

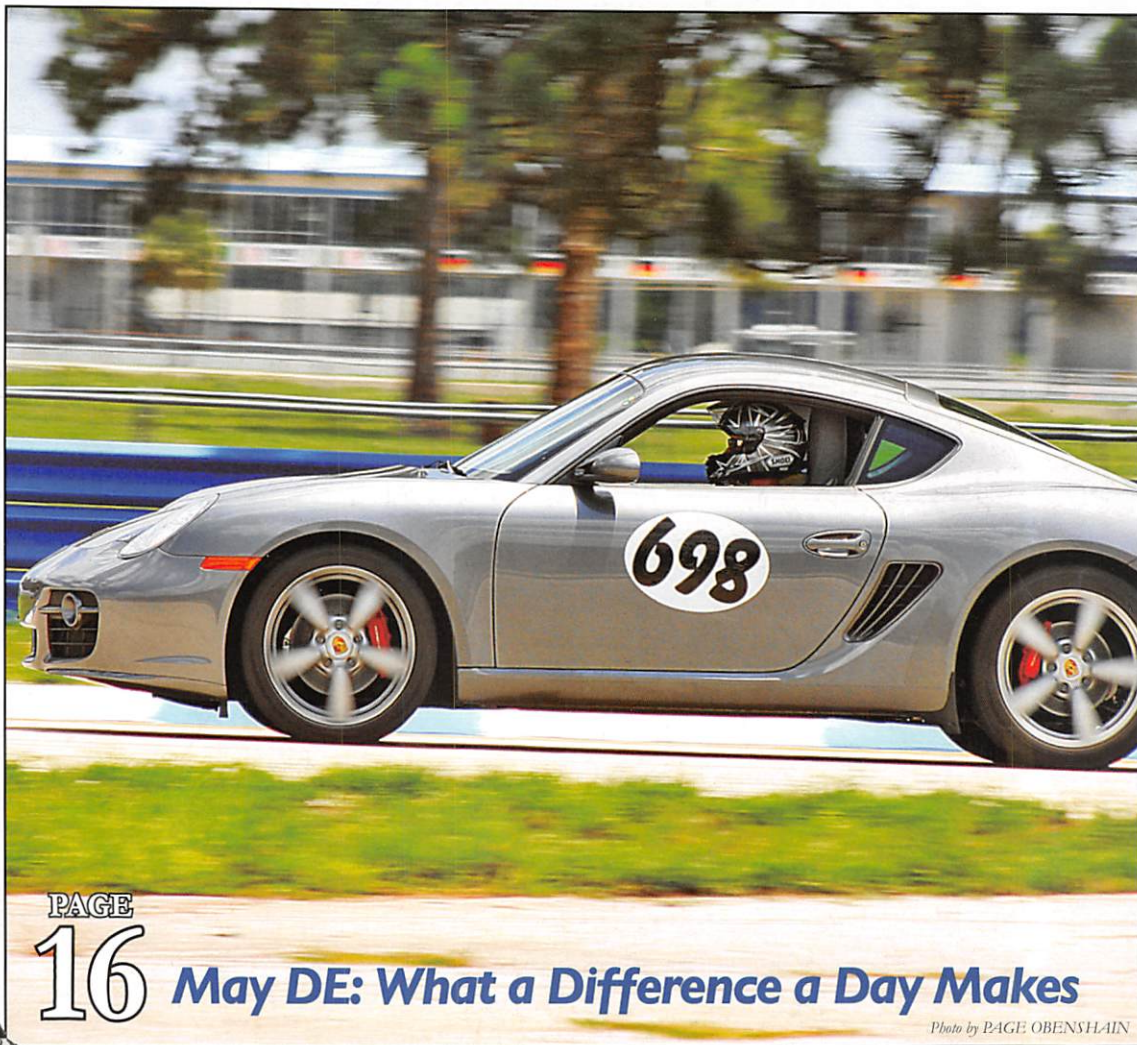


PORSCHE Profile



Coming Up!

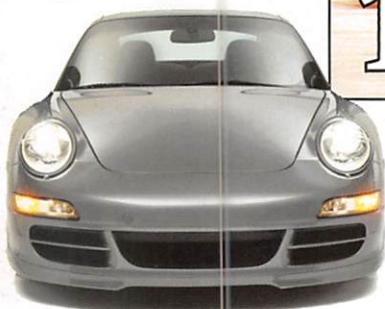
- **July 8**
Date Night, Nokomis
- **Sept. 19-20**
Drivers Ed, Sebring
- **Sept. 26**
Ringling Museum Tour
- **Sept. 27**
BMW vs. PCA Challenge
- **Oct. 18-23**
Smoky Mountain Tour
- **Dec. 12**
Porsches in the Park
Sarasota



PAGE
16 *May DE: What a Difference a Day Makes*

Photo by PAGE OBENSHAIN

Ooh la la!



Inside This Issue:

Calendar of Events.....	5	Focus On.....	15
From the Driver's Seat.....	7	May DE: What a Difference a Day Makes....	16
Fast Tracks	9	Marketplace.....	29

Plus so much more!

Date Night
Waterfront Too
July 8
Contact Sharron Shields
for more info





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Porsche Profile Deadlines

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

Advertising Rates

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941-746-1122

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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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- Address changes should be submitted to Page Obenshain, membership@suncoastpca.org
- Subscriptions to non-Suncoast Region, PCA members are \$24 per year.

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Editor
Alicia Nordquist
editorprofile@mindspring.com

Graphic Artist
Melissa Schneider
mtaylor@designs@gmail.com

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Membership - Page Obenshain
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Safety - Mike Lelak
727-595-9467, boxsterdude@aol.com
Competition - Ralph Carr
813-598-0623, racergeorge@hotmail.com

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727-773-5823, Porschegirl@ij.net
Ellen Riley
863-619-8983, p951@aol.com
Jose Uranga
941-351-7228, Jandjuranga@verizon.net

President Appointed

Web Master - Eric Tillotson
webmaster@sfl.pca.org
Profile Editor, Alicia Nordquist
941-228-2184, editorprofile@mindspring.com
DE Registrar, Amy Gustafson
941-518-0004, suncoastde@tampabay.rr.com
DE Tech, Carlos DeBonis
941-928-5213, Los914@netzero.net
48 Hour Club Race Chairman, David Herndon
727-804-1439, dherndon@ix.netcom.com
DE Chief Track Instructor, David Bassett
941-720-1964, david.bassett@morganstanley.com
Publications Chair, Alicia Nordquist
941-228-2184, editorprofile@mindspring.com
PorscheFest Chair - Roger Dordick
508-737-9541, rogerdordick@aol.com

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Coming Up!



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

Suncoast Region Events

- July 8: Date Night, Waterfront Too, Nokomis
December 12: Porsches in the Park 10 a.m. to 4 p.m.
St. Armand's Circle, 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 12: Porsches in the Park, 10 - 4 pm, St. Armand's Circle, Sarasota.
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 golfsharro@aol.com*

Driver's Education Dates Sebring

- 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
suncoastde@tampabay.rr.com*

Autocross Dates – ZephyrHills

- 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!

Summer has finally arrived. PCA Parade is happening in beautiful Keystone, Colorado as you are reading this. We have a Suncoast Region contingent of about 15 attending, and they are anticipating a lot of fun, good food, pretty Porsches and great friends.

The month of July is generally very quiet for Suncoast Region. Our schedule picks up again during August and becomes very busy during the upcoming fall and winter seasons.

Our next PCA Suncoast Region

Drivers Ed will be a two-day event at Sebring in September. See the Region calendar for the dates. Our energetic and newly Solo qualified registrar, Amy Gustafson, will open registration up sometime in mid-late August.

David Cook will send out a timely email alert.

Early next year, Sharron Shields has planned a road trip to the Collier Museum in Naples. This is a very special, limited atten-

dance opportunity to view one of the most rarely seen private automobile collections in the world. We anticipate this event will be in the first



half of January 2010. Stay tuned.

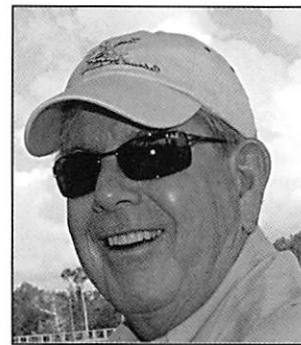
The 48 Hours at Sebring committee is already busy planning the next race, which is scheduled for the first weekend of February (4,5,6 & 7) 2010. Once again, this race is run entirely by volunteers, and we will be asking for your help. Details regarding volunteer opportunities will be forthcoming soon.

Carl and Diane Bohall are also very busy planning the upcoming Great Smoky Mountains tour to be held during October. This is a spectacular driving event. Look for details in the next issue of Profile.

Have a great summer! I'll see you in the Driver's Seat.

The Membership Starting Line

Join me in welcoming new members to the Suncoast Region:



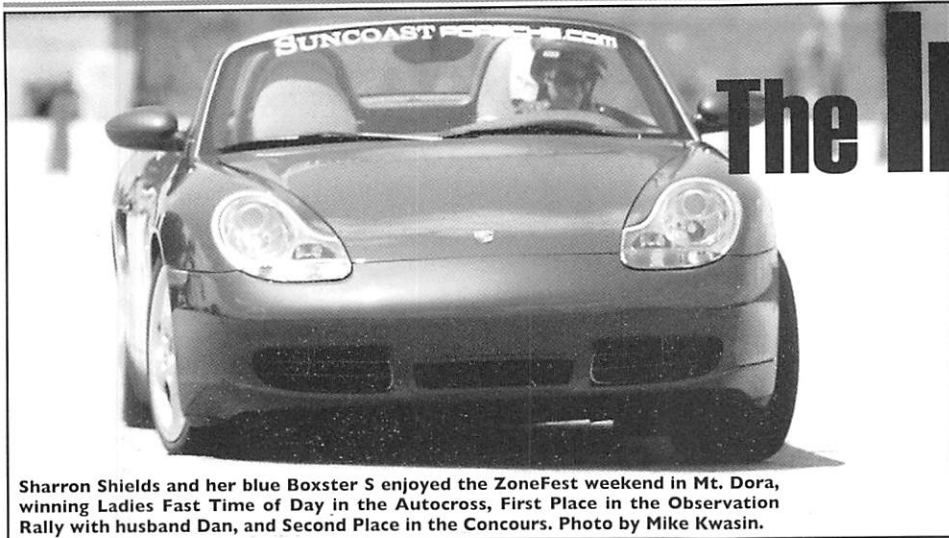
by Page Obenshain,
Membership Chairman

Robert Bain, Palm Harbor, 1999 Guards Red 911
Thomas Bohne, St. Petersburg, 2008 Black Carrera
Michael Brewster and Hillary Halloway, Tampa, 2007 Black Cayman
Patti Brown-Chlapowski, St. Petersburg, 1998 White Boxster
Cory Fizer, Sarasota, 1989 White 944 Turbo
Daniel Grubbs, Bradenton, 2001 Black Boxster S
Steven Halpin, Tierra Verde, 2008 Red Carrera
Wycliffe McIntosh, Apollo Beach, 2005 911 S
Howard Saslow, Pt. Charlotte, 1986 Gold Carrera
Russell Skillman, St. Petersburg, 1996 911 (993) Black

Gerald and Barbara Strouse, Winter Haven, 2007 Black Carrera
Jonathan Vaught and Nadine Allan-Vaught, Palmetto, 2006 Silver Cayman S
Randall Zomermaand, Tampa, 1995 Grey 911

Transfer in:

Elwood and Gladys Johnson, Palm Harbor, 1966 912 & 1968 911 L
Transferred from Metropolitan, New York



Sharron Shields and her blue Boxster S enjoyed the ZoneFest weekend in Mt. Dora, winning Ladies Fast Time of Day in the Autocross, First Place in the Observation Rally with husband Dan, and Second Place in the Concours. Photo by Mike Kwasin.

The Invasion

Porsches Invade Mt. Dora for ZoneFest

Sheriff's Department driver training facility near Tavares. The Martin Sports Car Club assisted Florida Citrus Region's Bert Delvillano in setting up a nice parking lot type event.

The Sunday evening banquet at the Lakeside Inn featured a talk by Gary Cummings, the Rolex Racing Series Manager for GrandAm. Over a terrific buffet dinner, door prizes were awarded, along with trophy plaques for all of the weekend's events. Alex Job, on hand with wife Holly, received a special appreciation award for his support of the event. The weekend finished with a meeting of PCA region presidents on Monday morning.

Major ZoneFest sponsors included Suncoast Porsche, Porsche of Melbourne, the Nort Northam Collection, and the Lakeside Inn.

ZoneFest events have been held at various locations in Florida over the years, including Lehigh Acres, Sebring, and Saddlebrooke Resort near Tampa. The current version evolved from 2004's "Citrus Fest" in Mt. Dora, and was known as Mt. Dora Porsche Fest from 2005 until last year, when the name was changed to emphasize the participation of PCA Regions throughout Zone 12.

Porsche owners from around the state converged on the Central Florida town of Mt. Dora over the Memorial Day weekend for the PCA ZoneFest, hosted by Florida Citrus Region.

ZoneFest is a weekend of Porsche related activities, essentially a state-level version of Porsche Parade. The weekend features the club's traditional competition events, the Concours d'Elegance, Rally and Autocross, plus a Tech Quiz, Banquet and social events for the die-hard Porsche enthusiast. In this case "Zone" refers to Zone 12 of PCA, which contains all the regions in Florida. This year's event was chaired by Nort Northam and Chuck Hennings.

The Saturday morning Concours, chaired by Mike Hansen, took place on the lawn of the historic Lakeside Inn. The Inn's owner joined in the fun by showing his new Boxster RS60. Alex Job Racing brought two GrandAm race cars, their Daytona Prototype and a GT3 Cup car. Other fine Porsches ranged from sparkling new ones to a beautiful 356 cab and Speedster. Cars were judged on exterior and interior only, so the

underside, engine compartments and luggage compartments, were not part of the scoring.

A Tech Quiz took place during the Concours, on the front porch of the historic inn. PCA National Treasurer Ruben Ledesma put together the test of everyone's Porsche knowledge.

The Saturday afternoon "Observation Rally" by Chuck Hennings meandered through Tavares and the rolling hills of Lake County, with a welcome stop at a fabulous roadside bakery in rural Yalaha. Scoring was based on mileage and questions about things observed along the way. A non-competitive Tour was also offered for those who wanted to enjoy a nice drive in the country without the pressure of competition.

Participants had a chance to drive their cars to the limit in Sunday's autocross at the Lake County

Remembering Puerto Rico

By *The Silver Tongued Grey Headed Old Man*

Approximately 11 years ago, the Puerto Rico Region asked the Suncoast Region to set up a Drivers Education program for them. They offered to pay all expenses for the Instructors who would participate. In the beginning, we took our radios, cones, flags, and the necessary paperwork to set up the school.

At the first school, we discovered there were no Porsche repair shops, so it was necessary for each driver to tech his own car. The first school was on "Puerto Rico time," and the entrants were very late coming to the track. No brakes had been bled, nor lug nuts torqued, so it was a rough beginning.

The next DE was held with every car properly

teched. Thereafter, each school improved rapidly, with drivers finally reaching the status of Instructor.

Finally, in 2003, the Puerto Rico Region held their last DE event with us in attendance. Wow! We had been to their Region 11 times. They treated us royally and took care of our every need and treated us to outstanding dinners.

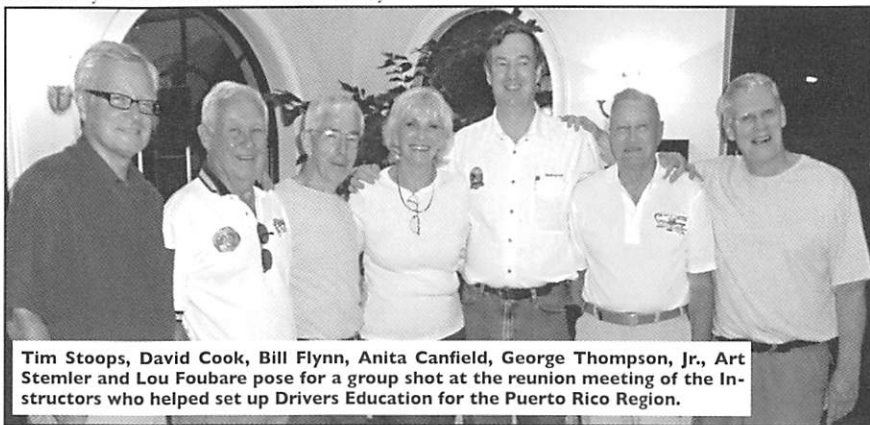
On Friday evening, May 29, we gathered for an Instructors' reunion meeting at The Inn on the Lakes in Sebring. Seven of our group of ten were able to attend; Bill Rowell, Scott Tyler, and Brian Canfield were unable to attend. Alicia Nordquist, Bill Riley and Page Obenshain joined us as guests.

Looking back, there were many hilarious

stories to be told and retold. I cannot tell all of them, but here is one you might enjoy.

Our original travels began in Miami on American Airlines with the same hostesses on board each time. So just before taking off for Puerto Rico, all of us Instructors put on our drivers' helmets! The results were hilarious! Just try that on an airline today!

Ah, yes, those memories and our reunion were great. We will not forget the great Puerto Rico Region and their wonderful, charming members. To this day, our Suncoast Instructors continue to improve and retain their status as the best in PCA.



Tim Stoops, David Cook, Bill Flynn, Anita Canfield, George Thompson, Jr., Art Stemler and Lou Foubare pose for a group shot at the reunion meeting of the Instructors who helped set up Drivers Education for the Puerto Rico Region.

"FAST" TRACKS

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



PHOTO BY ANITA CANFIELD

**Meet Anita Canfield, a
PCA member for 25 years**

Porsche Profile: When did you first join PCA?

Anita Canfield: My son, Brian, and I joined PCA with Gold Coast Region in 1984. We later became members of Suncoast. In 1983, while the rest of us were at our Michigan farm, Brian went with a friend to an Autocross in the Keys (with my car!) and learned about PCA. He phoned me and assured me that I would love it and, since I was owner of the car, a 911, to send a check to National and he would be my family member. I sent the check, really not knowing what to expect. That was the beginning!

PP: Where did you go from there?

AC: After trying it, I did love autocrossing. In order to get experience before going to National PCA Parade, we did everything DE – Autocross, Rallies, etc. Back then, there was a Zone Autocross Series and we traveled the length of the state to autocross for a few minutes!

We became Instructors and taught for Gold Coast and Suncoast in DE, plus the BMW Club. We taught at Moroso, Sebring and Roebing Road. I remember particularly that I had a 1973 Concour car that we entered in the Concour of Suncoast's "Werksfest" in 1990. With Autocross, Rally, Tech and Concour scores, I was overall winner that year. That was a good year.

PP: What models of Porsches have you owned?

AC: I have had several 911s, a 912 and a 914, which I still have. It has evolved from a Street car to an Autocross car, to a Race car! Many things, including the cars, have changed over 25 years!

PP: How did you get first become involved with Suncoast?

AC: Brian moved to Lakeland, switched his membership to Suncoast and became active. When National started their Mentor Program, they started it at Sebring and we were among the first Instructors to attend and become Mentors.

I was most pleased to see that many of the learning tools used were the same as were already being used by Suncoast. As Zone Representative one year, it was up to the Zone Reps to put together the rules, regulations and guidelines of our DEs from each region. I am very proud of Suncoast, because many of those programs are now included in the Mentor Program.

PP: And from then on, what were your major activities?

AC: I was Zone Rep for Zone 12 to National PCA from 1993 to 1999 (after Bill Riley and before Ruben Ledesma). During those years, I attended many events throughout the state and began racing with HSR (Historic and Vintage Racing) and Porsche Club Racing with my 914. My son became involved and we would run Enduros together, and according to the announcer, it was unusual for a mother/son team to be involved in racing! HSR awarded me a gold ring at Daytona Speedway for "The Spirit of Racing," which I value very deeply.

I kept instructing at DEs and because we were so involved with Suncoast, Brian and I became inaugural members of the Hall of Fame of Instructors in 1995 - a wonderful group of Instructors.

PP: Do you and Brian continue to be so involved?

AC: Brian and his wife now live in North Carolina. I stopped racing when my husband became ill with Alzheimer's, but instructing for DE is still a passion. In 1999, Suncoast awarded me a "Lifetime Honorary Membership of Suncoast Region," which I value as deeply as my gold ring from HSR.

I've made many friends in Florida, Puerto Rico and around the country. It's not just the cars; it's the people! See you at the track!

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

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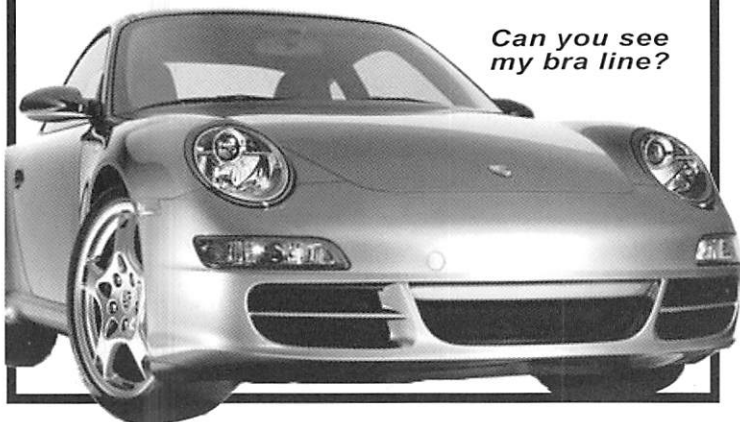
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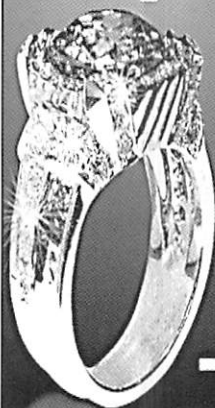
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The backrest shell has a glass-fiber reinforced plastic core and a carbon-fiber surface with visible weave pattern. This construction provides excellent rigidity while also reducing weight.

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

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Porsche Talk

*Brought to you by
Suncoast Porsche*

This is the second in a series of Forced Induction



Ryan Ubrinec, Master Porsche Tech, Suncoast Porsche.

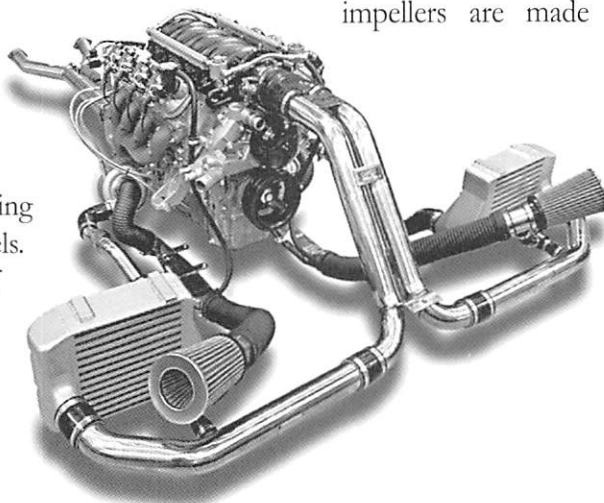
A turbo system is comprised of individual components designed to work together in one harmonious package. For a turbo system to perform well in its intended application, the function and efficiency of each component must be tailored to the specific goals of the engine. High horsepower vehicles performance will usually suffer in the low rpm range, and be absolute animals at the higher end. Where as econo-cars have instant response down low but run out of steam as the tachometer climbs.

The most crucial part of a turbo system is, as you know, the turbo. Turbos are comprised of four different components. The compressor housing, made of aluminum, the turbine housing, made of high temp cast iron, the center bearing section and the impeller wheels. The turbine side is made of iron to be able to withstand the immense ammount of heat produced by the exhaust. The heat is a byproduct of the exhaust being forced through the turbo. The more heat, the more velocity, the faster the exhaust gasses will turn the turbine. The faster and sooner we can spin the impeller the more throttle response we will have.

Turbines are generally sized by their aspect ratio. Aspect ratio when referring to turbines, is the ratio between the distance the exhaust gasses must travel to reach the impeller, relative to the size of the inlet from the exhaust manifolds.

The larger the aspect ratio, the larger the turbine, the more lag you will have, the plus side being the increased flow capacity at higher rpm. The smaller the aspect ratio, the smaller the turbine, the less lag you will experience. You get increased throttle response, but as a side effect, the turbo will not be able to flow as efficiently at higher rpm.

Another way to reduce lag is to lighten the impeller assembly. Just like a single mass flywheel, the less effort it takes to rotate, the faster and quicker the impellers will spin. Most impellers are made



Turbos are comprised of four different components. The compressor housing, made of aluminum, the turbine housing, made of high temp cast iron, the center bearing section and the impeller wheels.

of a high-temp steel, but they can also be made of ceramic, titanium, and other exotic materials. Modern advances in technology and creative thinking has also helped reduce lag. The perfect example of this is on our 997 turbo with variable

vane technology. The variable vanes are an amazing advancement because it allows the turbo to function as a small, high response turbo at low rpm, but turns into a high flowing fire breather at the top end of the range.

The variable vane turbos work by means of an electronic actuator for precision adjustment. This actuator then in turn moves a series of vanes that are connected together. This in turn changes two things, one being the gap between the vanes, and two, the location on the impeller to which the exhaust is directed. When the gap is reduced between the vanes, the velocity of the gasses is increased and spins the turbo more quickly. When the gap is opened up, more exhaust flow can be utilized and the turbo does not get choked out. Secondly, when the vanes change their gap, they also direct the exhaust gasses towards a different part of the impeller. So the engineers are able to optimize different areas of the impeller for a wide range of driving conditions.

Turbo technology has evolved in leaps and bounds in production cars since the Corvaire was introduced. With turbos, huge power can be made to the tune of 1500 horsepower 1.5 liter Formula 1 engines. On the other end of the spectrum, 1.3 liter 4 cylinders can be made to have the same power as a V6 with huge gains in fuel economy. Catch me next month for Part 3 of the turbo saga!



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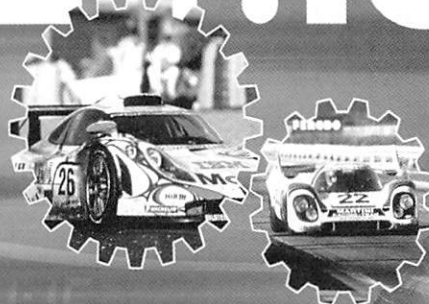
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AAA CDs Heralded by Consumer Advocate

By Jill Perry

With so many banks closing and the financial market in upheaval, it's difficult to determine where to put your hard-earned dollars. AAA Financial Services continues to be a stable resource you can trust.

And Clark Howard agrees. Howard is a consumer advocate with a nationally syndicated talk show designed to help you spend less, save more and avoid getting ripped off. In a recent article, Howard reported that he'd found an unorthodox resource offering the highest yielding CDs in the market—AAA.

The article went on to report, "There are a number of smaller banks, credit unions and some wholly unusual sources that are offering rates above the national average. As an example of the latter, Howard recently saw a banner ad on The Boston Globe website for a five-year CD at 3.75 percent. He clicked through and sure enough it was a real deal available to members of AAA. That means tens of millions of people in the United States could take advantage of this deal! 3.75 percent is the highest interest rate available anywhere in America, according to BankRate.com."

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Focus On:

Charlie Neilson

Treasurer (Extraordinaire)

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



I've been treasurer of the Club for about 2-1/2 years. Being a member of PCA has been fun: we've met some cool new friends, been to autocrosses, DE, rallies, races, concours, social events, date nights, North Carolina trips, parties and polo matches. There is so much action with the Club that you can't do it all.

I've owned many fun sports cars over the years but I always wanted a Porsche. After 35 years of hard work and putting kids through college it was finally my time. I bought a new 2003 metallic-orient-red Boxster S.

This is my everyday car but she gets treated like royalty. Always garaged, constantly washed, waxed and occasionally stroked (my wife gets similar treatment).

About a year ago my wife flew to San Diego for 6 weeks to help my #2 daughter with her #1 baby. My plan was to drive the Boxster to California and bring her back home. The problem is that she kept adding to a list of stuff that I was supposed to bring. Realizing that the Boxster can't hold that much she insisted I drive her SUV.

But I came up with a brilliant idea. I called the wife and told her I was going to pay off her car loan on the SUV - she was ecstatic. I

“...I was thrown into a world that has proven to be very addicting.”

then proceeded to trade her SUV in for a new BMW 335i twin turbo. I got the car on Tuesday and headed to California on Thursday.

No breaking this baby in, I've been a bachelor for 6 weeks and I was on a mission. That was a fun ride; just me and my buddy, Dudley Dog (great traveling dog - he doesn't complain

when I'm doing 120 and he likes the curves). When I got to San Diego the wifey was a little steamed about her SUV but I figured driving the turbo 3200 miles home would change her mind. Now she loves the car. She likes me. Dudley ain't saying.

When the cars are parked my other interests are windsurfing, kayaking, sailing, cooking & grilling and I just bought a new fast-trawler - a Ranger 25' tugboat; a great cruising boat. Now I have to try and fit all these activities plus the PCA events into a calendar already crowded with work - I'm callin' in sick.





Joe Shukys revisits the DE experience.



Jane Lane learns what she and her 911 can do.

May DE: What a Difference a Day Makes

Porsche Profile's editor takes to the Sebring track for Drivers Ed

by Alicia Nordquist, Porsche Profile editor

Friday, May 29

After a leisurely drive on a lovely afternoon, I arrived at the Inn on the Lakes in Sebring to participate in the May Drivers Ed course and sit in on a reunion meeting of Suncoast Instructors (see David Cook's article on page 8). I brought the dreaded helmet, a change of clothes, comfy driving shoes, a camera and a book. Traveling light.

The Silver Tongued Grey Headed Old Man, seated in the lounge with two of the reunion Instructors, waved me in and, as the rest of the group arrived, the camaraderie blossomed

and so did the uproarious storytelling.

The clock ticked toward cocktail and dinner hours and the storytelling continued on into the evening. Being careful not to forget the primary purpose of my visit, I reluctantly pried myself away from the lively group at a somewhat reasonable hour. No need for the book.

Saturday, May 30: 7 a.m.

The drive to Sebring the day before gave me time to think about the DE preliminaries I'd read on the Suncoast web site. Hands at three and nine, left foot on the floor when off the clutch, mirrors just so, etc. My Cayman S had

been tech-inspected that week and was ready to go – a new set of rear tires ready to rock and roll.

At the track, I unloaded every item not nailed down – the tire thingies, floor mats, Sirius player, all the stuff that accumulated in the trunks - and moved on to Safety Inspection and Registration, where I got my Green (first level) wristband. Next level is Blue, then Yellow (solo) and finally Instructor. You don't just automatically progress; you've got to get reeeeaally good.

After we picked up our official logbooks and schedules, Chief Track Instructor David Bassett briefed us in track rules and regs and DE Registrar Amy Gustafson introduced us to our Instructors. Amy must have extra-sensory powers, because Mark and I were a perfect match.

The Instructors and Blue and Yellow drivers then proceeded to do their thing on the track and grid, and we Greenies met in an air-conditioned room for an hour-long briefing. We were a diverse lot, with cars of various vintages, makes and models, from a '69 911 to an Infiniti to one of those hot new Audi R8s. I was anxious to get moving.



DAVE BASSETT

Continued on next page

Jane Lane: Green, Third Time

My father took me to Sebring since I was a child for the 12 Hour race. All they had on the track to stop out of control cars were hay bales. It was so exciting. When my husband started DE, I always went with him and just

being at such a historic site brought back so many good memories.

The Suncoast Region members were so kind to me – and at one point, they asked me why I wasn't driving. So, with my husband's help, I took steps to be able to go on the track safely, not only for myself, but for the other drivers.

This past May was my third time on the track. When I put the helmet on, I feel nervous and excited, and I am trying to think about the line on the course. I want to do better and better and be a safe and courteous driver.

Being a greenie is a dream I would never had imagined becoming a reality. I am so grateful to the Suncoast Region's support and encouragement.

Continued from page 16

First session: 11 a.m.

Mark drove the first two laps, so he could check out my car and I could get an idea of what lay ahead. As the engines roared and the excitement mounted, I took the wheel and a deep breath.

The first session was intense – well, they all were intense, but more so the first. This was not street driving. Duh. I soon learned I'd have to master new techniques before I could master the track.

Mark couldn't have been clearer, but I had questions. "Tires kiss those blue lines where? Turn at that cone? Head for the trees? Hands at nine and three?" Oh, yes, I remember that one. Better to shoot and ask questions later.

The first session was over in a flash, even though I was the slowest on the track. I got really good at point bys. Everybody passed me – at least once! Mark assured me I did just fine, and the best was yet to come. I wanted to believe him.

Track Tour: 12 p.m.

Dazed and amazed that I'd actually spent an hour on the track, I eagerly joined other drivers for the noon Track Tour. We followed a pace car for a few laps at moderate speed, solo, no helmet required, no passing allowed, so there were few distractions, just a chance to see where you'd been and recap what you learned. Very helpful.

At some point during that day (sequence gets fuzzy), I was able

to ride along as a passenger with Mark driving his car. He took the track confidently at higher speeds, negotiating corners, accelerating, shifting gears, passing, decelerating, talking it through, and I thought, "So this is what it's like to drive like a pro." So very cool.

Second Session: 2 p.m.

A short break, a sandwich and cold drink under my belt and I was ready for the second session. But as I completed the first lap, I thought, "Why is this still so tough for me?" I was feeling really stupid. I couldn't even remember the next corner. Those blue lines – not those blue lines? Where was that tower? Squeeze – not brake? Deep breath.

During consecutive laps, I got better. It didn't bother me to point drivers by. I did that well. When they weren't around, I could concentrate on the corners and what Mark was saying. After all, I told myself, I was learning to handle a new set of driver challenges. The fog (or was it Red

Mist?) was lifting, at last, but it was hot, and we needed a break.

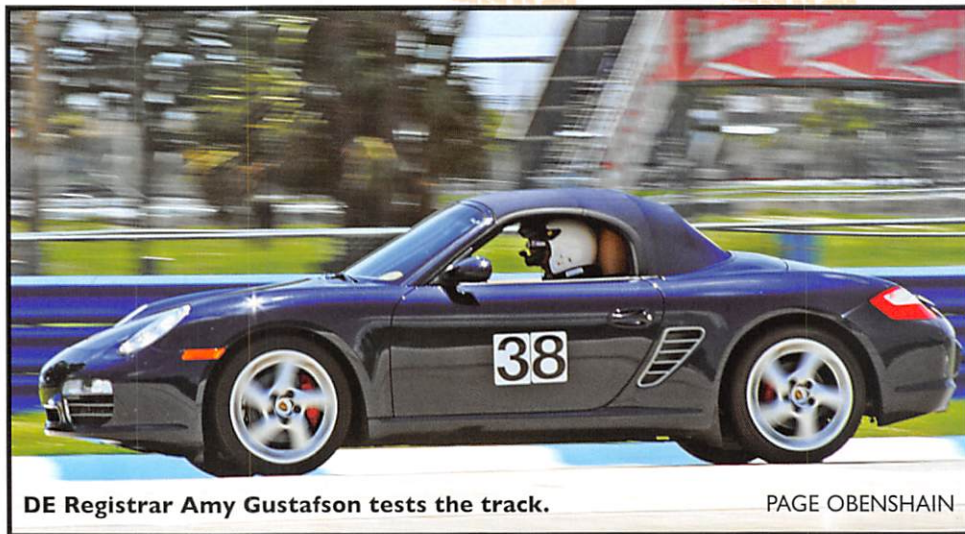
Third Session: 4 p.m.

Since I'd signed up for just one day, I began saying goodbyes before the third session began. I had checked out of the Inn that morning and my Sunday agenda was full. No one seemed to hear me. "You're here! Stay for tomorrow." "Change your plans." Nice thought, but it wasn't going to happen.

I was a bit forlorn and thought I'd be much further along, but it wasn't going to get me down. "Ease up, girl. You're not competing with anybody but yourself," I told myself. "Let St. Mark take you through this last session and just enjoy it."

As soon as the pressure was off, it all came together. Everything Mark taught me sank in, and I had a much better understanding of my car's capabilities, my potential and the track's complexities. What a difference a day made.

Continued on next page



DE Registrar Amy Gustafson tests the track.

PAGE OBENSHAIN



PAGE OBENSHAIN



Noses out, Porsches lined up in their bays.

ALICIA NORDQUIST

John Vita: Green, First Time

My first Drivers Ed was an amazing experience from start to finish. The professionalism with which the event was conducted was extremely impressive. Being new to the Porsche family I was not sure what to expect, but as soon as I arrived in Sebring I was treated like I had been a friend for years. The people were not only friendly, but were supportive and genuinely interested in me having a good time, being safe and learning about my new hobby.

When I arrived at the track the following morning, everything was well organized and it gave me a good feeling to know my car was checked by capable people at the tech inspection. The drivers' meeting was very informative and took away some of the anxiety of what was about to happen.

When I met Dave, my instructor, I was impressed at his knowledge of the event, the track and his interest in my experience and equipment. When he took the wheel of my car, he did a fantastic job of showing me the line and explaining how I should set my car up in each turn.

When I took the wheel, Dave was right on top of me every step of the way. He explained what I needed to do and I slowly progressed into better technique and more speed. By the third session, I was moving around at a good pace and keeping up with those on the track.

It was a highlight of my adult life and an honor to be accepted into an elite club of drivers who share the common bond of enthusiasm for their Porsches. I will return soon!

Continued from page 17

When Mark told me to “brake, brake, brake” I did so at the appropriate point, not way too early, and when he told me to “squeeze, squeeze, squeeze” on the straightaway, I passed the double digit zone (stop laughing!). And, I only pointed a few, not all, drivers by! This was feeling good (where’s that cigarette?).

5:00 p.m.

At the end of the session, I said to Mark, “This time did it for me, and I’d hate to risk losing what I learned today. Can we do it again tomorrow?” We checked with Amy and, surprisingly, she’d signed us up for two days. How did she know?

David Cook somehow knew, too. As I was leaving the raceway, he shouted, “That shower’s going to feel good. 6:30 in the lounge!” And there they were, drivers, instructors, and many of those who make DE so successful, enjoying the fruits of their labors at the end of the day.

David often comments in Porsche Profile that it’s the

people who make the Suncoast Region what it is. Never doubt the Silver Tongued Grey Headed Old Man.

Sunday, May 31

I looked forward to perfecting the lessons I’d learned, thinking I’d rapidly move on, but I slipped a bit in technique and lost a little confidence.

To break up the routine, we reversed roles in an afternoon session, with me narrating the finesses of the track, but I babbled incoherently, so we soon went back to Mark’s original method. Practice makes perfect, after all.

At the end of the day, I had a more realistic attitude and a renewed passion for the sport.

As I thrust my left arm out the window, fist up, signaling my final return to the pits, I mentally patted myself on the back and my car on its fender and listened to the engine sweetly settle down to a stop. What a ride. I’m hooked.

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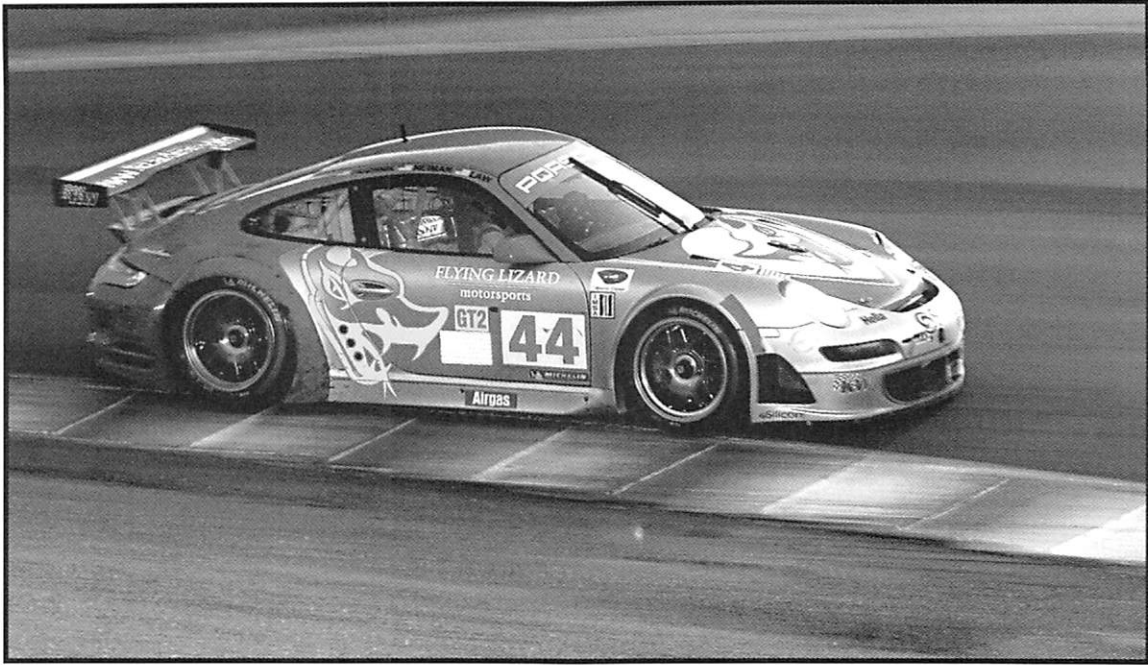
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Flying Lizard Team Scores Flag-to-Flag Win to Solidify ALMS Points Lead

Farnbacher Loles Racing Porsche of Henzler/Lieb second after race-long battle

TOOELE, UT – By the time the thundering field of 23 cars completed their first lap of the 3.048 mile Miller Motorsports Park, the site of the Utah Grand Prix, the Porsche 911 GT3 RSRs of Flying Lizard Motorsports and Farnbacher Loles Racing had established themselves 1-2 at the head of the GT2 field and would never relinquish that lead.

Porsche's two top GT2 class challengers – the second place qualifying Ferrari of Melo/Kaffer and the fourth place qualifying BMW of Milner/Mueller – tangled on the front straight just yards past the green flag on the very first lap. They placed themselves at a tremendous disadvantage for class honors when came together, sending the damaged BMW to the pits for several laps for repairs and sending the Ferrari spinning wildly off in to the infield.

The #45 Flying Lizard Porsche

911 GT3 RSR of Patrick Long (USA) and Joerg Bergmeister (Germany) and the #87 Farnbacher Loles Racing Porsche 911 GT3 RSR of Wolf Henzler/Marc Lieb (both Germany) ran like a freight train as they lead every lap going flag-to-flag to claim an impressive GT2 one-two class victory.

“Yes, it was ‘flag-to-flag’ but it was not that easy,” said Bergmeister. “I tried to conserve the car and maintained our 10-second lead over Marc (Lieb). Then I handed our car over to Patrick and he finished the job.”

The Flying Lizard Motorsports team had come to the Salt Lake City track - 4,135-foot in elevation - immediately after the Long Beach round of the ALMS season to test. Both drivers felt that it was time and money well spent.

“The biggest thing in our win today, to me, was the test after Long

Beach,” added Bergmeister. “The car was really dialed in and the team really had everything prepared perfectly.”

His comments were echoed by his teammate and co-leader Patrick Long. “The Flying Lizard team goes through its list and makes sure every box is checked. They do a phenomenal job,” he said. “It’s a testament to Porsche, our team and our sponsors that they are willing to go all these the extra yards to continue to improve.”

Long also praised his partner, who he said gave him a perfect car at their first pit stop. “The rest of the race was really pretty much of a chess game, keeping the lead, keeping our distance and conserving the car. And we did not have a single yellow flag period during the entire race. That meant another stop for a ‘splash-and-go.’ The Lizard crew made it absolutely perfect.”

Continued on page 27



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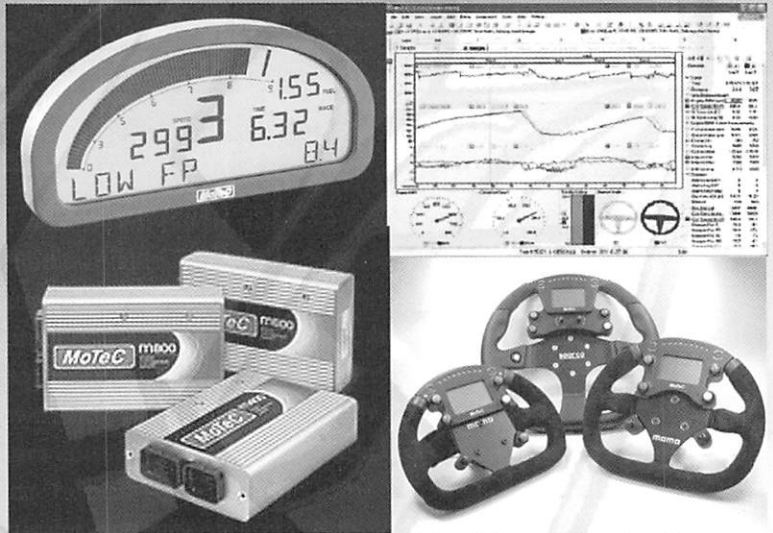
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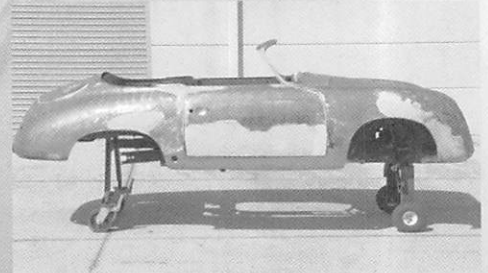
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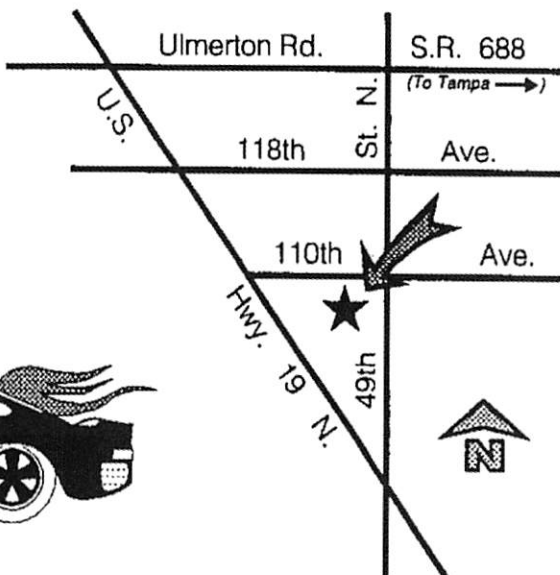
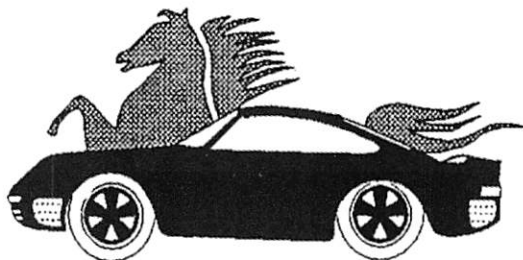
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Continued from page 24

The finishing order was reversed, however, when the results of the Michelin® Green X™ Challenge were announced with the #87 Farnbacher Loles Porsche taking the GT class honors, beating out the #45 Flying Lizard car. The rules for the Michelin Green X Challenge measure a combination of performance, efficiency, and fuel economy.

The Ferrari of Melo/Kaffer recovered from its first lap spin and subsequent tire stop, to work its way all the way back up to third place. Fourth went to the Panoz of Farnbacher/James. Finishing fifth, despite a rapidly deflating puncture which sent driver Johannes Stuck (Austria) careening through a gravel trap and to within inches of the tire wall, was the T-Mobile VICI Racing Porsche co-driven by Nicky Pastorelli (Netherlands). Finishing sixth was the #44 Flying Lizard Porsche of Seth Neiman/Johannes van Overbeek (both USA).

The inaugural race of the ALMS Challenge class for Porsche 911 GT3 Cup cars was won by the husband and wife team of Martin and Melanie Snow. The Snows are no strangers to competing amongst ALMS' best; they won the GTS class (now known as the GT1) at the very first ALMS race at the 12 hours of Sebring in 1999. The disqualification of the #08 Porsche GT3 Cup car of Brown/Sweedler and the #47 of Baker/Cosmo for ride height violations elevated the #02 of Parker/Skerlong to second and the #36 of Faieta/Hoaglund to third.

Bergmeister and Long now lead the GT2 drivers points with 80, with the Melo/Kaffer Ferrari drivers with 59 and the Farnbacher/James Panoz drivers with 52. Porsche holds that same 80-59 lead over Ferrari in the manufacturers points.

The next American Le Mans Series race is the North Eastern Grand Prix on July 18 at Lime Rock Park in Lime Rock, Conn.

In Memory of John Anderson

by Ugo Mantovani

On Friday, May 8, John Anderson died of health complications at age 39. John's family is his wife Jodi (married Nov. 2008), his 13-year old son Sky, his father Mark and mother Candace, his brother Matt and grandmother Shirley.

Mark Anderson is the owner of Cortez Heating & Air Conditioning, Inc. I've worked for Cortez for over nine years. John was involved from selling to project managing. John and his family have done many good things for the community for more than 25 years. As a friend, co-worker and Suncoast Region DE instructor, he will be missed.

A special thank you to Amy Gustafson, DE Registrar, for dedicating the May DE event to John and

thank you to all the drivers who attended. I have a feeling that John was there.

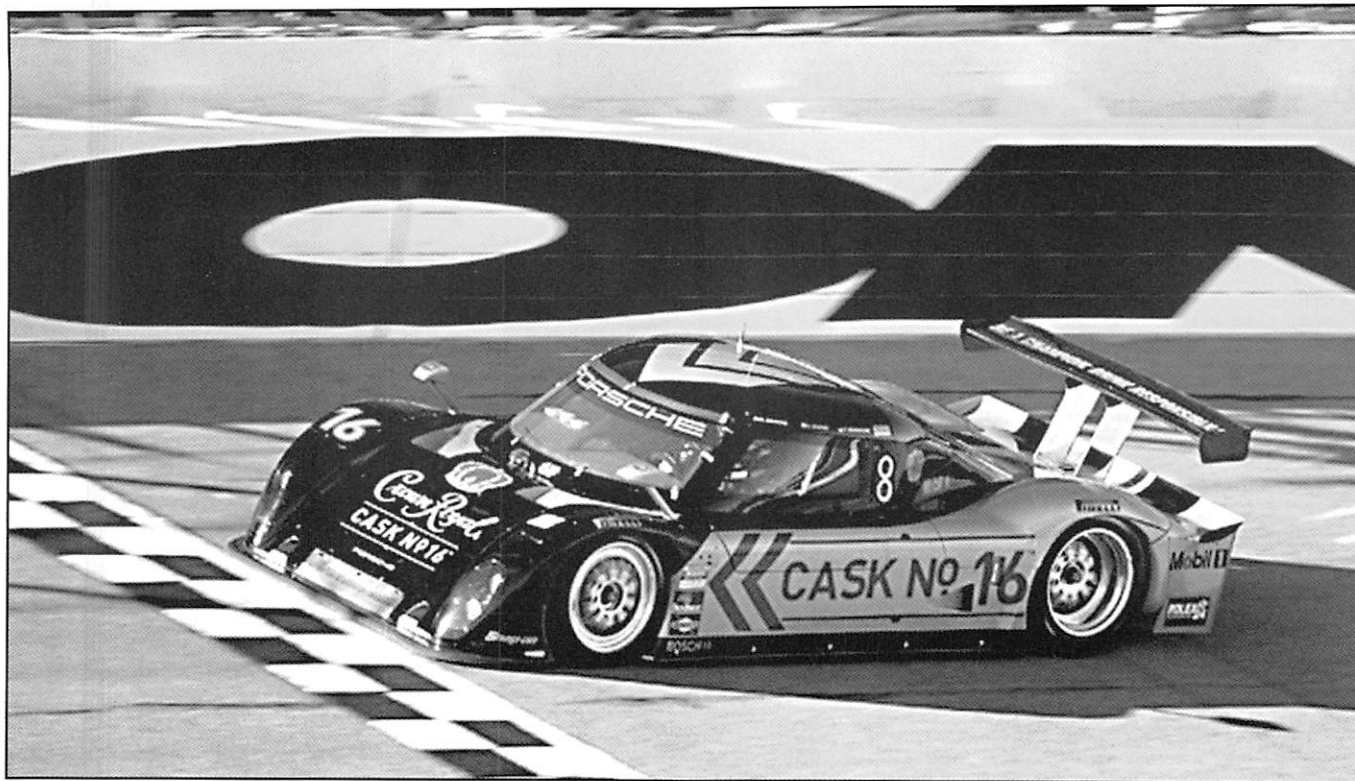
Through the years, I've enjoyed writing articles on our events and the fun we all have during each DE. A few years ago, John finally decided to buy a Porsche, a 1985 911. He saw that I was having too much fun and decided to join me/us. It was great and a lot of fun watching him progress from green to blue to yellow and finally to Instructor.

For many of you who got to know John, you know he was always smiling and ready to help whenever you needed it. Knowing John, we used to joke that I would be waiting with



many friends at the pearly gates to take him and others to all the race-tracks we could ever imagine and drive any car we wanted.

I ask God that John may have all the fun we can only imagine ... for now.



Porsche Teams in Thick of Class Championship Points as Rolex Grand-Am Series Completes Round Four at Laguna Seca

MONTEREY, CA – A stop-and-go penalty for jumping a restart was very costly to Porsche works driver Timo Bernhard (Germany) and his Penske Porsche Riley teammate Romain Dumas (France) during the Verizon Wireless Festival of Speed, the fourth race of the 2009 Rolex Grand-Am Sports Car Series presented by Crown Royal Cask No. 16.

Running a strong third, Bernhard was penalized for jumping the restart on lap 77. He was just 0.819 seconds behind leader Scott Pruett at the time, and after making his penalty pit stop, he fell to seventh place, 14 seconds behind with just 33 minutes left in the 2 hour, 45 minute race at Mazda Raceway Laguna Seca.

The Penske team wound up finishing sixth, 13.3 seconds behind the winning Pontiac Riley of Jon

Fogarty (Bend, OR) and Alex Gurney (Irvine, CA). The #58 Brumos Porsche Riley entry of Darren Law (Phoenix, AZ) and David Donohue (Malvern, PA) finished eighth, the last car on the lead lap, and lost their Daytona Prototype driver's championship points lead. The #59 Brumos Porsche Riley of JC France (Ormond Beach, FL) and Joao Barbosa (Portugal) lost 10 laps making repairs to a broken suspension and finished 25th overall and 14th in DP.

While the Daytona Prototype teams were disappointed, the Rolex GT entry of Leh Keen (Charleston, SC) and Dirk Werner (Germany) recorded the 245th podium finish for Porsche in Rolex Grand-Am GT competition. They drove their #87 Farnbacher Loles Racing Porsche 911 GT3

Cup entry to a third-place GT finish. Porsche has earned nearly three times as many GT podium finishes of any other manufacturer. Spencer Pumpelly/Ted Ballou finished fourth in their TRG Porsche 911 GT3 Cup, enabling Pumpelly to retain the GT championship lead by a single point over Keen/Werner.

But the tale of the day was in Daytona Prototype competition. "We definitely had the car to win today," Bernhard said. "On the restart I accelerated with everybody else, and then the guy ahead of me braked again. When I saw the green flag, I went to the left and everybody was braking – 'Oh, what happened?'. I was afraid to hit my brakes because everybody went with me and they would have hit me. In the end it was

Continued on page 27



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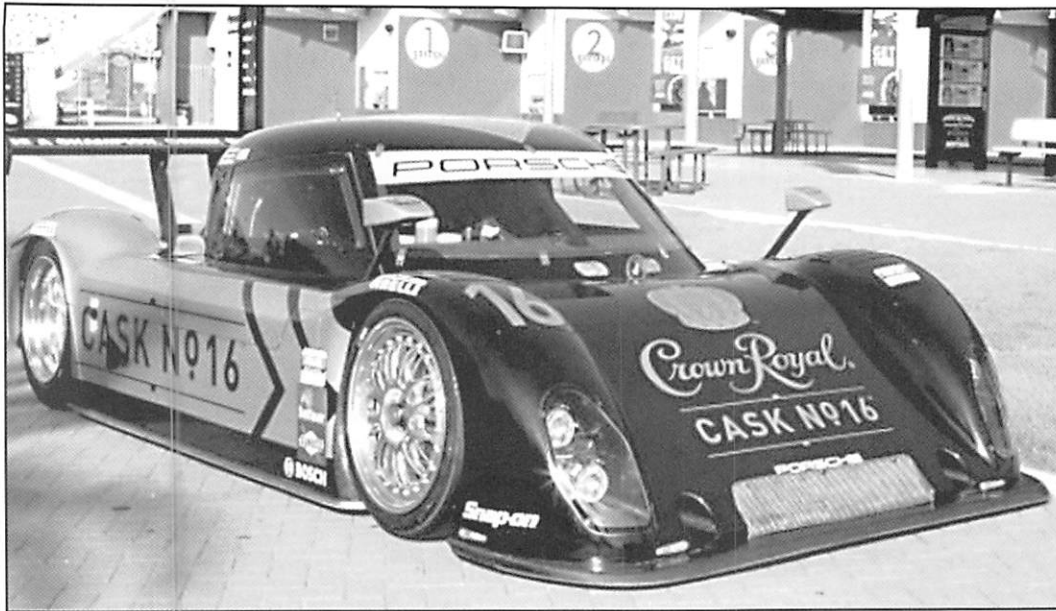
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Continued from page 24

a problem (penalty) so I came in for the stop-and-go. Afterwards, I made up two positions, but the 60 car blocked me big time, which is not nice when you are racing so hard to win.”

It was a disappointing end to such a promising race. Dumas had qualified fifth, and a clean start earned him a position on the first lap. He ran strong with lead pack, and then made his mandatory first pit stop on lap 5 (all teams

are required to pit within the first 45 minutes). Dumas got a splash of fuel and rejoined the in 12th place.

The race’s first of only four cautions on lap 9 allowed Dumas to move closer to the leaders and when the green flag waved again, Dumas was one of the fastest cars on the 2.238-mile road course. By lap 21, he was third and moved into second on lap 27.

Dumas ran second from lap 27 to lap 61, passing the halfway point of the race.

When the leading Lexus Riley of Memo Rojas (Mexico) pitted, Dumas lead, but only for one lap, lap 62.

Dumas immediately pitted, turning the car over to Bernhard, who rejoined in third, 11 seconds back. A few laps later, the yellow flag came out, and the ensuing penalty proved too costly for the Penske team to overcome. They had to wait three weeks for another chance at their first Rolex Grand-Am victory, the Sahlen’s Six Hours at the Glen, June 4-6 at Watkins Glen, NY.

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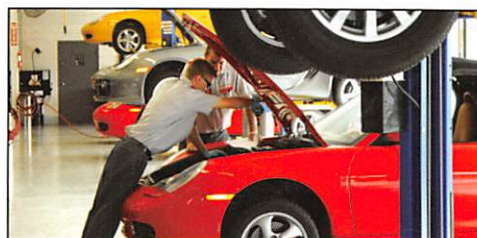
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