We didn't monkey with any of the electronic aid switches in either car; both were driven "stock."
6. We did not read any reviews or dealer stat sheets about the vehicles until after we drove them, so as not to be unduly influenced.
7. Rafael has most of his experience in a big engine BMW, while most of mine has been in a small engine BMW. As a result, our experience and demands on the track are not the same. For me, I have to be at absolute max speed at the apex since I don't have the power to accelerate to track-out. I have to feel that the car will power safely to the apex and "dig in" from there to the track-out point. Here's what Rafael had to say: "For me, I love to trail brake into the turn and use the power to get me through the apex. As I round the apex I gently apply more power to load the rear tires making sure not to cause an over steer until I can hammer it down as I track-out."

Let's get one thing straight. The Cayman S and the Z4 M Coupe are toys. Maybe not so much as the Lotus Elise, but toys none the less. Yes, they both have a degree of utility; and yes, you can certainly buy these cars as daily commuters, but why would you? These cars need to be aired out on a regular basis, at least once a month, with vigor. You will be missing a big part of the joys of ownership if they languish in the garage on the weekend.

With the exception of some of Porsche's mega-buck, limited-edition offerings, many people believe that both of these vehicles represent the best handling cars produced by each manufacturer. At the risk of offending some 911 and M3 fans out there, I happen to be in agreement with that assessment. I can't see spending the extra \$20,000 or so to spring for the bigger P-car; and, of course, we have yet to see the e92 M3. Not only did each car live up to our expectations, but they excelled in heretofore surprising areas for each marque - The "S" was faster than expected and the "M" handled better than expected.

To delve into the details of this review, we'll break it down into five categories: weight, performance, handling, ergonomics and styling/storage/price. But first, where the rubber meets the road, there might be a slight edge for the Porsche right out of the box because of the wheel and tire combination. The P car was equipped with upgraded 19" wheels wearing Michelin Pilot Sports, while the BMW came with the stock 18" wheels shod with Conti Sports (no run-flats!). There might be room for argument concerning the advantage of bigger wheels, but I think the general consensus is that the Michelin is the better tire.

Weight

For those of you who believe a few less pounds are equal to or more useful than one more horse power, then the "S" scores a few points by tipping the scales 254 lbs lighter. But how you wear that weight is also important. The "M" has a near perfect 0.4% front to rear ratio, while the "S" is 6.0% heavier in the rear. By contrast, my lowly little 318ti with its missing rear end has a differential

Continued on next page

A TALE OF TWO CARS continued

of less than 3% favoring the nose; so I was a little disappointed to see that number for the mid-engine Porsche.

Performance

Both Rafael and I felt that the "S" exhibited smoother torque throughout its range, while I felt that the "M" had greater "head snapping" acceleration while navigating full throttle up-shifts. The torque graphs bear out our observations with two plateaus showing greater average torque for the "S" at 2500rpm and again at 4500rpm, while the "M" curve showed much greater torque earlier with a gentle up-slope thereafter, peaking at 4900rpm.

We were both surprised that the "S" out-accelerated the "M" from a standing start, but with #4 above, I would expect that to change...however, in comparison, the "S" was a lot faster than we expected it to be. For the record, the BMW is rated at 330 HP and the Porsche 295 HP. With the flatter torque curve, the "S" compared very favorably with the "M" in higher speed/gear acceleration. I thought they were equal in this regard; Rafael preferred the "S."

There's not much to say about shifting gears in these cars. When you don't have to think about the shift before completing it, that's a good thing. If we had to choose one over the other, I think we'd both agree that the "P" shifter is the smoother of the two, but BMWs are notorious, at least in my experience, in requiring a period of break-in before the shifter smoothes out.

BMW hit a home run with the "M" brakes. In fact, Rafael and I thought they were vastly superior to anything we have driven. It's not that the "S" brakes were not up to par: Porsche installs fine brakes on their cars; it's just that the BMW brakes were that good. The brakes were so good, in fact, that if I owned this car and wanted to start upgrading bits and pieces for the track (we're never quite satisfied are we?), the brakes are probably the last thing I would seek to improve.

Handling

Here's where things get interesting and maybe where pre-conceived marque prejudices rear their ugly little heads. I really, really liked the "M" handling -- the best I have driven from Munich. The initial turn-in is startlingly quick, the least amount of under steer I have yet to see in an unmodified BMW and a match for its head-snapping acceleration mentioned above. In mid-turn, approaching the apex, the car seems to hunker down and impart a sense of solidity that challenges you to mash the accelerator looking for the track-out. You just feel that this car is only going to go where you point it.

The "S," by comparison, has a very smooth initial turn-in, less twitch than the BMW. Once established in the turn, however, things can get a little dicey. I was never able to match the speed of the "M" from apex to track-out. I didn't get that feeling of stability halfway around the turn, as I could tell that the rear wheels danced, ever so slightly, at the limits of adhesion. Rafael, as a new P-car driver, felt a little more comfortable with the turn characteristics and generally preferred the "S," but did admit to the loose rear end.

It should be noted that we were able to break both rear ends loose from a standing start into an immediate hard turn. As expected in a sports car of this variety, they both recovered nicely.

Ergonomics

Looking In

As a 17-year BMW driver (3 series), I know there is a certain feel to all of the various derivatives of these vehicles. One that never seems to change much is the distance ratio of the pedals, steering wheel and seat position. Maybe it's that I'm just used to it, but it felt "right" sitting behind the wheel of the "M." Rafael thought it was a little bit of a tight squeeze to climb into the cabin. The pedal-to-wheel ratio in the "S" was shorter. When I positioned the seat correctly for the steering wheel, my legs were bent more than I like; and I'm not that tall. The "M" seat was also a better fit for me than the "S" -- more snug, more to my liking. Rafael liked both seats, calling them "firm." To be sure, the "S" had the roomier cabin, but that was not a big selling feature for me. The steering wheel in the "M" was chunkier than the "S." I slightly preferred the fatter wheel but I could live with either one.

Looking Out

The view from the driver's seat is equally bad from both cars looking towards the left and right rear quarters. Well...let's just call it non-existent. Out the rear window, the "S" fares better than the "M," maybe by 30% or so, but neither car's view is great. Of course, the dealers claim you don't need to look back there anyway; nobody's going to catch you.

As I mentioned above, from the driving position the "S" has a roomier feel. Although I didn't check the measurement, I think the "P" car is wider. This probably contributes somewhat (wider windshield?) to the better view over the nose in the Porsche. Rafael appreciates that he can see the right front fender area better than from inside the BMW. You can achieve nearly as good a forward view in the "M," but you need to raise the seat height a bit; and when you do, you exacerbate the already-limited rear view.

Continued on next page

A TALE OF TWO CARS

continued

Styling/Storage/Price

How did the cars look at first glance? Do we really need any utility? Is cost really a factor? Mmm...Great? Maybe? And, let me check my bank statement.

First the BMW: I love the look of this coupe; from all angles, the view is terrific. When the Z4 roadster replaced its Z3 counterpart, I was a little "under-enthused." Nice car, but I didn't see stars; the heavens didn't open up. But with the release of the coupe, all of that has changed. The flame surfacing actually seems to work with this design. I was one of those few who really liked the Z3 coupe. But this new edition has won me over. Rafael especially likes the rear view with its prominent stainless steel quad exhaust, but he was a little disappointed with the nose. Storage capacity is not a big feature with this car. Not much room in the cockpit, and the already small trunk is limited by the need for the tire repair kit, as this car comes sans run-flats. You will definitely be packing light for a weekend getaway in this car.

Rafael and I both agree that the nose of the Porsche is a little, well, ordinary. Now, now, we're not dishing the design; we love the style of the 911. We just feel that this car should have been given its own "look," although this bothered Rafael more than it did me. I especially like the rounded, well-defined rear fenders.

We have mentioned size several times in this article as it pertains to the "S," and we'll mention it again. This car feels roomier and has a good 50% greater storage capacity with its front and rear trunks, made possible with the mid-engine design.

Maybe borrowing a bit from the Panoz racer, both cars had a design feature that we really liked --the slightly rounded "bubble" roof line, which not only looks cool but seems to say, "Yeah, your helmet will fit in here."

Depending on options, you will spend, on average, about \$9,000 - 11,000 more for the Porsche Cayman S than the BMW Z4 M Coupe; not an insignificant sum. But I guess the differential is not so bad when you consider the difference in price between the M3 and the 911 over the years.

Making a Choice

What we have here are two different answers to the same problem; the paradox is that both answers are correct. In other words, these cars couldn't be more different in their approach, and yet they provide nearly the same result in the end.

If you want smooth acceleration, easy driving around town, a little utility with your style and you still want to tear it up at the track on the weekend, then the Cayman S was made for you. The "S" exhaust is a little louder than the "M," and it is just a bit rougher ride on the highway. But city driving in the "S" will be a pleasure because of its smooth handling and effortless acceleration.

If, on the other hand, you always want to experience the power of the up-shifts, enjoy precision turns around town, know how

to pack ten pounds of crap into a two-pound bag, and still tear it up at the track on the weekend, then save \$9000 and get the Z4 M Coupe. With the money left over, you can buy more clothes at your destination! The "M" is the quieter of the two and is the smoother highway cruiser, but driving around town will be a little more of a chore: the coupe is a bit "jerkier" on the shifts in stop-and-go traffic.

If each of these vehicles existed in a vacuum, that is, without the other, I suspect we'd have more than a few defectors from the opposing brand. As it is, I think seasoned Porsche drivers will prefer the "S" while the same can be said of true "bimmer-philies" as regards the "M."

What is my final choice?

Now I know you don't want to hear this, but you really can't go wrong in choosing either vehicle. I do, however, have a favorite. When I first drove the Cayman S, as I pointed out in #3 above, I was ready to sign on the bottom line. My impression was that the handling was far superior to either the 911 (my exposure is to several 911 models from 2003 to 2006) or the Boxster S.

Driving the M Coupe made me re-think my first impressions of the Cayman. I have driven all variations of the M3 lineage as well as the new 6 series and the 335i coupe; none will out maneuver this new entry in the BMW line. As I've said, I liked the quick initial turn-in and the low-end torque, but what puts this car over the top for me are the handling characteristics in the turn after the apex and the tremendous stopping power provided with the new brakes. So, in the end, I am going to have to go with the party line here and drive away in the BMW Z4 M Coupe.

What is Rafael's take on this driving exercise?

"I am torn between both cars. The modern looks of the M coupe appeal to me, but the steadiness and balance of the Cayman just feel right. If I had to make a choice I would pick the Cayman, unless I could have them both!"

More than a few years ago, before she was awarded her own TV show, actress Jenna Elfman was featured in an ad for some forgotten car company touting the choices available. She played a waitress repeatedly questioning a customer, in obvious reverie over those choices, "decaf or regular...decaf or regular?" Here are two car companies also offering choices: Low-end torque or mid-range torque, smooth turn-in or aggressive turn-out, a little storage or a lot of storage, in-town commute or long-range cruiser? Once you can answer these questions you will have made your choice too.

Russ Garvey

(Rafael Hernandez contributed to this article)

Note: In addition to Bert Smith Eurocars, the writers would like to thank Sales Manager Rich Galek and Client Advisors Sandra Meek, Brandt Baker and Bill Pryor for their assistance in making this test drive comparison possible.



The Rookie Weekend Bonanza

Saturday, May 5th, 2007

We start the day with our fun Rally which is for all members. If you have never been in a Rally, this is your opportunity. You will receive written directions along with a brief meeting telling you how to play the game. The Rally begins at Reeves Import Motorcars which is located at 11333 Florida Ave. North, Tampa, FL. Registration time is 8:30am, 9:00 Drivers meeting, 9:30 first car out.

The Rally ends at the palatial home of Richard & Marlene Hall. For those not doing the Rally, the fun begins at 12 noon. Bring your wife, girl friend, children or grandchildren. The Hall's address is 714 Apollo Beach Blvd., Apollo Beach, Florida. **PLENTY OF PARKING SPACE.**

There is plenty of parking and be prepared to have your car judged in a casual Concours d' Elegance. What do we mean by that? The dirtiest Porsche, oldest Porsche, best color, race car, and cleanest in the world! We may decide to have other contests if we can think of them.

Suncoast Motorsports will provide refreshments and food. Richard Hall will display his cooking talents with hot dogs and hamburgers.

You must bring a covered dish: A-F Salads, G-L Covered dish, M-R Appetizers, S-Z Fruit or Dessert.

Last year we had a record crowd, so RSVP to Ellen Riley 863-619-8983, or p951@aol.com. You can also RSVP to the Hall's at 813-645-6985. The deadline for your reservation is April 25th!

Come join the friendliest, nicest group of Suncoasters that you can imagine! It is a fun day for the whole family.

Directions to the Hall's palace:

Take I-75 South to the CR-672 exit (#246) towards Apollo Beach (0.20 miles

Take the CR-672 ramp toward Apollo Beach).06 miles

Turn left on Big Bend Rd/CR672 West (1.54 miles)

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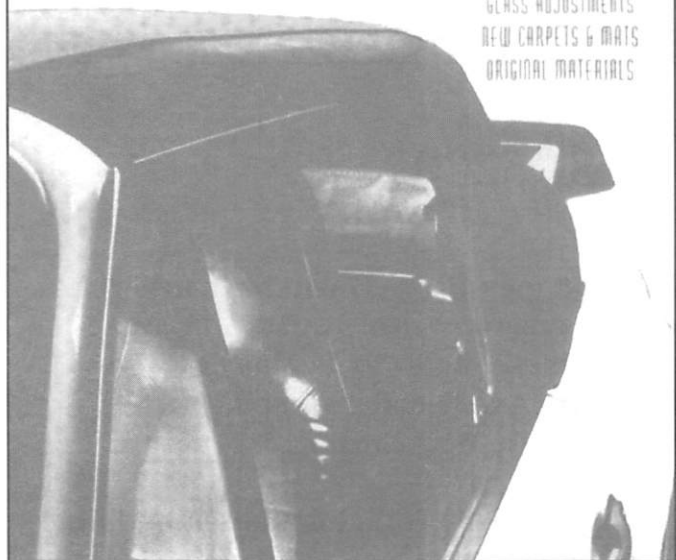
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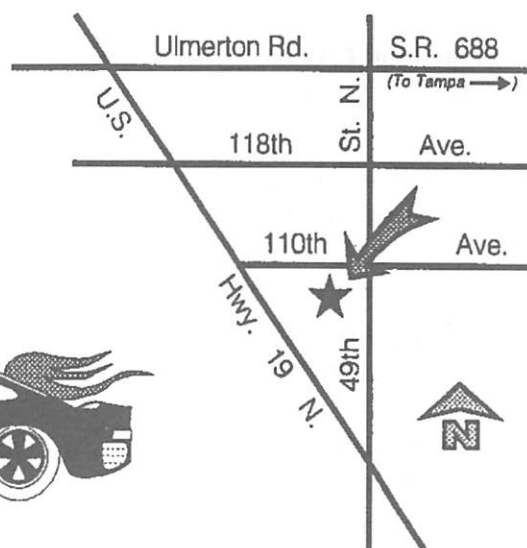
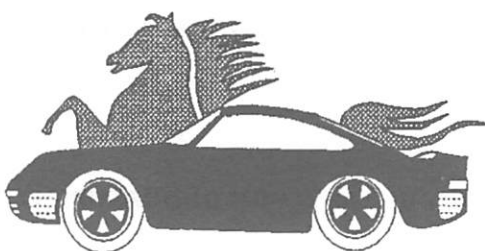
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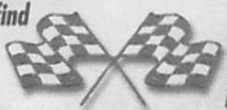
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AUTOCROSSERS SPRING AHEAD INTO THE DRIVING SEASON

By Danny Shields

Suncoast Region's largest autocross of the new season ran under sunny skies on March 11, the first day of daylight savings time. Good participation by BMW drivers and an enthusiastic group of Porsche newcomers made the event the largest yet this year, with 41 competitors.

Competition Chairman Ralph Carr and father Albert Carr showed up driving the black ex-Obenshain Boxster S. Ralph designed an exciting and fun course that left drivers eager for more, even after the allotted five timed runs.

Joe Burley, the Porsche Service Manager at Reeves, arrived with coffee and doughnuts for all, plus Porsche hats and other prizes. He displayed a new-generation Cayenne. Gordon McKeehan of Suncoast Porsche brought a BBQ lunch for everyone, using his 944 Turbo as the rapid-delivery vehicle.

Troy Roberts defeated Bill Riley for top honors in S4, driving a beautiful new 997 "S". Maury Hamill needed a killer final run to win the hard-fought S2 Boxster class over Burley, who was driving Ben Liner's Boxster, all on new ADVAN AD07 tires.

Dan Shields had Fast Time of Day, while Sharron Shields claimed top time among the ladies, both driving Sharron's blue Boxster S. The couple also served as driving instructors, offering guidance to other competitors and making sure that everyone came away with complete, scored runs.

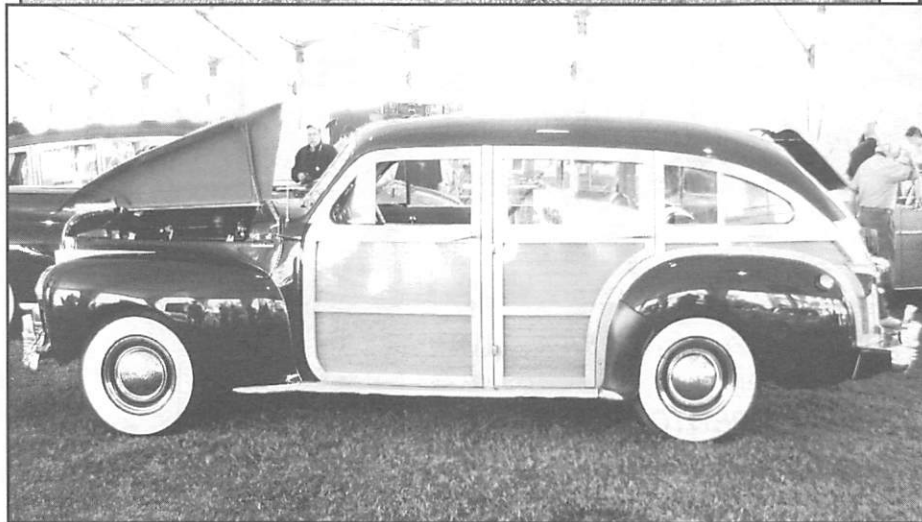
Barry Miller drove his 318ti to top time among the BMWs, while Penny Estrada was quickest of the BMW Ladies in her M3. Mike Southard took the top Other time, driving a Miata recently acquired from Chris Harvey of The Tire Rack. Mark Lasota, who has been helping to set up the events, gave him a good battle, driving his MazdaSpeed Miata. Chuck Drake unveiled his beautiful new Cobra replica and had a ball.

Autocross results are being posted on the club's web site. Points scored at each event will count toward year-end championship trophies.

Concours d'Elegance Amelia Island March 9 - 12, 2007

More than 250 vintage cars were entered at this year's Concours d'Elegance held at Amelia Island, March 9 thru the 12th.

Photos courtesy of Ted Stasney



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**Location: Charlotte County Speedway
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John Oppihle

Disclaimer: Both John Oppihle and Jean Sauriol are Porsche Club members. They have enjoyed the karting experience and wanted to share it with other members, however this is not a PCA sponsored event, this is an IMA sponsored event. Enjoy!

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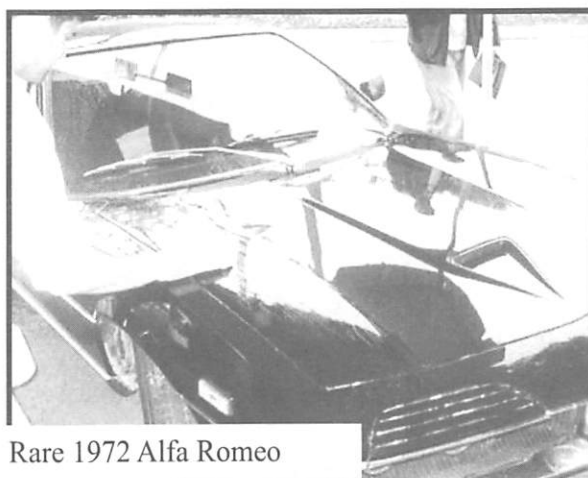
March 3, 2007

By Bob Gibson

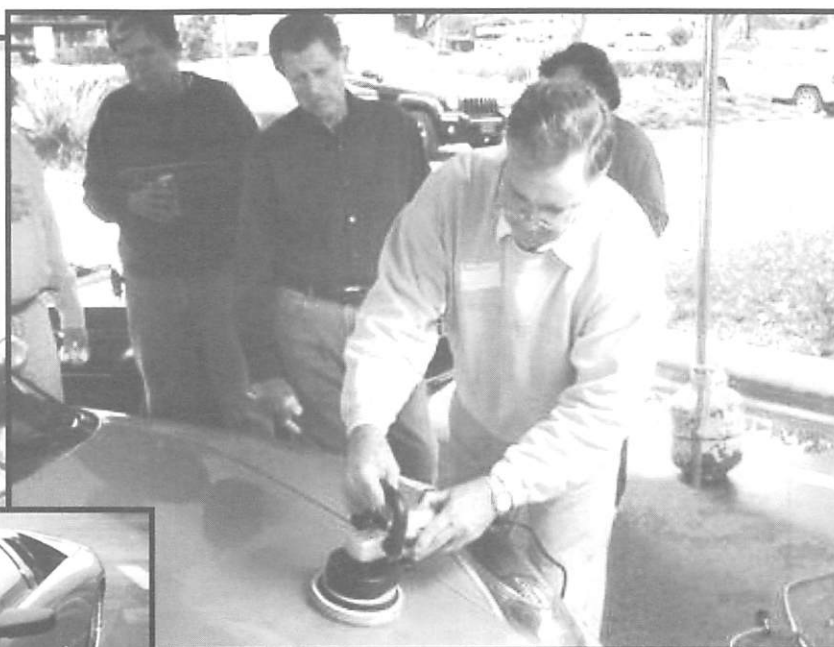
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2003 911 Carrera Coupe Silver with black interior, 6 speed, excellent condition, remainder of factory warranty, original owner \$51,500 727-804-4081

1989 911 Carrera Cabriolet 104K well maintained miles, Clean and in great mechanical condition. Special Order Velvet Red with Dove interior and black top. Books and Records, Asking \$15,500, Neg. Car is located in Sarasota, FL Call Vinny (941) 735-9901 for more information or e-mail v_catena@yahoo.com

com for photos and details.

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Continued on next page

Market Place Cont..

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Porsche car cover and storage bag, used only to cover car while in storage. Three quarts Mobil 1, 15W-50 Two liters of Porsche coolant One 22 inch wiper blade with carbon fiber look. No reasonable offer refused. Dick Baumgartel 941 748 5499 or email tenorsaxhsd@earthlink.net

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**See Page 4 for
Autocross Dates**

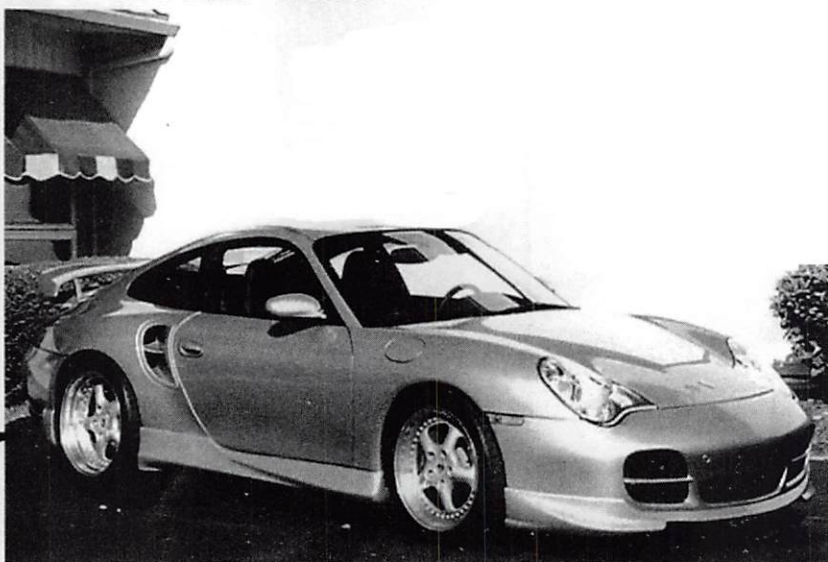
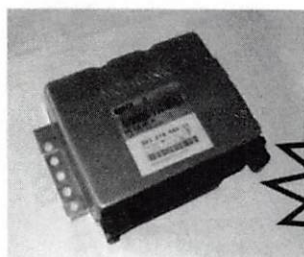
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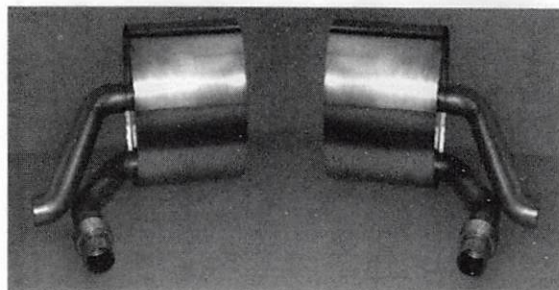
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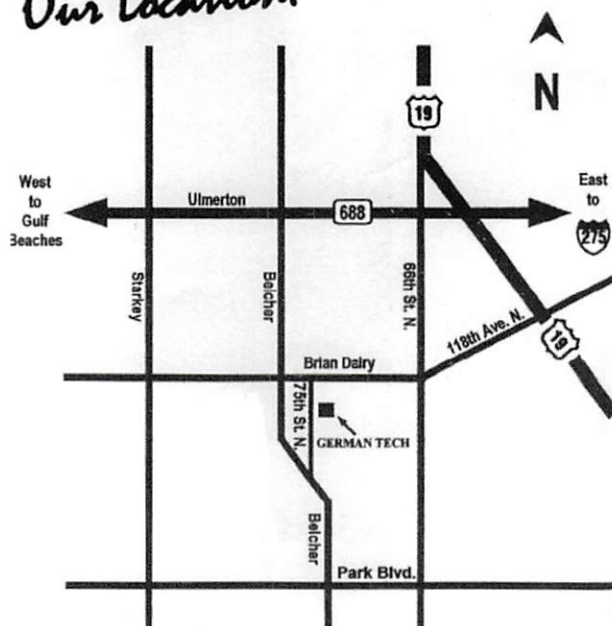
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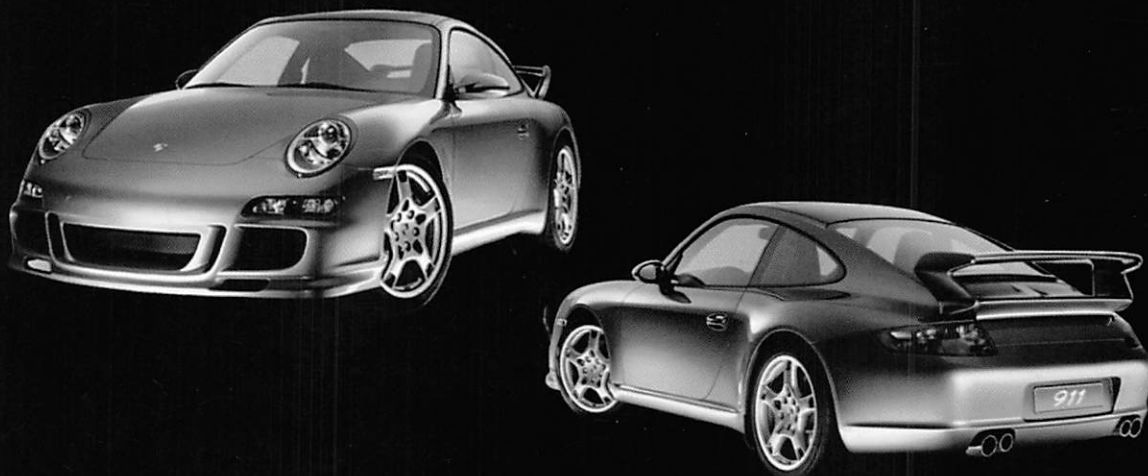


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