



PORSCHE Profile



Coming Up!

- **June 14**
Boxster vs. 911 Challenge II
- **June 15**
Porsche Parade Registration Deadline
- **June 26 & 27**
June Drivers Ed
- **June 29**
Porsche Parade, Keystone, Colorado

Mark the date!

- **Oct. 18-23**
Smoky Mountain Tour



PAGE 23

Two-Seater IRL Ride Winner

It's so on!



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Plus so much more!

Boxster -vs- 911 Challenge 2
June 14
 See full article on Page 8





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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,
editorprofile@mindspring.com
with suggestions, comments,
and further information

Porsche Profile is also on
the Suncoast Web site at
www.SuncoastPCA.org

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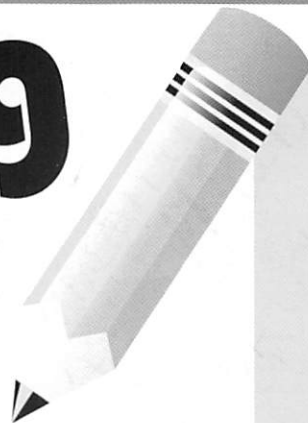
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Coming Up!



Here's what's happening in 2009
(so far!) in the Suncoast Region

Suncoast Region Events

- June 29, July 4 Porsche Parade, Keystone, Colo.
- July 25, Poker Run Rally, sponsored by Renn Haus, Sarasota
- September 26, Ringling Museum Tour, Sarasota
- October 11, Gimmick Rally, Sarasota
- October 19-23, Smoky Mountain trip
- October 24: Halloween Party, Apollo Beach
- November: Wine and Hors d'oeuvres Party (date TBA)
- December 13: Holiday Gala, University Park Club, Sarasota
- December TBA: Mike Kwasin's Holiday Party

And in 2010...

January 9 – Collier Museum Tour

*For more information, contact Social Chair
Sharron Shields at golfsbarro@aol.com*



Driver's Education Dates Sebring

June 26 & 27:

Shared event with Citrus Region. Registration info TBA soon

September 19 & 20:

Shared event with Goldcoast Region

November 14 & 15:

Instructor weekend

December 12 & 13

*For more information,
contact DE Registrar
Amy Gustafson at
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Autocross Dates – ZephyrHills

June 14 - Boxster vs. 911 Challenge II. An opportunity for the 911 drivers to win back the trophy they narrowly lost last year.

September 27 – BMW vs. PCA Challenge

October 4 – BMW vs. PCA Challenge (part 2 at Brooksville)

October 17 – Autocross School (experienced drivers)

October 18 - An exciting Porsche Club Challenge. More info to follow.

December 13 – Fast Four Fest

For more information, contact Competition Chair Ralph Carr at racergeorge@hotmail.com





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From the Driver's Seat

by David Herndon, President



Hello friends!

Summertime is finally here! I hope everyone enjoyed the month of May. Our Suncoast Region events included an Autocross on May 3, the Date Night in Lakeland at GrillSmith on May 6, ZoneFest over the long weekend of May 23-24, and of course, Driver's Ed at Sebring May 30-31. Throw Mother's Day in to the mix and Suncoast Region members had a very full calendar during May.

Ralph Carr, our intrepid Competition Chairman, and his trusty sidekick Mark Lasota, have planned a fun Autocross event for June 14. Unless something changes, this will be the last Autocross until September due to the heat out at the Zephyrhills Airport Autocross site. Please make an effort to attend, either as a participant, or as a spectator. Come cheer on your fellow PCA members!

If you are new to autocrossing, we have experienced instructors eager to help you learn. Like any other organized sport or activity, the lifeblood of the sport is continually bringing in new people to learn the ropes and for them to enjoy it enough to

bring in new people. It truly is a case of the more the merrier. Speaking from personal experience, it's a lot more fun when you have a competitor in your car class on the track. The best way to make that happen is to bring new people out to the event. PCA members do their very best to make sure new participants have a great experience.

We have loaner helmets available, so you can try Autocrossing and have fun before investing in a helmet. You will see just how excited you are about coming back out again next time. Very likely, you'll immediately make plans to attend the next event, and feel it's too far away. Bottom line, come out and have some fun. It's easy to attend, with on-site tech inspection. See our Suncoast Region website under the Autocross section for details.

We are expanding Profile! Additional color pages for member photos and additional member written content will be available. Please send interesting photos and your musings to Alicia Nordquist, our tireless Profile editor. Silly photos submitted (Ugo!!) may also be used and credited



directly back to you. Your work may end up as the featured article of the month! Remember to say thanks to Alicia and her trusty sidekick Melissa Schneider. Each month they prepare Profile to be enjoyed by a circulation of around 1,200, plus countless other readers who enjoy Profile online at the Suncoast Region website.

June 6th is the Poker Run, scheduled to begin at RennHaus. Remember, Father's Day is June 14! Keep your eyes open for a Date Night on June 10, location yet to be determined. Sharron Shields will advise the membership via email blast when plans have been finalized. We round out the calendar with the annual Porsche Parade in Keystone Colorado, June 28-July 4. We have quite a few Suncoast Region members already signed up to attend. I'm sure late June and early July will be beautiful in Colorado, and a welcome relief from the Florida heat for those attending.

I'll see you in the Driver's Seat.

The Membership Starting Line

I'm pleased to introduce our new Suncoast Region members:

Tina Evans, Crystal Beach, 1984 Beige 944
Michael Horne, Tampa, 1980 Red 911SC
Elwood Johnson, Palm Harbor, 1968 Red 911
Stephen Laymon, St. Petersburg, 1989 Red 944 Turbo
Robert & Linda Schauer, University Park, 2009 Gray 911S
Walter & his brother David Wilhide, Tampa, 2002 Silver 996 Turbo

Transfer in:

Warred & Lynn Grad, Lakewood Ranch, Bradenton
Transfer from: Riesentoter (RTR), 2002 996



by Page Obenshain,
Membership Chairman

Primary Members: 1,013
Affiliate Members: 833
Total Members: 1,846



**The driving gloves
are coming off...**

VS.



911 vs. Boxter Team Challenge 2 (a.k.a. Revenge of the 911s)

By Mark Lasota (Assistant to Mr. Carr)

Originally prompted by a suggestion from club member Danny Shields, we are spicing up our June 14th autocross by setting up the second (annual?) 911 vs. Boxster Team Challenge - a “friendly” competition where the winners receive Bragging Rights and the coveted Challenge Cup Trophy*.

Here’s how it works. The best times of the top five drivers are added up for each team. The lowest total wins. Keep in mind that cone Penalties count. A Boxster can be any year or model. A 911 is any car of that series, from antique to brand new GT-3. Cars can range from 100 percent stock to fully prepared race cars with any DOT legal tire you want to run. One “Ringer” allowed per team (unless you don’t get caught). Special situations should be brought to the attention of the extremely lenient event chairman (that’s me, and I’m easily bribed).

What I find exciting about this friendly challenge is that an autocross is normally an individual competition. Working as part of a team can really make things interesting. At one of our BMW vs. Porsche Challenges, a fellow club member caught me after a run and told me

to tighten up the last slalom. That tip helped me get one of the best times of the day. How often do you see that at a competition? I should mention that that Team Boxster did win last year’s Challenge and currently holds “the trophy.”

The following text is for 911 driver’s Eyes Only:

This is a great opportunity show those Boxsters what we can do.

Let’s put them back in their entry-level car place!

The following text is for Boxster driver’s Eyes Only:

This is a great opportunity to show those 911s what we can do.

Mid-engine cars rule!

The Challenge Autocross is being held at our regular autocross site at the Zephyrhills airport. Please see the club website (SuncoastPCA.org) for directions and more information.

** Legal disclaimer - Challenge Cup Trophy may in reality be nothing but a cruddy little piece of plastic that is neither a cup nor a trophy.*

"FAST" TRACKS

Getting to know your PCA Suncoast Region, one member at a time



**Meet Art Stemler, a Suncoast
PCA member for 19 years**

Porsche Profile: Your reputation as a race car driver and Porsche enthusiast is widely known, Art. When you're not driving, what do you do for a living?

Art Stemler: I'm retired, but I was CEO of Viking Cases for over 30 years. We make reusable shipping cases for transportation on commercial carriers to last 100 trips.

PP: How and when did you first become interested in cars?

AS: My interest came as a result of World War II. I was an officer with the 82nd Airborne and, as you probably know, they didn't drop vehicles for us once we jumped. We walked everywhere, 10 or 20 miles, with full gear. Consequently, I promised myself that if I ever got home alive, the first thing I'd do was get a car. The day after I got home, I got a car.

At first the cars were American made, then European. I started with Mercedes, which had a nice luxurious ride. Then, while in Germany riding in my friend's BMW, we came off the exit ramp at a speed I thought would roll us over. To my surprise, the BMW handled it with no problem. That was my last Mercedes.

PP: And where did you go from there?

AS: My first BMW was an Alpina, a decision I made after the new BMW M3 had 197 HP and the Alpina had 210 HP. Then I started autocrossing in SCCA events that included such stars as Danny Shields and Randy Probst. Over the years, it became evident that the Porsches were getting some of the best times.

PP: So, understandably, you moved on to Porsches. What models have you owned and what do you currently drive?

AS: My first Porsche was a highly modified 944 Turbo, with a stroker engine and an extra sized turbo. Very fast. I started racing with various clubs and raced in the early 48 Hours at Sebring.

At a practice session with another club, I was passing a slower car and the driver was obviously not looking in his mirrors and he drove me off the track. My car was totaled. I then switched to a super charged M-3 while waiting for my twin turbo Porsche.

My current Porsche car #19 is a twin turbo and is not only very fast, but very comfortable and user friendly. I also own an '08 BMW 550 and an '08 Durango. I live in St. Joseph on 10 acres of more than 100 fully developed oak trees, so I need the Durango.

PP: We know you're recently back from the race in Atlanta last month. What other tracks have you raced?

AS: I've been a very lucky guy. I've driven 30 different tracks including the Nurburgring and the Salzburg Ring. I've been allowed to drive prototype cars at RUF Porsche, BMW Motorsports and Alpina. I'm happy to still drive with various clubs, even though I'm 86 years old.

PP: You're an inspiration to us all, Art. Do you have a favorite PCA/Suncoast event?

AS: I'd have to say Drivers Ed. My family has all been to Drivers Ed and I wish there was some law that required every driver in the U.S. to go to a driving school such as ours. It's one of the best in the nation.

PP: That seems to be the general consensus. In your opinion, is there anything that could improve the Drivers Ed experience?

AS: The only improvement would be to let the Solo drivers and the instructors pass anywhere on the track, but only with a point by. Other clubs already allow this.

PP: Does your family participate in other Suncoast events?

AS: My sons are involved in Porsche driving events and my wife and I participate in the social events.

PP: This has been fun, Art. Where are you off to next?

AS: I'll be at Drivers Ed in Sebring at the end of May.

Editor's Note: We spoke with David Cook, a long-time friend of Art's, who informed us that Art served as First Lieutenant in the 82nd Airborne unit and was an honor guard for Gen. Eisenhower. David and Art made several trips to Puerto Rico, the last being in 2002, to set up the Driver's Education program. In the October Profile, David wrote an article on Art's addiction to a particular olive necessary for his three-olive martinis. Check it out.

If you'd like to suggest someone to be interviewed for this column, please email editorprofile@mindspring.com.

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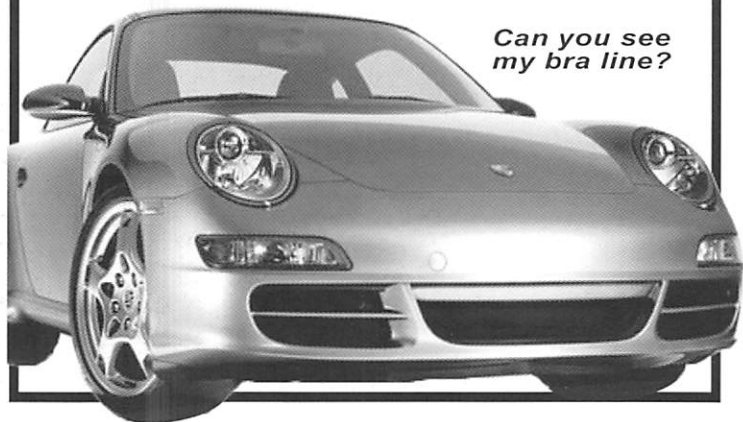
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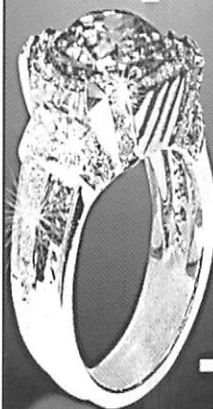


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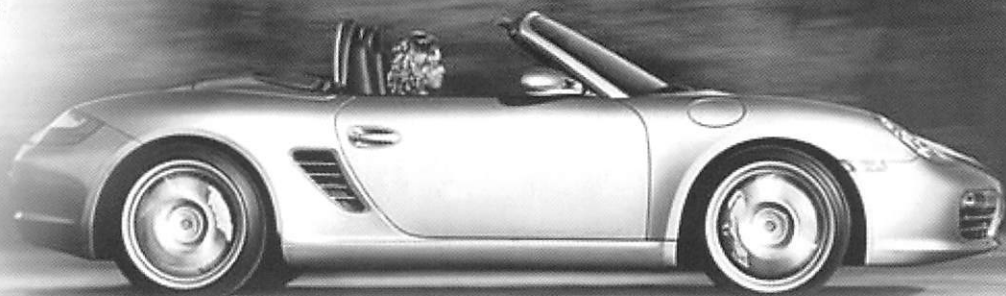
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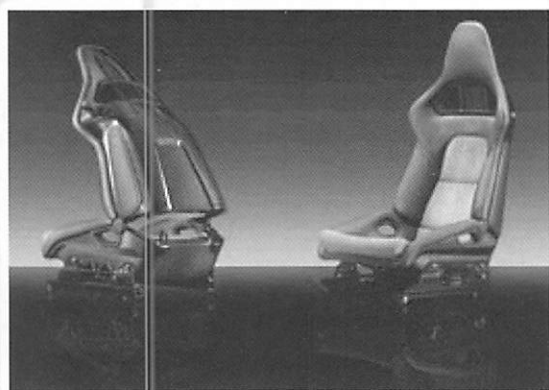
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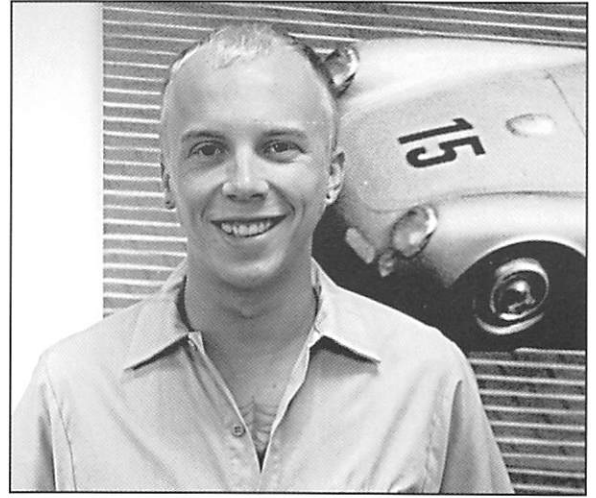
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Porsche Talk

*Brought to you by
Suncoast Porsche*



Ryan Ubrinec, Master Porsche Tech, Suncoast Porsche.

As fuel economy standards are becoming stricter and stricter, smaller and smaller engines are being put to work. But a small engine in a large vehicle results in poor performance.

To make up the difference, automobile manufacturers have been applying new technology to an old idea. Both of these systems have the same goal, to increase horsepower and torque through forced induction.

Forced induction, simply put, is the method in which air fed into the engine is pressurized above atmospheric levels. A naturally aspirated engine is reliant on 14.7 psi of atmospheric pressure mixed with fuel in order to create power.

Turbochargers and superchargers increase the density of the air being pumped into the engine, allowing more fuel to be added to produce additional power for any given sized engine. Though forced induction has been around since the early 1900s, the concept has remained basically the same.

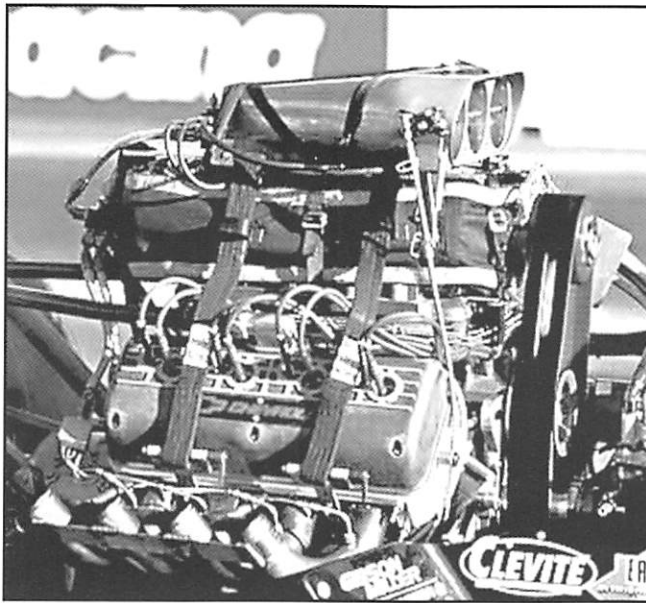
So how do they work? What are the advantages and disadvantages of each? What kind of applications and arrangements do they come in? There are many questions that come up when talking about boost. This month, Forced Induction 101 is in session.

In general, engines only use one-third of the heat energy produced to turn the

crankshaft, create power, and spin your wheels. The other two-thirds of this energy is lost. One-third is dissipated through the cooling system, the other through the tailpipe.

Turbochargers and superchargers vary greatly in how they get their ability to create boost.

A supercharger is turned in most cases by a belt drive system. This belt drive is what you see on VF engineering supercharger kits for Porsches, hot-rodded muscle cars, multi engine tractor pullers, and 300mph drag racers. Superchargers can also be driven



Turbochargers and superchargers increase the density of the air being pumped into the engine, allowing more fuel to be added to produce additional power for any given sized engine.

directly off the engine by a gear system, such as on some vehicles from the early 1900s. The drawback of having the engine turn the supercharger is the fact that horsepower must be used to turn the compressor in order to

create additional power. On Top Fuel dragsters, the huge blower is said to rob between 400-700 horsepower from the engine output when creating its maximum pressure!

Turbochargers, however, are the great recyclers. They cleverly make use of the one-third of wasted energy that is expelled from the exhaust. Where a supercharger is just a compressor, the turbocharger must have a separate compressor and turbine. The turbine is the half of the turbo in which the high velocity exhaust gases are fed into. The turbine is then connected to a common shaft supported by bearings to the compressor.

The compressor then inhales the atmospheric pressure and exhales boost. Turbos are what give massive diesel ships their power to move through the sea, tractor trailers their ability to climb steep hills, and LeMans racers the capacity to do near 200mph! The great advantage of turbos seems to be the lack of restriction on its size. Ships use turbos the size of SUVs, trains use turbos the size of a full-grown man, and some econo-cars use turbos the size of the palm of your hand.

That's the basic introduction into forced induction. Next month will be the next chapter in this series and we'll be going more in depth into the components and theory behind boost.

Stay tuned! Email questions or comments, RUbrinec@sunsetautogroup.com



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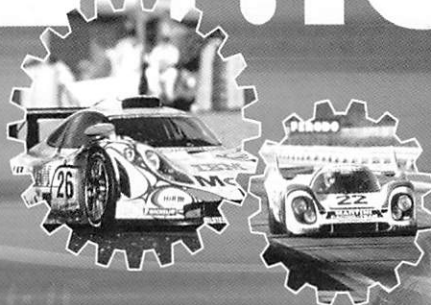
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Many Porsches hit the track for Rookie Autocross

Gary and Arlene Thompson drove their green 911 cab in the Rookie Autocross (top left) to practice for the following week's Sunrise to Sunset Rally, which included a matching time autocross event in Tavares. But their enthusiasm went much farther. During the Friday night welcome party at Porsche of Melbourne, they traded this one for a sparkling new "Speed Yellow" 911! And, above left, from left, Mark Lasota, Ralph Carr, Sharron Shields and Danny Shields compare 986 and 987 Boxsters at the April 19 Rookie Autocross in Sarasota. *Photos By Gary Thompson*

A Great Day for Autocross

by Danny Shields

A small but enthusiastic cadre of autocross drivers enjoyed the May 3 Suncoast Region PCA autocross at Zephyrhills Airport in gorgeous spring weather. The event was the Reversible Course event, the brainchild of event chairman Mark "Spin-out" Lasota.

Drivers made a parade lap and four timed runs on the course, then the starting line and finish line were swapped for another parade lap and four more runs in the opposite direction. It amounted to two events in one.

Each driver's best single run in each direction was added together for scoring. It was remarkable how the course seemed completely different when running in the opposite direction!

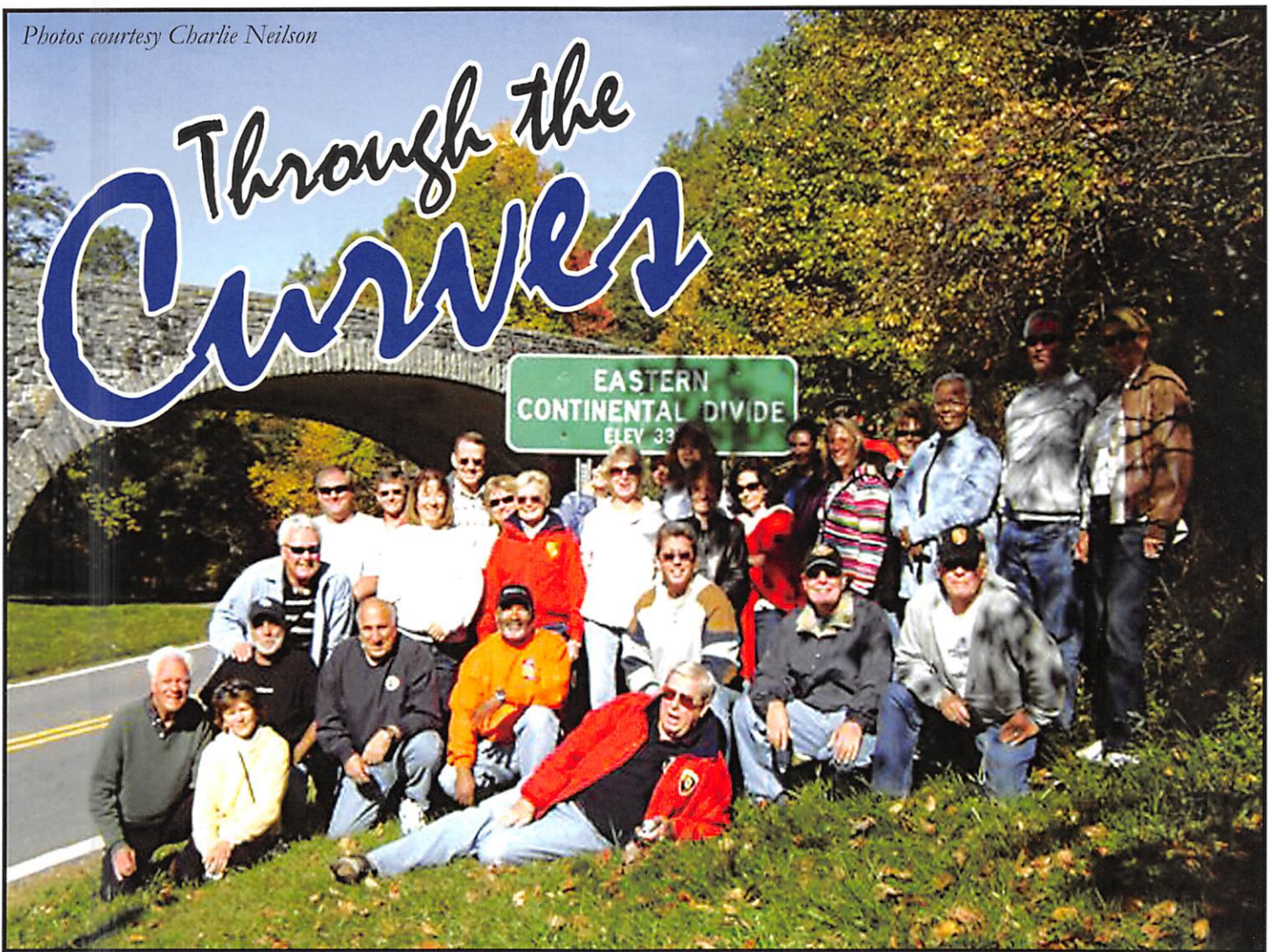
Lasota's fast course design was challenging to follow, but provided plenty of excitement for the drivers. Glen Getchell had some wild times in his trusty 356, "Scrap-py," but emerged with the second-fastest time among the Porsches behind the blue Shields Boxster S.

The next PCA autocross will be the Boxster vs. 911 Challenge event on Sunday, June 14 in Zephyrhills.

Overall Autocross Results compiled by Mark Lasota:

Class #	Name	best time	Points	Overall Place	(Car)
PRO 5	Shields, Danny	78.584	9 1		(986S)
Open 25	Byram, Tod	82.693	9 2		(S2000)
Open 12	Santiago, Jorge	82.813	6 3		(GTR)
Open 50	Corona, Cory	84.693	4 4		(350Z)
Open 3	Skowronski, Matt	87.076	3 5		(Jetta)
I-1 34	Getchell, Glen	89.686	9 6		(356)
S-2 60	Hamill, Maury	91.266	9 7		(Cayman S)
P-3 356	Carr, Albert	91.606	9 8		(911SC)
P-4 71	Kirila, Robert	92.971	9 9		(911)
S-4 7	Farmer, Jim	93.318	9 10		(996)
S-1 11	Krekorian, Mark	93.931	9 11		(993 C4S)
S-3 16	Gregg, Jeff	94.02	9 12		(986S)
P-2 30	Alaisa, Rene	94.212	9 13		(944S2)
P-1 912	Kwasin, Mike	95.545	9 14		(912)
Open 277	Johnson, Al	96.973	2 15		(RX7)
P-2 54	Leach, Al	104.335	6 16		(944S)

Photos courtesy Charlie Neilson



Smoky Mountains IV... Movin' at a Pretty Good Clip

by Charlie Neilson, Treasurer Extraordinaire

To sum it up - perfect weather, tree colors at their peak, new friends along with old, 17 Porsches parading through mountain roads ... movin' at a pretty good clip.

FYI: "movin' at a pretty good clip" means that we might have slightly exceeded the speed limit but only because we were going downhill with a big truck on our tail...Really.

Our trip started on Saturday. We met up with our cruising partners, the Briest's and Krekorian's, for breakfast and then took off for the mountains. It was a fun ride up the interstate; no cops, no tickets; just get out of our way ... cuz we're

movin' at a pretty good clip. Just past Macon we left the interstate and took back country roads to the Chateau Elan Winery in Braselton where we stopped for the night. These back roads are scenic, lightly traveled and offer ample passing opportunities ... to floor it.

Sunday we visited Tallulah Falls where we hiked up and down countless steps and enjoyed the majestic scenes; then on to Asheville to meet up with the rest of the club members for Happy Hour at the Grove Park Inn. Finding the Grove Park Inn is just about impossible - we needed a drink by the time we

got there. Most of the thirty-three PCA participants managed to find the place and the makings of a fun week were in place.

Monday morning 17 cars, (3-Boxsters and 14-911's of every color of the rainbow and vintages from the 70's to brand new), lined up and headed for Banner Elk via back country curvy roads - boy did we turn some heads. Our orders for the day, as given by our tour guide, Carl Bohall, were to "keep the shiny side up." This proved more difficult than I thought because Carl drove it hard and fast. Apparently, Carl's

Continued on next page

Continued from page 16

been practicing screaming around hairpin turns with both feet on the gas. (Our guide also missed several turns and got the group hopelessly lost - this is standard on a Carl tour).

Tuesday and we're off to The Eagles Nest, an upscale mountain development, that boasts an SCCA approved hill climb course. The lead-foots among us enjoyed speed runs up and down the mountain course. Our hosts provided good food, music, camp fires and (I'm not kidding) massages inside authentic Indian tee pees (what the?). After a sales pitch and a tour of a \$5+ million dollar home (you have to hit the Lotto to live here) we were off to Waynesville.

Now there really isn't a good way to get to Waynesville from Banner Elk, but the Three Stooges (Neilson, Briest & Krekorian) set off on what turned out to be an almost impossible task. We thought



we were doing great until our jaws dropped as we passed the "Welcome to Tennessee" sign. This was a good indication of things to come. We fumbled and bungled our way on wrong roads, detours, missed turns, loops and backtracks; thus proving that you really can't get there from here. We turned around so many times that I considered parking the car and calling a cab. After, finally,

finding Waynesville the Three Stooges went their separate ways only to get lost and pass each other over and over as we searched for our B&B's. We laughed 'til it hurt.

Wednesday was a wild ride. Most of the ladies decided to go shopping in Waynesville while the rest of us (15 cars) followed our tour guide through some incredible twisty back roads. To say we were movin' at a pretty good clip doesn't quite describe the experience - truth be told, we were flat haulin' ass. The comment "I've never driven like that before" was heard numerous times. Big grins were the expression of the day. It should be noted that it's not possible to violate any traffic laws when you're going too fast to read the signs - so it's all good.

Thursday was a fast paced trip along Wayah Rd. This is a gorgeous road that should be driven slowly to absorb the splendor - that's not the way our tour guide preferred to do it. Yes, we were movin' at a pretty good clip. The tour took us to the Café REL in Franklin. This place is owned by a PCA member who can

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**Mark the Dates:
Oct. 18-23, 2009**

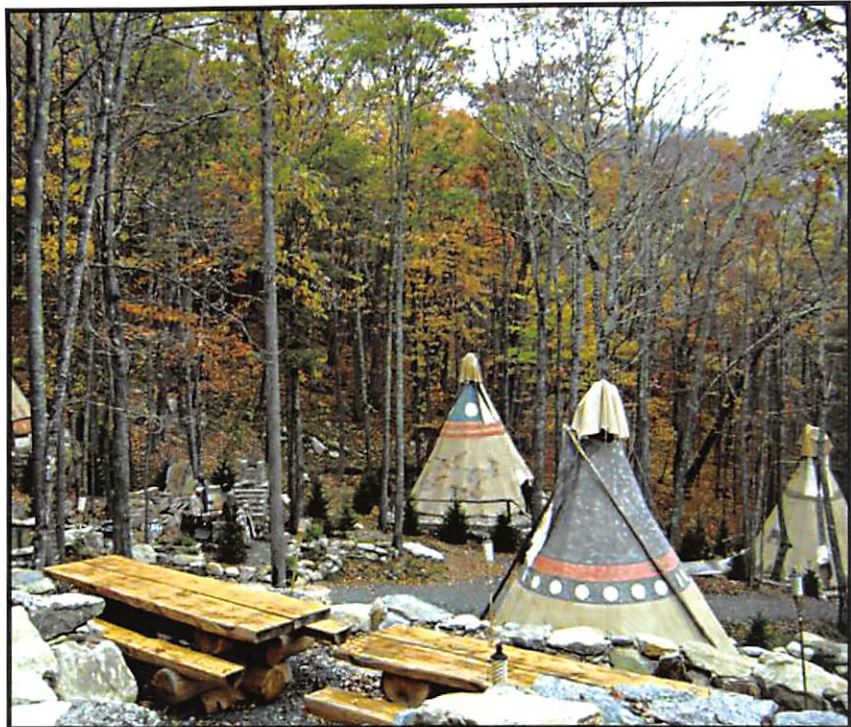
FALL SMOKY MOUNTAIN TOUR

By Carl and Diane Boball

It's time once again for the Smoky Mountain Fall Tour # 5. This year's dates are Sunday, Oct. 18, through Friday Oct. 23. This trip has proven to be highly addictive and is limited to the first 20 cars and their pilots with firm commitments. We will offer a standby list if anyone cancels at the last minute.

We will tour some of the most beautiful areas of Tennessee, North Carolina, and Georgia on our six-day trip. The leaves should be at peak and the roads uncrowded during the week. You will enjoy the quaint places we stop to eat, shop, and stay. We run together as a group each day with plenty of rest stops. The roads are paved and are very entertaining.

Call us soon for more information. Places fill up quickly during October. You will make your own reservations for the areas we visit. We will provide a list of accommodations upon request. Contact us by email at cdbohall@yahoo.com or call 941-916-4152 in the evening.



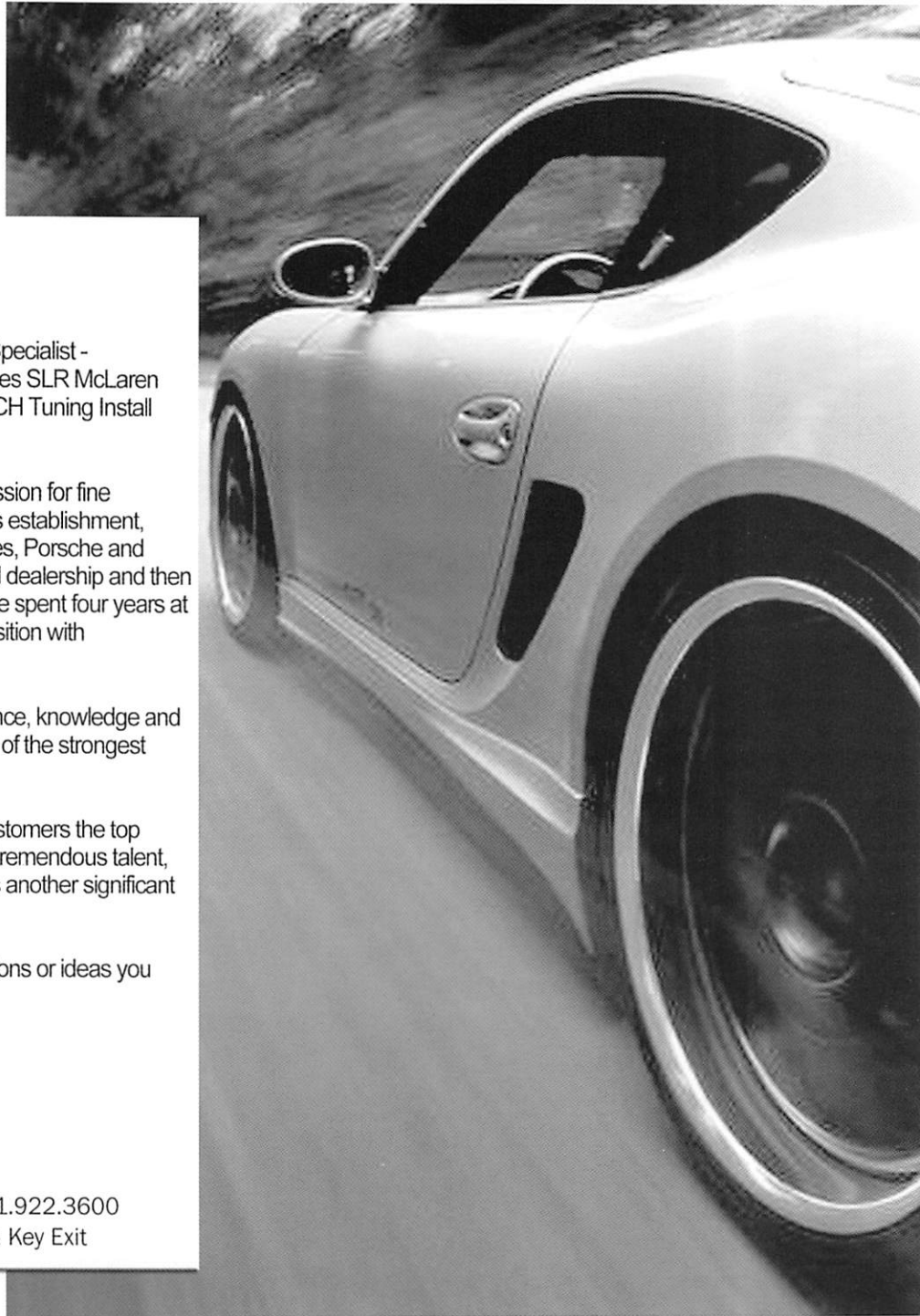
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easily out-cook Betty Crocker. His desserts are responsible for most of the fat people in the surrounding area ... we are now among them.

Friday it rained. Didn't matter; because we had reserved the club car on the Great Smoky Mountain Railroad. It was a scenic ride through the mountains with Champagne, cocktails and a rowdy group of club members. After the train ride everybody went their separate ways. But I know that after a week of simulated DE training they were headed home "movin' at a pretty good clip."



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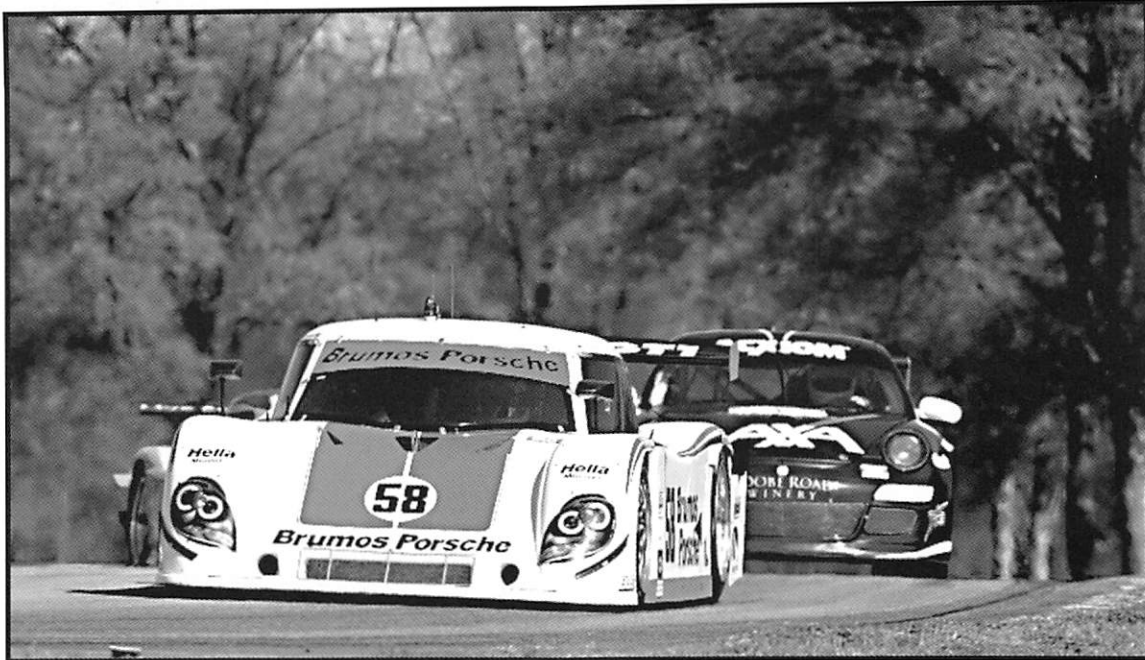
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Brumos Porsche Riley Grabs DP Podium Spot in Rolex Grand-Am Race, Farnbacher Loles Takes Fourth in GT

ALTON, VA, April 25 -- Brumos Racing grabbed a controversial podium finish in the Rolex Grand-Am Sports Car Series presented by Crown Royal Cask No. 16 race at Virginia International Raceway Saturday, April 25, and the Farnbacher Loles Racing Porsche GT3 finished fourth in GT.

David Donohue, Malvern, PA, and Darren Law, Phoenix, AZ, finished third in the #58 Porsche Riley, taking advantage of a late caution that allowed Donohue to make up a seven-second deficit to the third-place car.

When the green flag fell with less than five minutes remaining, Donohue was still fourth, right behind the third-place car. As they came through Turn 1B, Donohue bumped into the rear of Scott Pruett's third place Lexus Riley. That made Pruett's car twitch back and forth and the Ford Dallara of Max Angelelli hit Pruett's right front corner and went spinning off left. Pruett spun sideways, and Donohue went around him to capture third.

"Pruett just slowed more than I

did," Donohue said. "I just got into the back of him, pretty hard I guess. I don't know if I locked up (the brakes), but I couldn't go sideways to avoid him because Max (Angelelli) was there. Then they tangled right in front of me and I avoided Pruett when he spun, and Max went off to the left. I don't know why they are upset."

The podium finish enabled Donohue and Law to remain co-leaders in the driver's standings with 60 points each, and moved Porsche into a tie for the manufacturer's standings with Ford with 60 points each.

"I'm very, very happy with the outcome of this race" said Law. "The win at Daytona and the podium here puts us in the points lead, which is what we're aiming to do for the season. It was rough out there; it was very hot (93 degrees F) and there was a lot of traffic. But I think we were competitive with everybody except maybe 01. The pit stops were correct and the car was quick enough I felt like

I could run with anybody. I brought it in second place, the team did a great job and David fought his way to the front."

A day that started on the bright side for the Penske Porsche Riley turned into disappointment for the Porsche works drivers, but even after falling back to 23rd, they still managed a seventh place finish for drivers Timo Bernhard (Germany) and Romain Dumas (France).

"After we did our pit stop and Romain got in the car, he got a penalty I do not know about," Bernhard said. "They (officials) said he got along (side) another car on a restart, and the drive-thru (penalty) under green put him back.

"We were quick enough today to be on the podium, possibly a victory but we had a problem with the clutch. Sometimes when I downshift, it did not engage and lost time. Once I lost three positions because of that. We are OK with the points, but we

Continued on page 27



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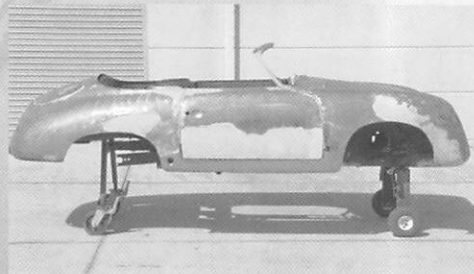
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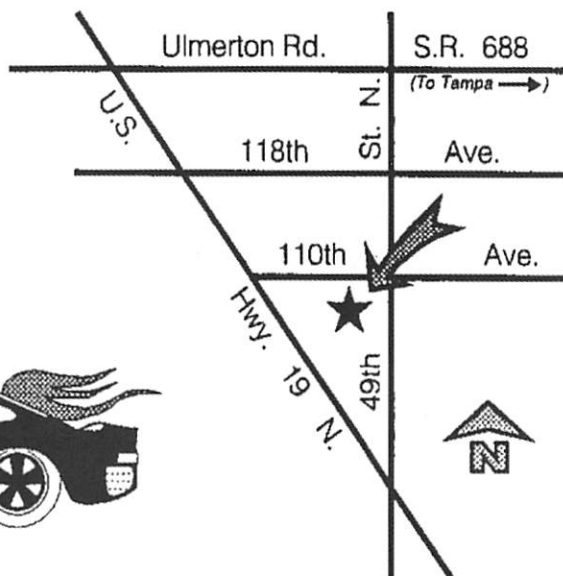
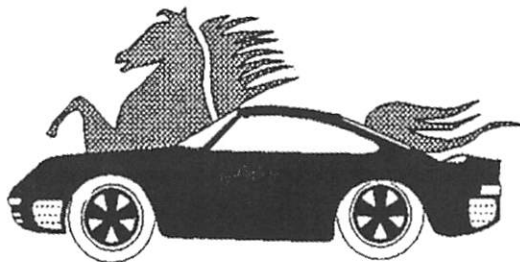
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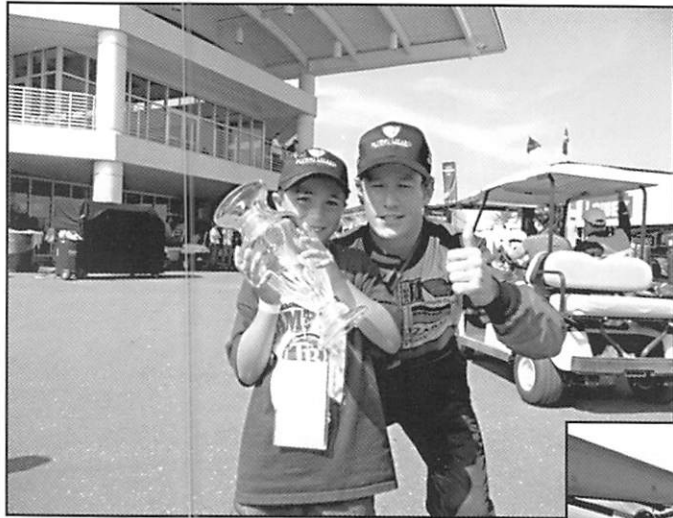
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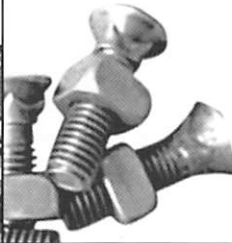
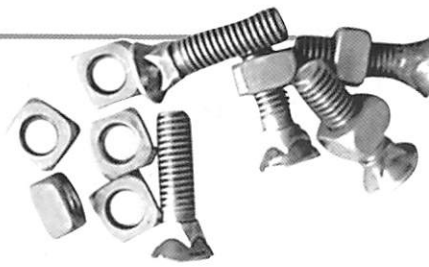


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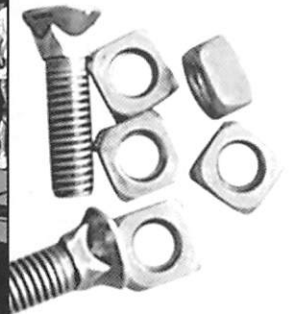
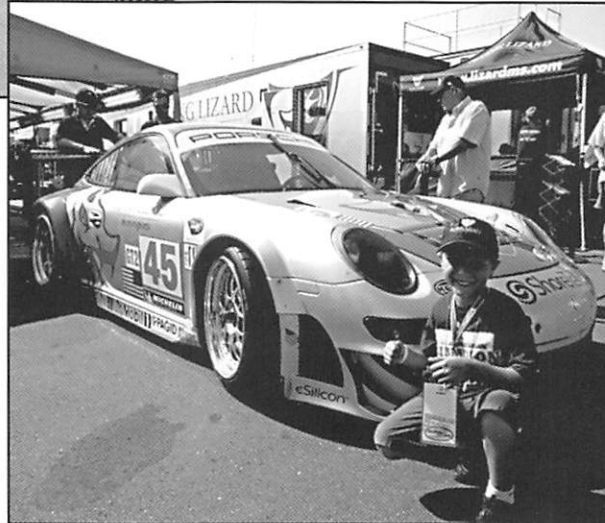
Nuts & Bolts



Long Wins ALMS Race

Suncoast Region members Patrick Long (above, right) and Sam Shukys with the winning trophy at the American Lemans Series (ALMS) race recently. Sam beams in front of Long's Flying Lizard Porsche in the paddock after the race (at right).

Photos by Joseph Shukys



PORSCHE Profile

Send your photos and articles by the first of the month to editorprofile@mindspring.com



On the cover

Shown above is Suncoast member Noah Gingell, winner of the two-Seater IRL Ride raffle, who said the ride "was fantastic!" Sure looks like it.

Photo courtesy Noah Gingell



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Ronald McDonald House accepts check

The Suncoast Region presented a check to Ronald McDonald House on April 15, in the amount of \$3,001. Suncoast members donated this money

through Drivers Education registrations, the two-seater IRL Ride contributions and Porsche on Parade proceeds.

Photo courtesy Page Obenshain

First Swap Meet a Big Success!

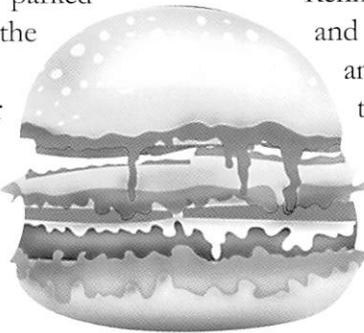
Renn Haus's First Annual Swap Meet got off to a great start on a recent, warm Saturday morning, according to Guy Covington of Renn Haus. "The event was extremely well-attended, with close to 80 Porsche and other car enthusiasts mingling under the shade of the oak trees," he said, "with every parking space filled with cars parked end to end along the building and also across the street."

Participants spent time looking at items for sale, watching one of the four Dyno runs, mingling and enjoying a complementary BBQ lunch. Chef Larry showed his skill at barbecuing and the beer-basted burgers and bratwurst were devoured almost as quickly as he could

serve them!

Following lunch, a raffle was held with prizes from T-shirts to posters to insulated cup holders and a great set of Martini racing glasses provided by Reeves Porsche and the Grand Prize of a free Dyno.

"Renn Haus would like to thank Reeves Porsche and Driving Impressions for their support and once again thank everyone who attended," Covington noted. "We hope they had as good a time as we did! We're looking forward to making this an annual tradition and hope we can plan on even more attendees next year (and we promise to have more burgers!)."

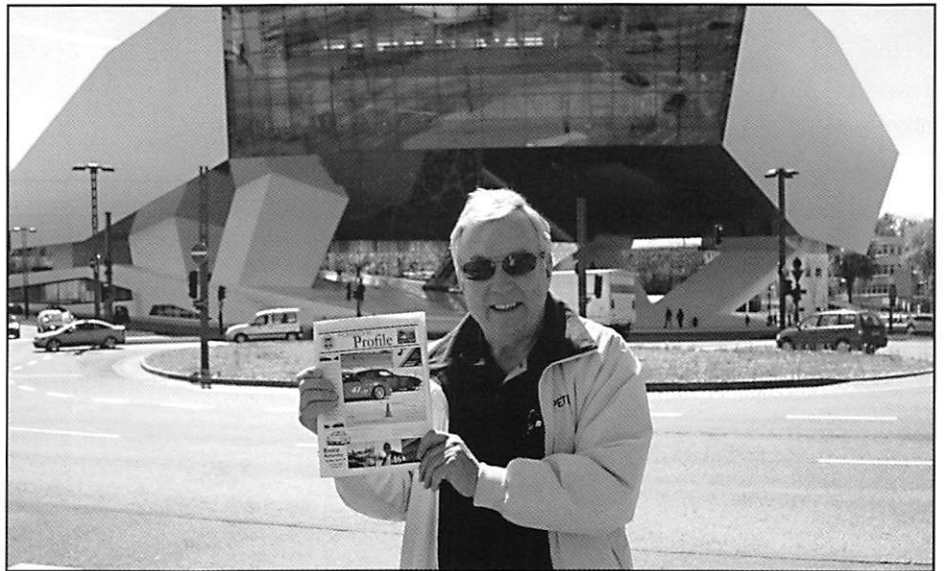


June 15th registration deadline for Porsche Parade, Colorado

Registration for June 29 to July 4 Porsche Parade in Keystone, Colorado ends June 15, so if you have not already done so, register now.

You'll need your user name and password to register online at www.pca.org. If you do not have your user name or password, contact the PCA National Office at admin@pca.org.

If you have any issues during the registration process, contact Kathleen Lennon at kklennon@comcast.net or call 719-487-2842 (MST).



Porsche Profile visits the Motherland

On the morning of his birthday this past April, Suncoast member Peter Sontag had this picture taken at the new Porsche Museum in Germany. A personal friend of Porsche Chairman Wolfgang Porsche, Sontag reported that "the museum is awesome."

Sontag runs Fast Lane Travel, Inc., which conducts tours to Zuffenhausen, Stuttgart, Weissach and Leipzig in Germany (see advertisement, this issue, pg. 13). The tours are called Treffens, dubbed by Porsche. On this trip, Treffenmeister Sontag's group drove to Austria and visited the original Porsche factory in Gmund.

Sontag has taken nearly 3,000 participants on Treffens, an official PCA function, and has completed more than 70 trips. "My goal is to do the Treffens trips for 16 more years. Then I'll turn it over to my successor," Sontag said. Happy Belated Birthday, Peter!



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Continued from page 20

had a car that could have won the race. We will analyze everything before the race next week (in New Jersey) and we definitely do better there.”

The other Brumos Porsche entry, driven by JC France (Daytona Beach, FL) and Joao Barbosa (Portugal) finished eighth.

The race was not so good for the Porsche GT teams. The Farnbacher Loles Racing Porsche 911 GT3 Cup entry of Dirk Werner (Germany) and Leh Keen (Charleston, SC) finished fourth by more than three seconds. Fifth in GT went to the Farnbacher Loles Racing Porsche of Eric Lux (Williamsville, NY) and Wolf Henzler (Germany).

The hardest-working team award went to the #67 TRG Porsche 911 GT3 Cup team of Justin Marks, Chico, CA, and Andy Lally, Newport, NY. Marks got caught in another car's accident very early in the race and the crew worked on the car for 90 minutes before Marks was able to rejoin the race. But Marks barely made it around turn 1 when a mechanical problem started overheating his engine.

Quick thinking got Marks through a back gate and he parked behind the race control tower. The crew came



running over, repaired the car in less than 10 minutes and he was able to rejoin the race again. Fortunately, there was enough time for both drivers to complete the minimum 30 minutes to earn points. They finished 15th in GT.

“These crew guys are the greatest,” Lally said. “We could have given up, but that’s not the Porsche way. We will do anything it takes to race.”

Round three of the Rolex Grand-Am Series took place on May 3 at New Jersey Motorsports Park in Millville, New Jersey.

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■ **1999 BOXSTER,** Arctic silver, 49K miles, never tracked, well maintained – I have all records. Runs great, short throw shift. Russ Lee was my neighbor and he knows the car. \$14,500. Make offer. mglantzray@yahoo.com.

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■ **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.

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■ **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 wcclayton@aol.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.

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■ **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); keepracing@mac.com for pix.

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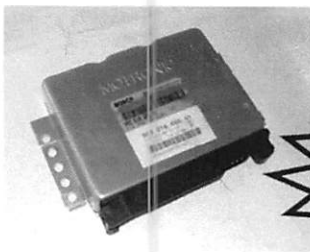
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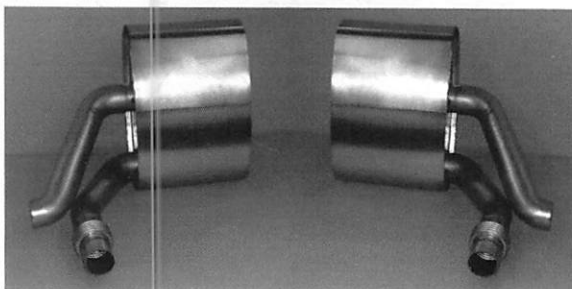
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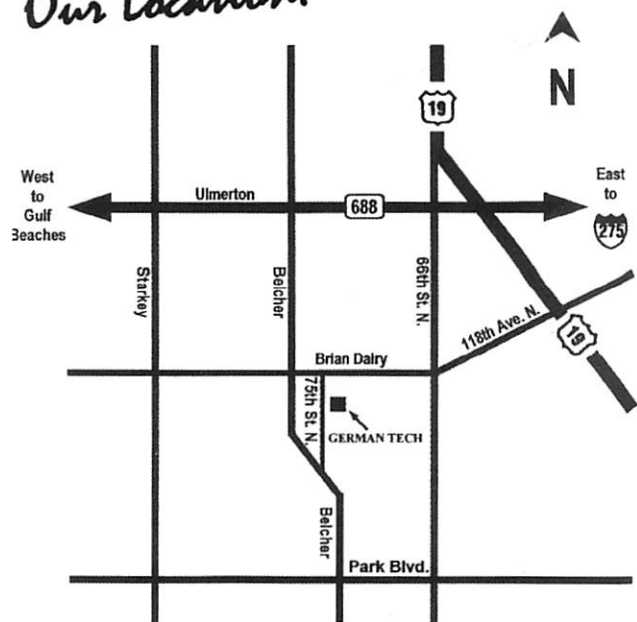


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