



# PORSCHE Profile



**Coming Up!**

- **Feb. 5 to 8**  
16th Annual  
48 Hours at Sebring
- **Feb. 11**  
Date Night, 7 p.m.  
and Board Meeting,  
Bella Brava, St. Pete
- **Feb. 18**  
Events Planning Meeting,  
at San Remo Pizza,  
Apollo Beach, 7 p.m.

**Save the date!**

- **Sat., April 25**  
Sunrise/Sunset Rally IV,  
More info to come



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## Porsche-BMW Challenge Autocross

Ralph Carr drives his Boxster S to the limit in the Porsche-BMW Challenge Autocross. Photo by Sharron Shields.

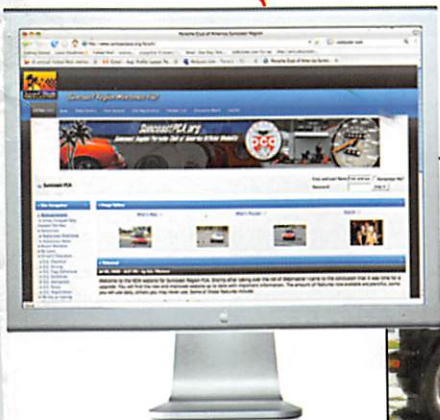
Happy Valentine's Day!

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*Plus so much more!*



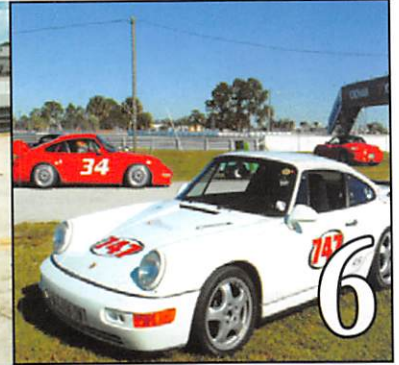
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**8**



**16**



**6**

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All submissions, photos, ads, editorial and changes are due by the first of the month prior to the next issue, eg. Feb. 1 for insertion in the March issue.

Contact editor Alicia Nordquist,  
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with suggestions, comments,  
and further information

Porsche Profile is also on  
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[www.SuncoastPCA.org](http://www.SuncoastPCA.org)

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Rates apply for 12 months commencing with the January issue, and are subject to change. Advertisers will be notified prior to increase.

Display ads must be camera ready, scaled to page size, and require no change in text or graphics.

Business cards are accepted as camera ready and will print only as good as what is submitted.

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# PORSCHE Profile

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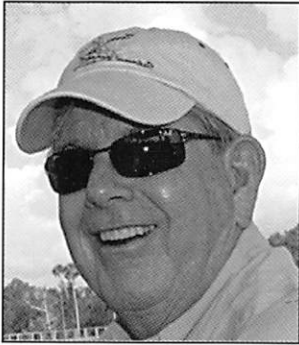
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# The Membership Starting Line



by Page Obenshain,  
Membership Chairman

Here are some facts for you to ponder: 27 percent of our members live in Pinellas County and another 27 percent live in Hillsborough. Of the two have only three more members. I am not going to tell you who is the winner, but if both make an effort get new members to join (or not drop out!), then in a few months I will report which county is winning. In third place is Sarasota County with 12 percent, but you may argue that fourth place, Manatee County, should be included. The total would then be 12 percent plus 8 percent for a total of 20 percent. Having said that, one could argue that Pasco should be combined with Pinellas and on and on.

Another tidbit. Seventeen percent of you do not even know in which county you live! You did not put it on your application for membership.

We have members from out of the PCA Suncoast Region assigned counties who are Suncoast members and it must be because we have a great club.

Lastly, I was the recipient of the great Dutch Howard award for 2008. I thank you all for your support and I was shocked and honored to have won. There are so many in our club who work very hard to make this a great club and they also deserve a big thank you.

## I am pleased to introduce our new Suncoast Region members:

- Lloyd & Martha Childress, Spring Hill, 1999 Silver Boxster
- Troy & Cynthia Elenz, Riverview, 2005 Grey BoxsterS
- Chris & Alicia Kirk, St. Pete, 2004 Dark Blue Boxster
- David Lawman, Valrico, Fla., 1985 GP White Carrera
- Palbo & Polly Ortiz, Lakeland, 1986 944 White Turbo
- Thomas Paterek & Victoria Spera, Treasure Island, 1987 Flat Black 924S
- Robert Paver, St. Pete, 2008 Arctic Silver Carrera S

## Transfers In

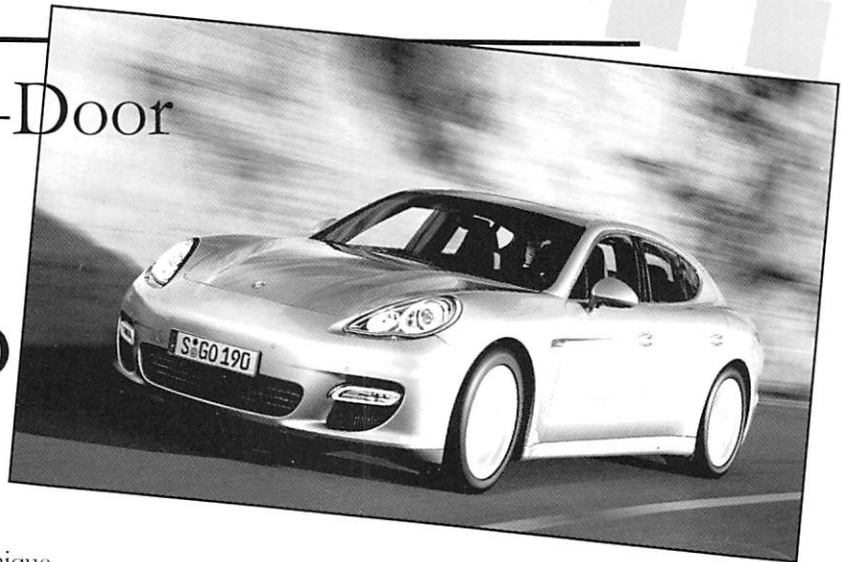
- From Potomac, John & Joanne Barrett, Sarasota, 1999 White Boxster
- From Chesapeake, Janssen, Patricia, Venice, 1988 944
- From Gold Coast, Brad Morris, Sarasota, 2008 Blue Cayman S
- From Las Vegas, Jeremy & Louise Parker, Tampa, 2000 Red Boxster
- From Gold Coast, Helen & James Rosburg, Odessa, 1995 Black 911

## Porsche Presents Four-Door Panamera Gran Turismo

STUTTGART – Roughly nine months before the actual market launch, Dr. Ing. h.c. F. Porsche AG has released the first official photos of the Panamera in its final look. In its design, profile and silhouette, Porsche's unique four-seater stands out clearly as a new member of the Porsche family. Conceived and designed as a four-door grand touring sports car, the Panamera combines numerous talents: sporting driving dynamics, a generous and variable interior, and the supreme driving comfort of a Gran Turismo. The Panamera is Porsche's fourth model series.

Through its proportions alone, the Panamera stands out clearly in its market segment: measuring 76.0 inches in width, the Panamera is wider, and measuring 55.8 inches in height, lower than comparable four-door models. The unmistakable, sleek GT silhouette is created by the car's overall length of 195.7 inches and short, sporting overhangs front and rear. In its styling and details, the Panamera follows the design philosophy refined over decades on the 911 and successfully implemented also on the Boxster, Cayman and Cayenne.

The Panamera comes with highly individual, strongly contoured air intakes instead of a conventional radiator grille. Striking wheel arches and the long and sleek engine compartment lid create that typical 911 "landscape" at the front end of the



car, with the distinctly contoured wings as flanks bordering on the flat front lid. The V-shaped seams along the engine compartment lid and the rear window tapering out like an arrow to the rear convey the features characteristic of a sports car to the new, highly individual Panamera class. The striking, muscular shoulders over the rear wheels, the dynamic sweep of the coupé-like roofline, and the visible tailpipes bear out all the DNA so typical of a thoroughbred Porsche.

Now, thanks to the new concept of space and the sporting architecture of the interior, the car's occupants are also able to experience this special "pilot feeling" on all four seats. All four occupants enjoy supreme ergonomic comfort on both the front seats and the two firmly contoured single seats at the rear. The luggage compartment easily takes up all the passengers' luggage. The variable space concept with its folding rear seat backrests enables the driver and passengers to adjust the luggage space individually. And the coupé tailgate in the sporting rear end combines superior suitability for daily use with stylish elegance.

*Continued on page 23*

# Porsche Autocrossers Rally to Win 2008 Porsche-BMW Challenge



Suncoast Region Porsche drivers turned out in force, and turned on the speed to win the 2008 Porsche-BMW Challenge Autocross at the Zephyrhills Airport on December 7, 2008.

Danny Shields (43.558), Tod Byram (45.697) and Sharron Shields (46.729) had the top three times overall, all driving Sharron's blue Boxster S. Competition Chairman Ralph Carr (47.654) brought his black Boxster S home fourth overall. Behind Carr was the top BMW of Penny Estrada (48.123), followed by PCA's Rick Meyer (48.89) in his 911. Barry Miller (49.435) and Carl Wagenfohr (49.827) rounded out the top three BMWs.



*By Danny Shields*

The day began cool and breezy, but soon warmed up under sunny skies. Ralph Carr and Mark Lasota designed an exciting course to challenge the drivers, with many quick offsets, lane changes and a long slalom, plus one simple-looking "180" that turned out to be very difficult to get right.

Entries were randomly divided into two run groups, to minimize any disadvantage from running early on the dusty asphalt surface of Taxiway B. After an instructed course walk and drivers meeting, each group received a parade lap and five competition runs, with each driver's single best run counting for the awards. In addition to the club challenge trophy, glass trophy mugs were awarded to the top finishers in each PCA class, plus "BMW" and "Other." The quickest "Other" driver was Jorge Santiago in an awesome new Nissan GT-R.

The Porsche drivers had fallen behind their BMW rivals during the first phase of the home-and-away pair of autocrosses that comprise the Challenge.

That event was hosted by the BMW club at Hernando County Airport in Brooksville on November 2, 2008. Although Boxster Ss driven by Shields, Carr, and Mark Lasota (subbing for Sharron Shields) turned the top three times overall at Brooksville, the BMWs incredibly claimed the 4th through 12th places and built what looked like an unassailable lead of 1.7 seconds average time.

Much of the credit went to a strong Mini-Cooper

contingent, led by Patrick Wallis and Allan Gross, whose tiny cars are grudgingly classified as "BMW's."

But the quick Minis did not show for Zephyrhills. The Porsche faithful roared back on their home turf, easily overtaking the BMW team.

Porsche participation was much stronger at Zephyrhills than at Brooksville. Although Suncoast Region had no less than eight class winners at July's Porsche Parade in Charlotte, only three (D. Shields, Maury Hamill, and Tom Briest) had taken part in the Brooksville event, and Briest was driving his 944, rather than his Parade-winning 997S Club Coupe.

For the finale in Zephyrhills, Shields and Hamill were joined by fellow Parade class winners Bill Riley (49.113), Sharron Shields (46.729), Caroline Spencer (49.310), and Barrie Romkey (51.326). (Mark Krekorian was the club's other class winner in Charlotte, but did not bring his super-clean 993 C4S to either portion of the Porsche-BMW Challenge.)

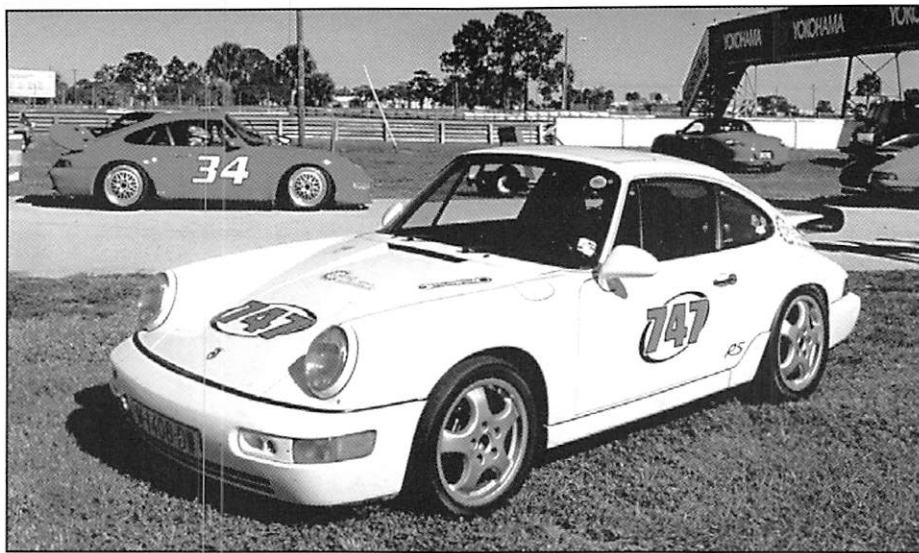
Other Porsche drivers who improved the marque's average time at Zephyrhills included Doug Weatherby (49.544), David Herndon (50.200), David Borbely (50.260), Jerry Eggert (52.053), and Adam Scafario (52.167).

While the friendly inter-brand competition adds some excitement, the Challenge events are really about participation and involving new competitors.

That is why the scoring is based on the average time for each brand. Everyone has an interest in helping fellow drivers go faster. Again this year, several members who had not been competing regularly turned out for the Challenge events, and shared in the fun of the club competition.

Suncoast Porsche once again provided lunch for all participants. It was the inaugural event for the club's new red equipment trailer, which will be stored between events at Paul Correia's Sunstate Aluminum in Zephyrhills.

*Above photo captions, left to right: Sharron Shields' Boxster S "Bluey" led PCA's successful defense of the Porsche-BMW Challenge Cup, with overall wins at Brooksville and Zephyrhills; Kirsten Eggert and Karen Smith enjoyed competing in the Porsche-BMW Challenge Autocross in Brooksville. Shown here with Karen's Carrera between runs; photos by Sharron Shields; Danny Shields drove Sharron's Boxster S "Bluey" to Fastest Time of Day at both Porsche-BMW Challenge autocrosses. Photo by Mike Kwasin.*



# Spinning Wheel

By Ugo Mantovani

The November Instructors day and DE weekend was great! Cool weather, thank you Lord! I put on over 270 miles on my car in two days. My RSA and I felt great passing many cars from Turbos to a couple of GT3s. Since a few have asked what have I done to my RSA's engine (I guess it is somewhat fast), the following is an update of a previous article:

I feel I should "come clean," again, as to what has been done to make my RS America so fast. I know that most of you will agree that it can't be the driver. I really need to do this for Dennis O'Keefe, since he has asked again, "What have you done to the engine!?" Please note that most of the time only Turbo and GT3 drivers, including Art Stemler, can pass me. Sooooo, now I will leave it up to each member to choose the option he/she would like to believe.

## Option "A" (and most believable)

- Supercharged the engine and Dyno shows 450 HP with 400 ft/lb from 1,000-8,000rpm.
- Upgraded brakes to Titanium rotors with 8 piston calipers.
- Tires, 285X17 front and 425s in rear.
- Most body panels have been replaced with carbon fiber.
- Fuel, a special blend of high test, jet fuel, animal fat and ground up eagle feathers (no eagles have been harmed).
- The car now weighs a total of 1,800 lb. with me as driver.
- There is no truth that there is another engine under the front bonnet (at least not yet).

## Option "B"

- Throttle body has been bored out.
- Both mufflers are gone and exhaust system has been modified included headers.
- Chip has been re-configured.
- Heads shaved but "stock parts" from a special shop. This was done after a track day when I shifted into the wrong gear

in the back straight at Sebring. Oops. Carlos Debonis of Renn Haus, LLC is the Master Technician that did the magic engine work and some other little things.

- Front Strut brace.
  - K&N cone air filter for more air.
  - Rotors hardened (better than warping 3 sets in one year) and racing pads. 928GT calipers and 935 front rotors.
  - With wheel spacers now run slicks. 225X17 front and 275x17 rears. Verree sticky slicks (will get even more sticky with special chemicals that Dennis O'Keefe suggested. He never does this.).
  - Racing suspension, previously owned. Lowered car about another inch.
  - A short shift kit.
  - 928 Fuel regulating valve – adjustable... need more fuel.
  - Dyno after engine work – 310+ HP at flywheel, 250HP at rear wheels with 285ft/lb torque at 4700 rpm. Torque curve is over 250ft/lb from 2,500-6,500rpm. Almost as good as a GT3.
- \*\* Note: This RSA was the last one built. The engine was very strong and I believe was over 270HP in "stock form."

## Option "C"

- I am a great driver! OK so you don't believe this one.

## Option "D"

- Combination of option "B"& "C" but mostly "B."

Now for the good news: My RSA is sometimes for sale. Anything over \$50K I might accept. This depending on my mood swings, full moon, how much I like you, etc. I would love to show you the engine but it's so tight inside the engine bay(s) that I can't open the bonnets.

I'm sure this will put all speculations to rest on why my RS America and I are so fast.



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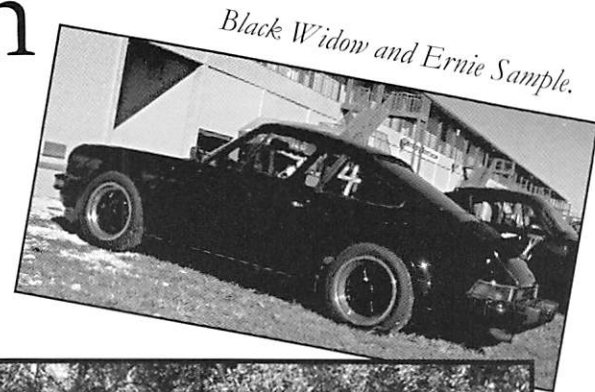
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**PORSCHE**

# Sunday Afternoon With Bobby

By Ernie Sample



*Black Widow and Ernie Sample.*

The morning broke cold and windy over the choppy waters of Lake Jackson. I stumbled from a warm, rented bed at the Residence Inn, got dressed and took the elevator to the lobby, tossed my key on the front desk and stepped into the chilly gray dawn. "Black Widow," the little 911 coupe waited patiently in the parking lot in anticipation.

Driving through the deserted, sleepy streets of Sebring toward the racetrack that had made it famous, I thought perhaps I had arrived on the wrong day. Mine was the only car at the gate as I signed the release. But today was the day. DE day. My car and I had waited for months to come here and do this. Me, to get around the track a few times without bending or breaking anything, perhaps learn a little about how these cars should be driven, and earn the right to begin a dinner conversation with, "When I was on the track at Sebring last winter...", and the Black Widow, to get a chance to run the way she was designed to run—full out on a road course.

"Drive to the base of the tower to register," the guard said.

At the registration table a group of drivers had already congregated, drinking coffee and chatting easily in the chilly breeze. I was greeted warmly and given my lanyard, schedule and wristband for the day. I parked and removed everything from the car before heading to Tech Inspection.

Following a cordial and efficient once-over of the car by the inspectors, I attended

the drivers' meeting, which was concluded by Amy Gustafson announcing the match up of drivers and instructors.

"B o b b y Kostopoulos, Ernie Sample." I walked over to a tall, smiling man who stuck out his hand and said, "Let's go look at your car."

He began by helping me adjust the seat to effect the proper driving position.

"What do you want to accomplish today?" he asked. I told him, leaving out the part about the dinner conversation.

"Well, I'm good with that," he said. "Let's go over the passing signals real quick."

We met up again after the Green Group drivers' meeting and headed to the False Pits. Bobby gave me some last minute pointers on smoothness and balance, using a Matchbox Porsche he had taken from his jacket. Then we pulled onto the track for our first session of the day. Bobby drove the first couple of laps to show me the track, the cones and "the party line." Then we pulled into the pits and changed places. It was my

turn.

I was slow, really slow. Bobby gave instructions and encouragement in equal parts. Amazingly, he never seemed nervous or irritated. He sat patiently as we were passed by everything on the track, including the wrecker.

"We'll get that apex next time," he would say. "Full throttle, full throttle,"



he urged as we came plodding through the corners. Then he added, "If I say 'full throttle' and you aren't comfortable with that, just go the speed you are comfortable with." All too soon, it was over and we drove off the track and back to my parking spot on the grass.

"Meet me after the parade lap if you'd like to ride with me in my car," Bobby offered. If I'd like?!

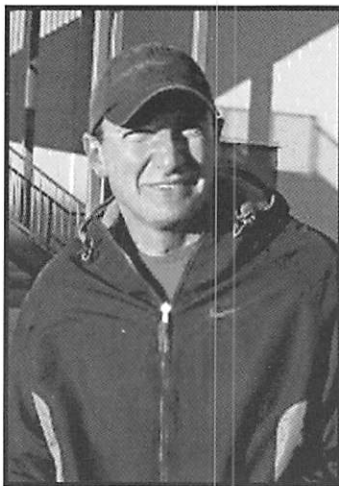
I drove the Parade laps, trying to recall all the information that had been poured on me already. "Get your braking and shifting done before the last cone," "it isn't ice hockey, it's figure skating," "the car follows your eyes, look down the track to where you want to be," "don't turn in too soon, drive deeper into the corner," "use a taller gear here." I got off the track just in time to catch Bobby on his way to run with the Red Group.

He showed me the five-point harness and pulled the straps until I felt like John Glenn preparing to orbit. As we roared onto the track, Bobby turned and grinned.

"Hope you don't get motion sickness!"

For the next 30 minutes, I was shaken and stirred in a mind blurring concoction of speed and noise, gravity and centrifugal force alternately tugging at the harness

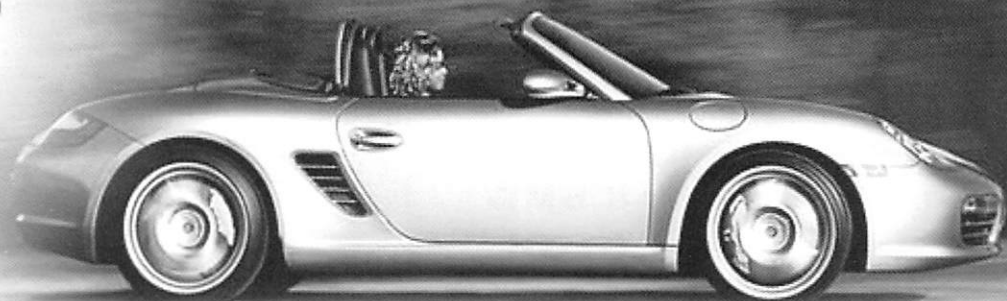
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*Bobby Kostopoulos.*



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# The Best Seat in Town

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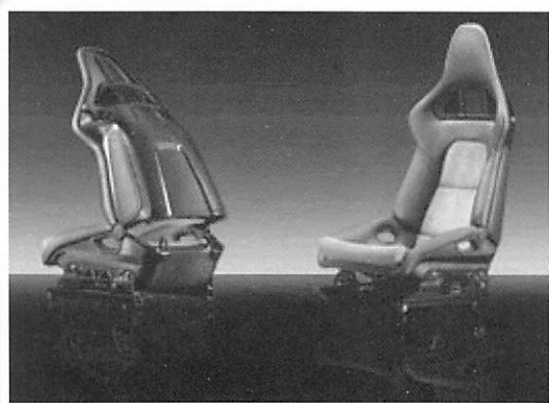
PORSCHE

They're now available as a retrofit!! Commonly referred to as the GT2 Bucket Seat, this long awaited seat has finally arrived.

A car that is capable of such extreme lateral loads requires a seat with exceptional support.

Featuring manual fore/aft adjustment plus two additional features rarely encountered on comparable seat designs: a folding backrest and an integral thorax airbag in the side support.

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The folding function enables easy access to the rear luggage area.

The backrest pivots are positioned high in the side bolsters, providing optimum support for the torso, pelvis and legs. This is the first time ever that the lateral support of a bucket seat has been combined with a folding backrest.

The backrest shell has a glass-fiber reinforced plastic core and a carbon-fiber surface with visible weave pattern. This construction provides excellent rigidity while also reducing weight.

The seat is compatible with a six-point racing harness. Available in black leather, black cloth will be coming soon.

Go to our site for more parts and accessories, [www.SuncoastParts.com](http://www.SuncoastParts.com).

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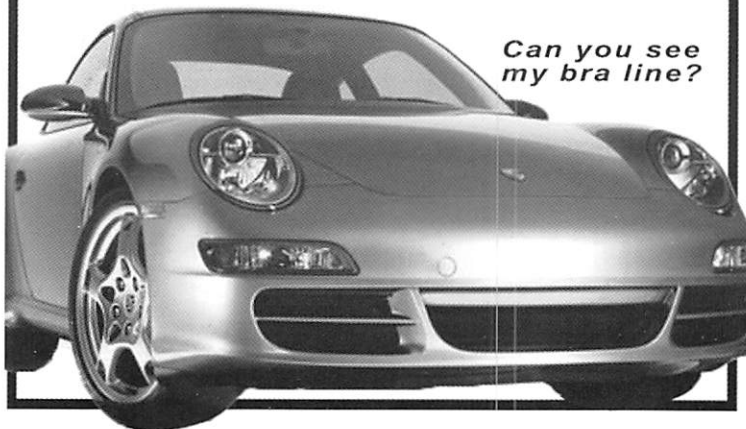
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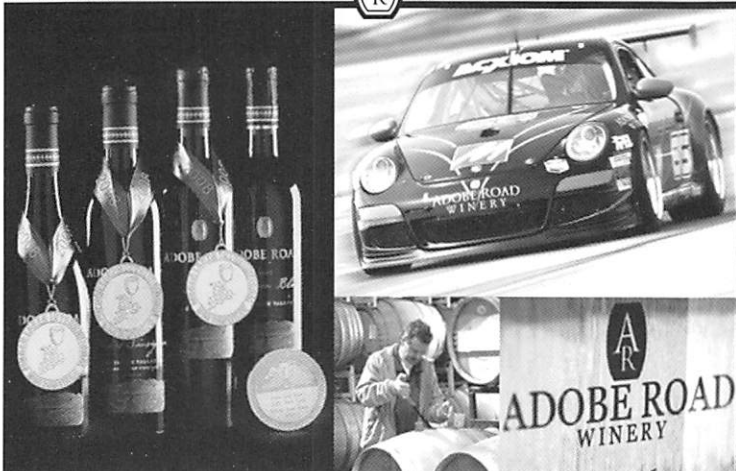
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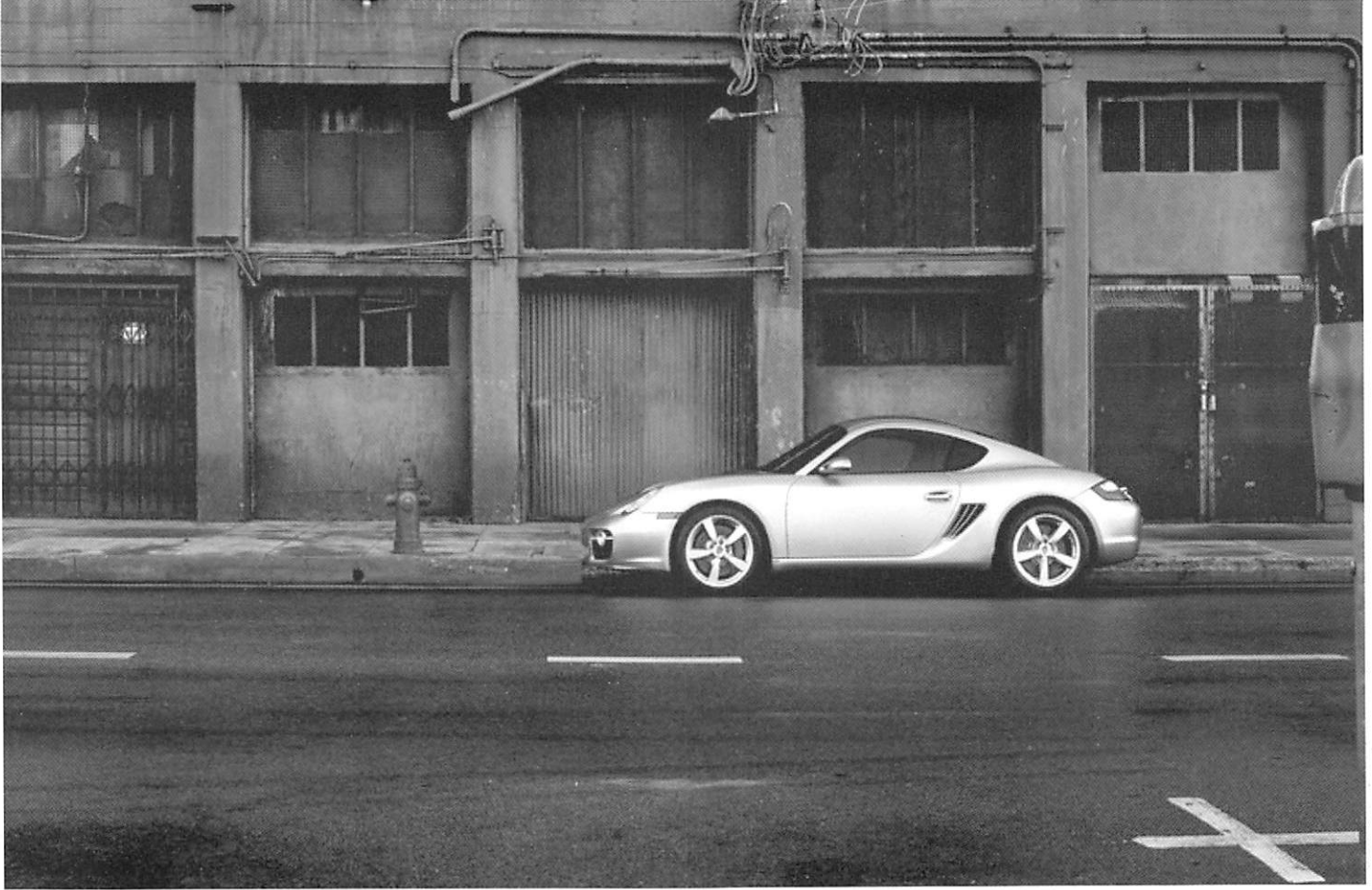
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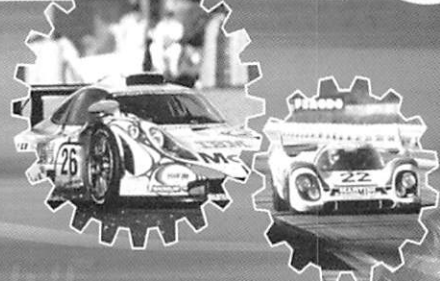
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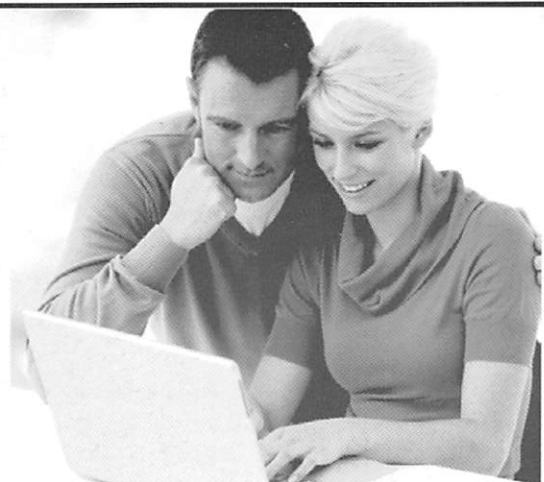
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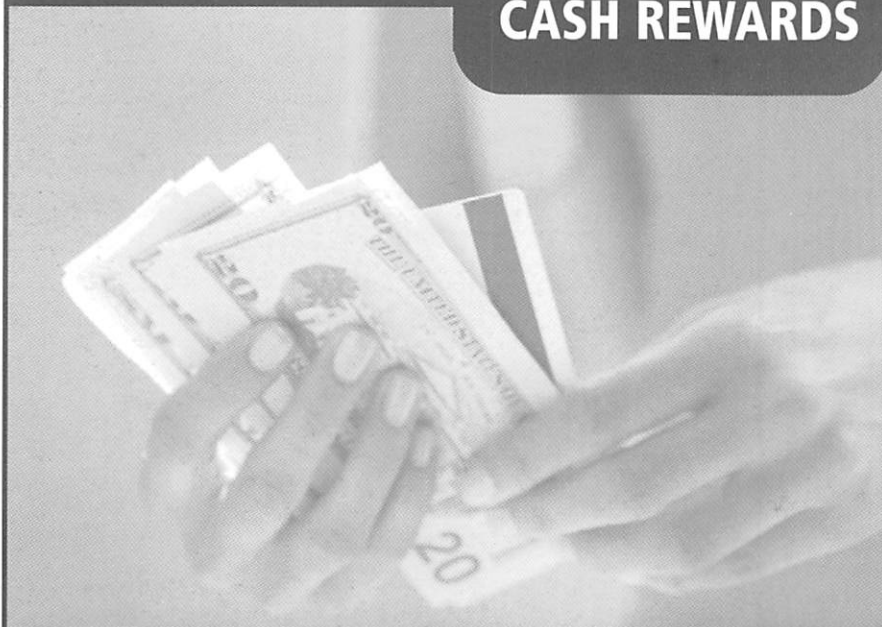
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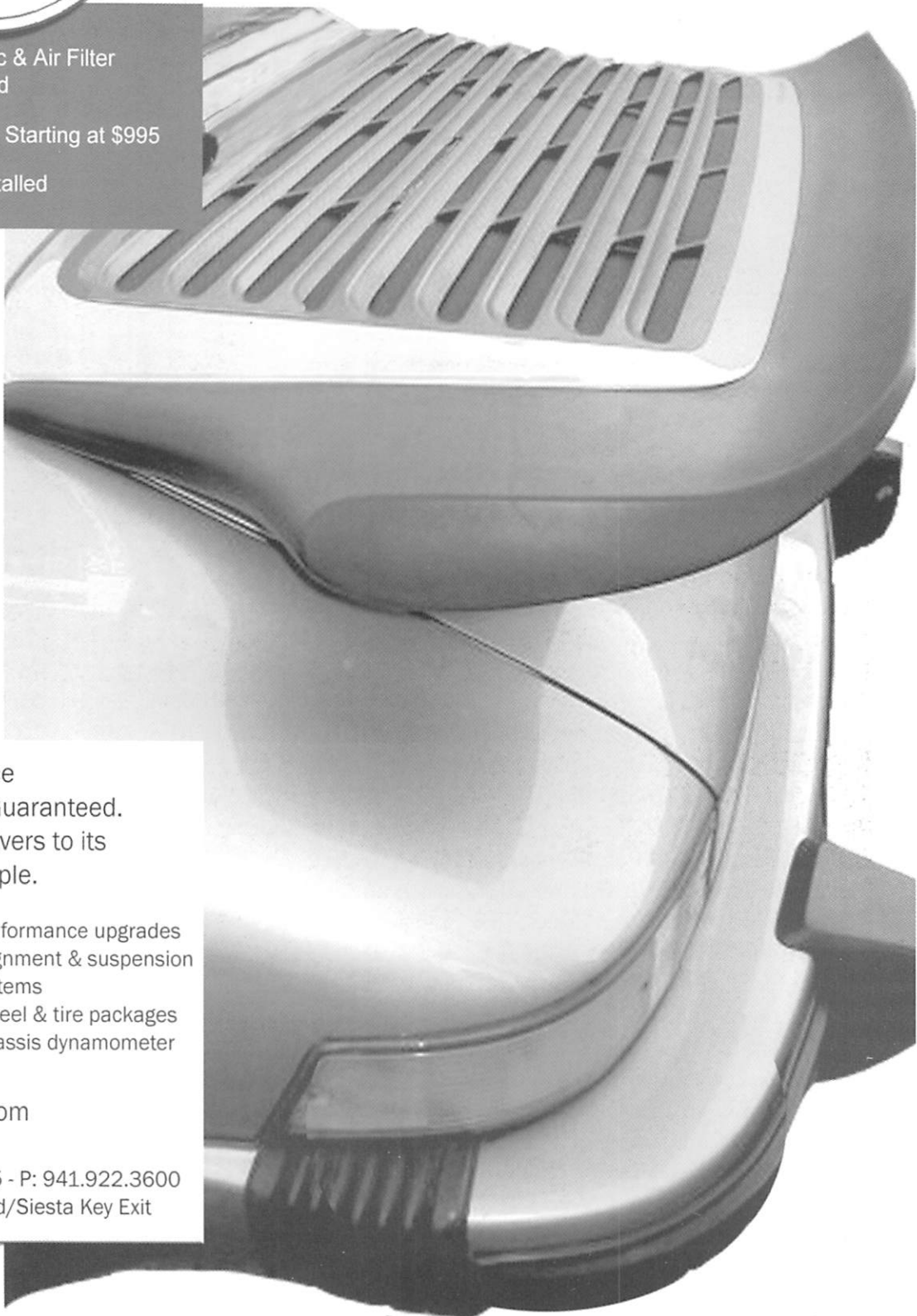
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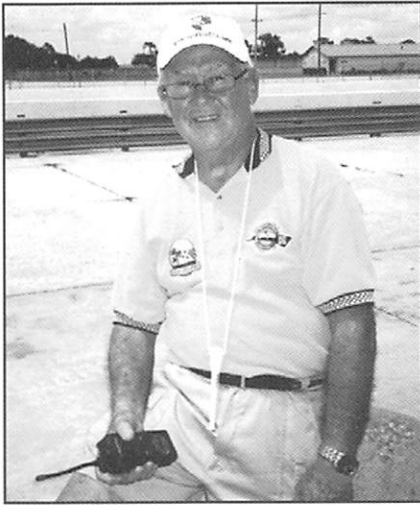
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# Focus On:

## David Cook

*Past President, Past Everything*

by David Cook



*Editor's Note: This column is intended to familiarize Porsche Profile readers with members of the Suncoast Region board.*

Many years ago, working in Sarasota, I saw a white 1967 Porsche 911 sitting in a Mercury dealers lot. Just curious, I went in and took a good look.

Wow, it sure was pretty and the cost was low, so I bought it on a whim. I soon found out that with six Weber carburetors, it was badly out of tune. I took it to the only German mechanic in town and after several weeks it ran like crazy.

That is if you blew out the carbon once a week by winding it up through the gears close to red lining the engine.

I drove that car for seven years and would you believe it? Some idiot came up to me on the street and offered me what I had paid for it. I had my eyes set on the Datsun 240Zs at that time, and then proceeded to drive them for a few years.

The yen still existed to go back to a Porsche, so off I went to our Sarasota Porsche dealership. I picked out a new 1988, white 911 with red interior, negotiated and arrived at a price. Before buying it, I took my wife Shirley to show her this beautiful car.

But no way, she spotted a turquoise beauty with white interior in the showroom with a big red bow on top. She climbed in and in a loud voice told me, "If you are buying a Porsche, this is it!" The salesman standing by the car just grinned.

“...I was persuaded to try Driver's Ed and learn how to drive my car.”

With only 1,100 miles on the car, I was told about the Suncoast Region and strongly suggested that I should belong. So, after joining, I was persuaded to try Driver's Education and learn how to drive my car.

My first experience was in 1988 at Sebring on the short course. In those days, we acted as corner workers when not driving.

The club could not afford to hire the workers. So, Larry Hoffman, Bill Flynn and myself, all newcomers, stood by as the instructors went screaming past.

Listening to the engines fully revved, and smelling hot brakes and tires, the three of us told each other this was not for us and not good for our cars. But once we got started and with good instructors, we were solidly hooked and still attend to this day.

Now, I was involved. Shirley and I started going to Board meetings, autocross, and socials. Boy, were we having fun! Shirley became the DE Registrar and I was her assistant.

In those days, we did not have the

use of computers, so we used our pool table to fill out the forms, take the money, send back tech forms and medical forms to the drivers. At the same time we had to assign the instructors to the students.

Art Woodworth, Chief Track Instructor, finally talked Sebring into letting us have the full track for our events. This was a first and we were on trial for some time before the track decided that we were okay.

Oh, yes, I also became infatuated with the Concours d'Elegance program and did it for many years. Can you imagine doing the concours with a turquoise car, white interior and white wool carpets?

Let me tell you, it's a disease when you have to use Q-tips to clean those tiny places and overall spend all your time cleaning, cleaning and cleaning. I finally got over that!

To shorten up a long story, Shirley and I remain very active in Suncoast. We have found the perfect organization, because the members are very friendly, the activities are outstanding and it is just jolly good fun!

I thoroughly enjoyed serving as secretary, then president from 1998 to the year 2000. I remain addicted as an instructor for Driver's Education. And we just feel very fortunate to be members of such a fine organization.

I remain, TSTGHOM





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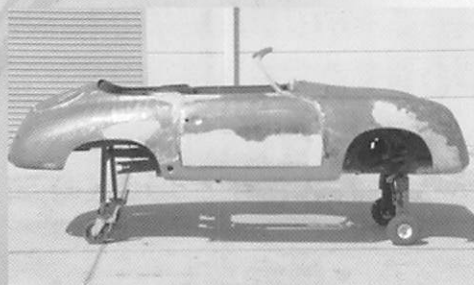
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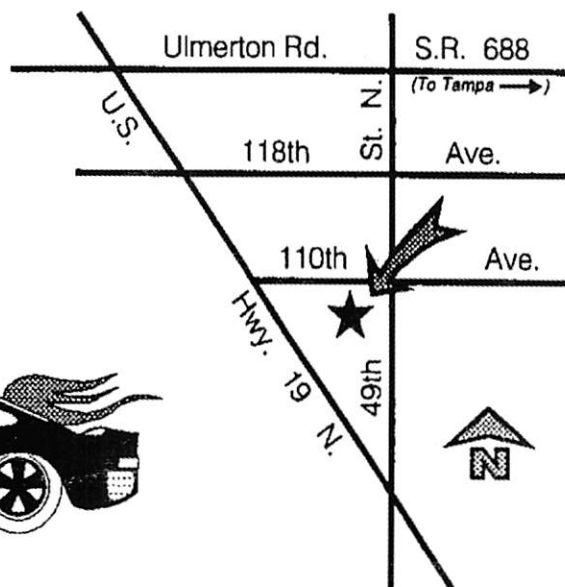
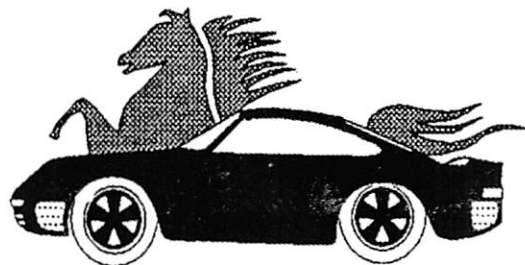
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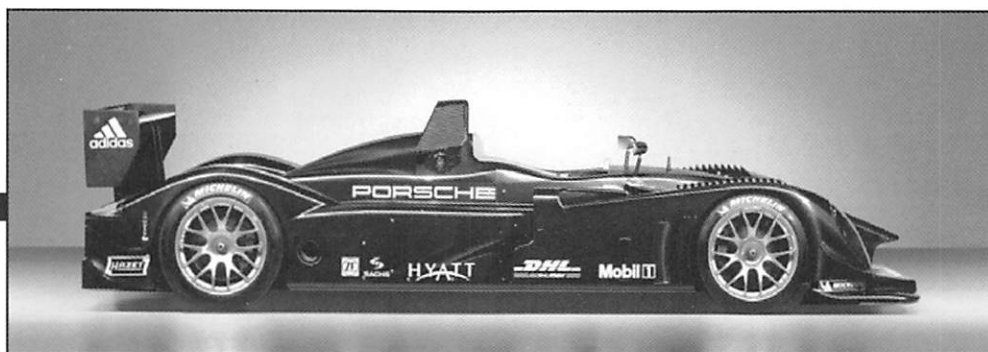
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I'll be looking for you! TSTGHOM

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# Sunday Afternoon With Bobby

*continued from page 8*

and pressing me into the seat. I remembered someone saying that a lap at Sebring is a violent thing. Now I knew what he meant. I was in awe of the little 911 and its ability to accelerate into the corners, brake at the last possible moment, whip through the turn and, when Bobby had the suspension settled properly, power out and onto the straightaway. The ballet of driver and machine was repeated over and over again until we finally turned into the pits.

"What'd you think?" Bobby asked.

What did I think? How could I answer that? I was awed, excited, giddy as a schoolgirl, and dizzy as a fighter pilot in training. I felt brutalized, elated, and I now knew why Bobby asked about my susceptibility to motion sickness. I could barely stand when I stepped from the car. I probably would have fallen down if the adrenaline rush hadn't kept me hovering a few inches above the ground. Now I knew what driving a Porsche was supposed to be.

"See ya here about two o'clock," Bobby yelled as he roared away.

My second session was much different from my first. Now I knew what the car wanted to do. It didn't want to kill me, it merely wanted to go and go fast. And so did I.

Bobby may have been a little apprehensive as he said, "You're carrying a lot of power through here!" But soon he was laughing and whooping as he slapped his knee.

"Yeah!" he enthused, "that's what I've been talking about! Are you sure this is your first track day?"

We were both feeling pretty good as I showed an upturned fist to the corner worker and headed for the pits.

Session three for the Green Group was the last run of the day. I was tired and thinking about the two-hour drive to Tampa. Maybe I'd done enough for one day. Maybe I would just pack up and go home. Bobby would have none of it. "Let's go!" he said as he pulled on his helmet.

All my fatigue evaporated as we accelerated into turn one. I ran the first lap much faster than I had gone all day, and each successive lap was faster than the one before. I was hitting the apex consistently now, shifting confidently, braking firmly, believing in my car and myself.

Bobby was having a ball in the passenger's seat, laughing and urging me, "full throttle, full throttle." "Wait...wait... now brake!"

"I don't want to go fast, I just want to go around the track a few times without breaking anything," he teased.

Driving home that night, I couldn't believe what I had done. Couldn't believe I had been allowed to try. I still can't.

Of course I'm light years from being a racecar driver, much less capable than my ride, and slower than most of the contingent at Sebring that day. But my eyes have been opened and my skills are ripe for honing, I will go back and work hard to develop into a better driver. Meanwhile, I probably won't be starting any conversations with "When I was on the track at Sebring last winter..." because I'd never be able to explain to anyone what it was like. You really had to be there.

Thank you, Suncoast PCA, thank you Dr. Porsche, and thank you Bobby for giving me the thrill of a lifetime.



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# Porsche Presents Four-Door Panamera Gran Turismo

*continued from page 4*

Porsche has developed superior and up-to-date power units for the Panamera reflecting all the qualities typical of the brand – the V-engines within the engine compartment come with six and eight cylinders and range in power from 300 to 500 bhp. Some of the engines use turbocharger technology, Direct Fuel Injection making them both fuel-efficient and powerful all in one. The flow of power to the wheels goes either through a manual six-speed gearbox or the new seven-speed Double-Clutch Gearbox, the Porsche-Doppelkupplung (PDK).

In addition to rear-wheel drive, the top version of the Panamera comes with even more sophisticated all-wheel drive, which is also available for the other versions as an option. Porsche is preparing a particularly fuel-efficient version of the Panamera with hybrid drive. Further details on the engines, transmissions, performance, prices and equipment will be disclosed next spring.



## Looking for: *ideas,* *Suggestions,* **Input** for **2009** **Events**

Members are invited to attend the Suncoast Region Planning Meeting scheduled for Wednesday, Feb. 18, at 7:00 p.m. at the San Remo Pizza Restaurant, 6426 US 41-N, Apollo Beach. If you have something to add to the Suncoast Region event schedule, please attend. We're looking for new ideas and suggestions.

Sharron Shields, Social Chairperson, notes that "the meeting will be after the 48-Hours of Sebring race and we will be able to plan a budget and decide what we want to accomplish this year."

Contact Sharron at [golfsharro@aol.com](mailto:golfsharro@aol.com) or 813-681-5378 or 813-601-6597 to RSVP.

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Ryan Uhrinec, Service Advisor, answers your questions.

# Porsche Talk

*Porsche professionals take on your toughest questions*

hanging off the end of another string.

If bounced up and down on the end of the string with the same amount of force, the plastic yo-yo would be able to react much faster than the dumbbell and would require much less effort.

So how do we reduce unsprung weight? Easy. Substitute the standard components made of standard materials with those of lighter materials. Forged aluminum, magnesium, and carbon fiber wheels are the quickest, easiest way to reduce unsprung weight.

The optional PCCB brake system combines lightweight rotors and wheel uprights for larger weight savings. Some may even go to the extreme of lighter driveshafts, suspension arms and titanium fasteners to squeeze out every last bit of weight they can.

**Q. Can high-flow air filters cause problems with my engine?**

**A.** The stock air filter in your Porsche is a paper-based cartridge. The paper-based cartridges are designed and manufactured in such a way as to trap small particles of dirt before they are able to enter the engine.

Aftermarket filters make horsepower gains by using a less restrictive foam or cotton medium, which has been oiled. The oil that covers these filters aid in the medium's ability to trap dirt and debris.

When purchased new, the filters come pre-oiled.

Problems can occur when it comes time to re-oil the filter at its service interval and too much oil is applied. The oil can be pulled through the filter and onto the mass airflow sensor causing false readings.

To avoid affecting the mass airflow sensor, follow the manufacturer's cleaning and re-oiling directions and be sure not to over do it. Another option is purchasing a new filter if not comfortable with servicing the old one.

**Q. Sometimes my brakes squeal when stopping, I looked at the pads and they have plenty of life left. What can I do to prevent this squealing?**

**A.** Excessive brake dust is one of the common causes of erratic brake squeal. This dust can build up inside of the cooling holes of the rotors and on the leading edge of the pad.

To prevent this unpleasant noise, first make sure your brakes are still within reasonable wear limits, and while detailing, use a hose or pressure washer to spray out the drilled cooling holes on the rotor and to clean out the area of the brake pads.

*That's it for this month's Tech Talk with Ryan Uhrinec. If you have questions you would like to see in next month's issue, please email them to me at [Rubrinec@sunsetautogroup.com](mailto:Rubrinec@sunsetautogroup.com).*

**Q. How do lightweight wheels improve a vehicle's performance?**

**A.** The goal of installing lightweight wheels is to reduce unsprung weight. Unsprung weight is the combined mass which is not supported by the suspension.

Different components of the suspension have different effects on the overall unsprung weight. For example: The wheels and tires, brake rotors and calipers, wheel hub, lug bolts and uprights are all unsupported by the suspension.

Components that are attached to the rest of the vehicle such as drive shafts, suspension arms, springs, shocks, and sway bars only contribute about half of their total weight to the sum of unsprung weight.

Reducing unsprung weight of the suspension allows vibration caused by road surface to be more easily and effectively controlled as well as an increase in positive feedback provided to the driver through the steering wheel. By allowing the surface of the tire to maintain its contact patch on the road more easily, more grip is generated.

A good analogy is to imagine a yo-yo hanging on the end of a string, compared to a 10-pound dumbbell



# Welcome to The Marketplace

Suncoast Florida PCA's official free classified section



## Automobiles

■ **1973-1/2 911T Coupe.** "SOME ASSEMBLY REQUIRED." Project car in warehouse since '02. Non-sunroof, S gauges & appearance group. 2.4 w/CIS; not running, but turns over. Originally 70s chartreuse; previous owner repainted car Arena red (or, Garnet to you Seminoles) and never reassembled. The good: fairly complete car, very few modifications, factory drivetrain intact and stock, rear half of body is solid, 15 x 5" steelies with hubcaps, good glass and seat frames, dealer installed a/c still there. The not-so-good: front pan replaced and repairs to pedal area, but front half of car still needs work underneath; lousy prep before last repaint; interior needs to be completely removed (track car) or restored; brakes need work. Great track car candidate or rebuild it into your longhood dream-car. Email for link to photos. \$5,900 obo. Tim Stoops, Hernando Beach. 352-279-0911 or s2ps@tampabay.rr.com.

■ **1983 911 SC,** white/maroon, latest updates on a/c and suspension, 65k miles, garaged, sport exhausts, whale tail and new Michelins, maintenance by HMR, 930 steering wheel, 10 CD player and more. \$16,500 OBO. Andrew Gattone (813) 677-3213.

■ **1959 Porsche 356A Convertible D.** Only 1,331 Convertible Ds were made, all in 1959. The model represents the bridge between the Speedster and the Roadster. This car is completely restored, interior, exterior, and mechanically, to very high standard. See it at [http://convertibleregistry.com/registry\\_photos/86272.html](http://convertibleregistry.com/registry_photos/86272.html). Price \$89,900. Contact owner Ola Wettergren in Sarasota at 941-350-7055 or olwe@nicedesigns.us.

■ **1999 Carrera Cabriolet** - Artic/Black, hardtop with winch, 2nd owner, certified dealer car. All leather, windscreen, bra, 6 CD, power-heated seats. 80% Potenzas on turbos, tiptronic, BB sport exhaust, computer chip, K&N air intake, new brakes, 56,800 miles, 60K service done. Central Florida car. \$35,000. Otto Kaupas, Winter Haven, 33884, at 863-324-1608. Kcatchoftheday@aol.com.

■ **2003 911 Carrera Coupe** - Rebuilt title - body work by Rick's European Connection, Largo. 7,900 miles, looks like new, 6-speed, 18-inch wheels, aero design rockers, xenon, leather, power and more. Pictures on cars.com, \$32,900. Call Bill Clayton at 813-841-1329 or email wclayton@aol.com.

■ **2005 911 S Coupe,** only 11,000 miles, white, 6 speed, 3.8 L, Aero Kit, 19" OZ wheels, Porsche center caps, lowered, 8 piston Brembo brake upgrade, short shift, Sport Chrono, Nav, strut brace, sway bar, full leather sand beige, power seats with memory option, CD, Bose High End, 3M clear bra, SS exhaust, sport airfilter, tuned by FVD in Germany, over \$120,000 invested, \$69,000

Dennis O'Keefe 727-422-3533 or Dennis@OKeefearch.com.

■ **1993 911 RS America** - Black/Black leather 65K miles, SALVAGE TITLE due to theft early in its life, clean Carfax, except for obvious salvage title billing, few minor cosmetic issues, the biggest of which is five small rust bubbles along base of windshield due to improperly installed repl. windshield. Many pics at <http://12.186.2.9/911sm>. Runs and drives excellent with Cup wheels, Weltmeister strut bar, JIC Magic coilovers, TRG adj front and rear sway bars, cat bypass, primary muffler bypass, Cup chip, Alpine CD player and US Amps amp, Turbo leather seats, new brake pads (less than 3,000 miles), new (less than 1500 miles) Kumho Ecsta SPT rears, new Redline 75W-90NS in trans, Amsoil only in engine. Would make perfect HPDE or competition car. \$31,500. Contact Nate at nschirmer@florida-insurance.com or (727) 638-7445. Tampa, FL.

■ **1997 993 Coupe.** Red/Tan, Porsche 3.8L RS Engine, Aux. Oil Cooler, LSD, Strut Brace, LW Flywheel, 6 Disc CD, HiFi Sound Package, Motor Sound Package, 17" Wheels, Color Crests, PWR Seats, 93,720 Miles, \$40,000, George R. Thompson (941) 475-6464 Ext. 242 email jorge@bocaroyale.org, Englewood.

■ **2006 911 Carrera S.** Original owner. Only 1,350 miles. Midnight Blue Met/Natural Leather Brown. Aero Kit, 19-inch Champion Wheels/Michelins. Too many options to list. One of most optioned Carrera Ss you will find. Window Sticker \$132,000. Asking \$100,000. Call Tom Baker 941-388-0656 or e-mail tbaker4@tampabay.rr.com.

■ **911 - I have owned and pampered this car since 1989.** A past Concourse winner in "Race" category. Used as a Driver's Ed car since 1990, raced it since 1993. Very reliable and inexpensive to run! No DNFs in 14 yrs! Current log books in PCA (E class, or F w/o chip) and HSR (FIA 5.0). Podium finish in PCA, and class champ in HSR 2002, 2003, 2006. 3.2 ltr. fresh motor fire bottle #10 system w/ 3-nozzle 915 fresh trans. & Swepeco 201, ceramic 1.75" headers, full custom roll cage, AMB transponder, 23/31 torsion bars, MOMO quick release wheel 22mm adj. sway bars f/r, camber truss ATL fuel cell, Kirkey deluxe seat, turbo tie rods, new 5-pt. harness, x-drilled rotors, lowered / corner balanced, new f/r calipers, wired for 2-way radio, new fuel pump / filter, Steve Wong chip, "cool brake" kit, 16 x 7 & 8 w/ Toyo RA-1, new cv joints & half shafts, short shift kit. Fast, reliable, inexpensive to run. A turn key race car (or D.E. car). Just add gas and go! You can't build this car for the asking price: \$27,900 Larry Hoffman (Tampa) hoffman911@aol.com, 813-919-9117 cell, 813-288-9117 home.

■ **1987 Porsche 928S4. Rare 5 speed.** Most desirable color combo black on black. Stellar

condition. Just spent \$15k on total engine rebuild to GTS specs. All work done by Eibell Performance. You'll love this car, I do, but health issues force sale... reduced to \$19,900 firm. Call Steve Whalen 941/587-9363.

■ **1984 911 Carrera Coupe** - 83k miles, red with tan interior, turbo > tail, sports stainless exhaust, sunroof, great driver, \$12,500, Keep Morse, Bradenton, FL: > 941.747.4313 (h), 941.720.0172 (c), email: keepcracing@mac.com for photos.

■ **1982 911 SC Coupe,** 110k miles, tan with brown interior, 2nd owner, all records since new, A/C, manual & tools, excellent excellent condition; \$14,500, Keep Morse, Bradenton, FL; 941.747.4313 (h), 941.720.0172 (c); keepcracing@mac.com for pix.

■ **1987 944 Turbo Coupe,** 69k miles, white w/ maroon interior, white leather seats, A/C, sunroof, good condition; \$6,900; Keep Morse, Bradenton, FL; 941.747.4313(h), 941.720.0172 (c); keepcracing@mac.com for pics.

■ **1972 911 RS (clone) Coupe,** completely stripped, full welded roll cage, exterior/interior painted white, ready for your go fast : drive line & suspension components, \$8,500; Keep Morse, Bradenton, FL 941.747.4313 (h), 941.720.0172 (c), keepcracing@mac.com for photos.

■ **2002 Carrera C4S Coupe.** 11,700 miles. Guards Red/tan, Tiptronic, 18" wheels, AM/FM/cassette, dual power seats, AC, power windows, cruise, power door locks, K40 built-in radar detector, lowjack, factory cover. Very clean. Always garaged. \$42,500. Call Allen @ 813-267-6109 or e-mail allen@hhmech.com.

■ **2003 Boxster S.** Guards Red/ lack, 8,000 miles. 6-Speed, ABS, 17" Wheels w/ Colored Crests, Auto-temp A/C, Power Windows, Power Top, Cruise Control, Digital Radio w/ CD and Hi-fi sound pkg, Rear Window Defogger, Roll Hoops, Windstop, CD Storage in Console, Color-keyed seat belts, Porsche Crest in Headrests, Like New Inside and Out, 6-year Warrantee From Porsche, \$33,900. Email peterstock@verizon.net or call 813-988-4024 for pics and more info.

■ **1985 911 Carrera Coupe.** Low miles. Excellent condition with only 46,800 miles. Always garaged, covered. Black w/ grey leather, immaculate interior. All records. Original window sticker. 7x and 8x 16 Fuchs, only 2K miles on tires, lowering kit, JVC stereo w/CD, MOMO steering wheel (have original), K&N filter, front spoiler, religiously serviced, maintained by Micky at European Performance. \$25,000. Call Garry Eaves at 727-560-7537 for more information or email garryeaves@aol.com.

■ **1990 964 Black on Black Convertible Porsche Chassis with 993 Turbo Body Kit.** New

*Classifieds continued on next page*

Turbo Twist Wheels, New Tires, Grey Convertible Top and Black Paint in Good Condition, Leather Interior in excellent condition. Power Seats, Power Windows/Locks, CD Player, 5 Speed, with A/C. Needs Driveline. \$18,000. Call Frank at 813-294-2254.

## Parts

■ **Wheels & tires for sale: 997 18-inch OEM BBS 5-spoke.** Front - 8x18 57mm. Rear - 10x18 58mm. Tires are Michelin PS2. Front - 225/40/18, 10/32 tread. Rear 255/35/18, 6/32. Sized for 944-968. Fits 996,997,987. \$1,200 or best offer. Cost \$2300. Straight, no curbs but 2 slight blemishes. Chris Welty 941-468-6494, nissanite@msn.com. Pics available.

■ **911 Engine and Transmission parts.** 944/951 engine and transmission parts. 944 transmission. Relays, switches, trim parts, suspension parts. Much, much, more new and used parts. Repair manuals. If I don't have it I can find it. Pictures available by email. Contact John 727-919-0934. Email [extremeeuro@hotmail.com](mailto:extremeeuro@hotmail.com). Also just opened quality used cars at [GetAuctionCars.com](http://GetAuctionCars.com) 877-679-2279. Ask for Chris or Steve or [chris@getauctioncars.com](mailto:chris@getauctioncars.com).

■ **Wheels, 4 Vintage 15" BBS with (2) 225/50R15 tires and (2) 345/35ZR15 tires.** Tires are in fair condition. From my 1987 911 Turbo.

Photos available, [afsteiner@earthlink.net](mailto:afsteiner@earthlink.net).

■ **Two Porsche OEM Turbo Twist 17x7 rims.** Offset is 55mm. Rims are used and in good condition with scratches and nicks from track use. Caps/lug nuts not included. Selling pair for \$75. Contact Mike at 727-397-1753 or email at [mtowry@earthlink.net](mailto:mtowry@earthlink.net).

■ **914-4 muffler system.** Ansa. New with some wrapping paper still intact. No gaskets. \$125. 911 Hanger Bar. For seat belts and camera mount. As new. \$275. Both located in Clearwater/Tampa. 727-796-8346. [type930@gmail.com](mailto:type930@gmail.com) Tony Cheslock.

■ **997 DAS SCHILD FOR SALE:** Brand new - Das Schild prevents damage to the aluminum front trunk lid. This is an affordable, easy to install lightweight lid protector that really works. The Das Schild ([dasschild.com](http://dasschild.com)) requires no tools to install and fits perfectly to protect the exposed underside of your lid. Paid \$199. + shipping & handling. Asking \$125. Call 813.969.3434 or email [997cab@gmail.com](mailto:997cab@gmail.com).

■ **OZ wheels for sale for 993 or 996,** Fittipaldi 500 Modular. 8.5" fronts, 9.5" rear, x 17". These are great looking wheels in perfect condition for only \$1,800. Contact: Dennis O'Keefe at [dennis@okeefearch.com](mailto:dennis@okeefearch.com) or call work: 727-781-5885 or cell: 727-422-3533.

■ **1997 Trailex 6000 Surge brakes,** mounted

spare tire/wheel, reflective side tape, front vinyl shield, tire rack, storage boxes. 4,100 lb carrying capacity Trailer weight: only 845 lbs ideal for a 911 or 944 Extended aluminum ramps All aluminum trailer in like new condition great lightweight trailer Bob Dikman, Tampa FL [dikman@dikman.com](mailto:dikman@dikman.com).

## Miscellaneous

■ **PANORAMA and EXCELLENCE collections.** Pano from July 1980 to present. First 9 years in PCA binders, next 5 in PCA slipcases, 1996 to present in generic metal slipcases. Excellence from #23 to present (#197), except #s 92, 93 & 136, in Magfiles. Great reference sources too nice to trash, but we need the space. Sue says it's them or me. Best offer for the most issues. Might deliver (or half way) in region. Maury 352-245-9617 [mshamill@embarqmail.com](mailto:mshamill@embarqmail.com).

## Wanted

■ **WANTED: Old sports mags/kid's books.** Books 4 Kids program at Jamerson Elementary recycles these back to the students for purchase with their good behavior cards. Students love car magazines - karting, fishing, home & garden and National Geographics, too! Help recycle reading. South St. Pete location. Call or email Joanna 727-347-5334, [pheilgulffport@aol.com](mailto:pheilgulffport@aol.com).

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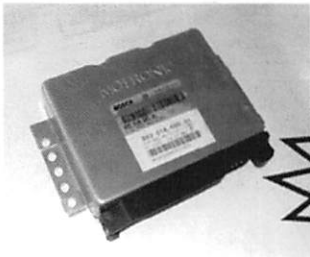
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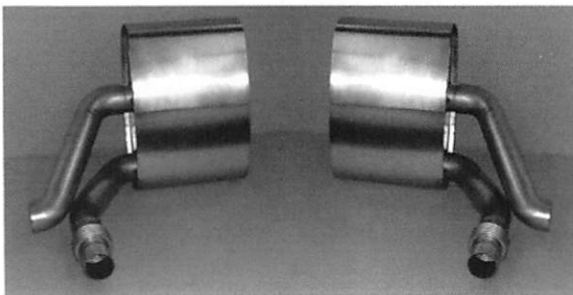
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