



# PORSCHE Profile

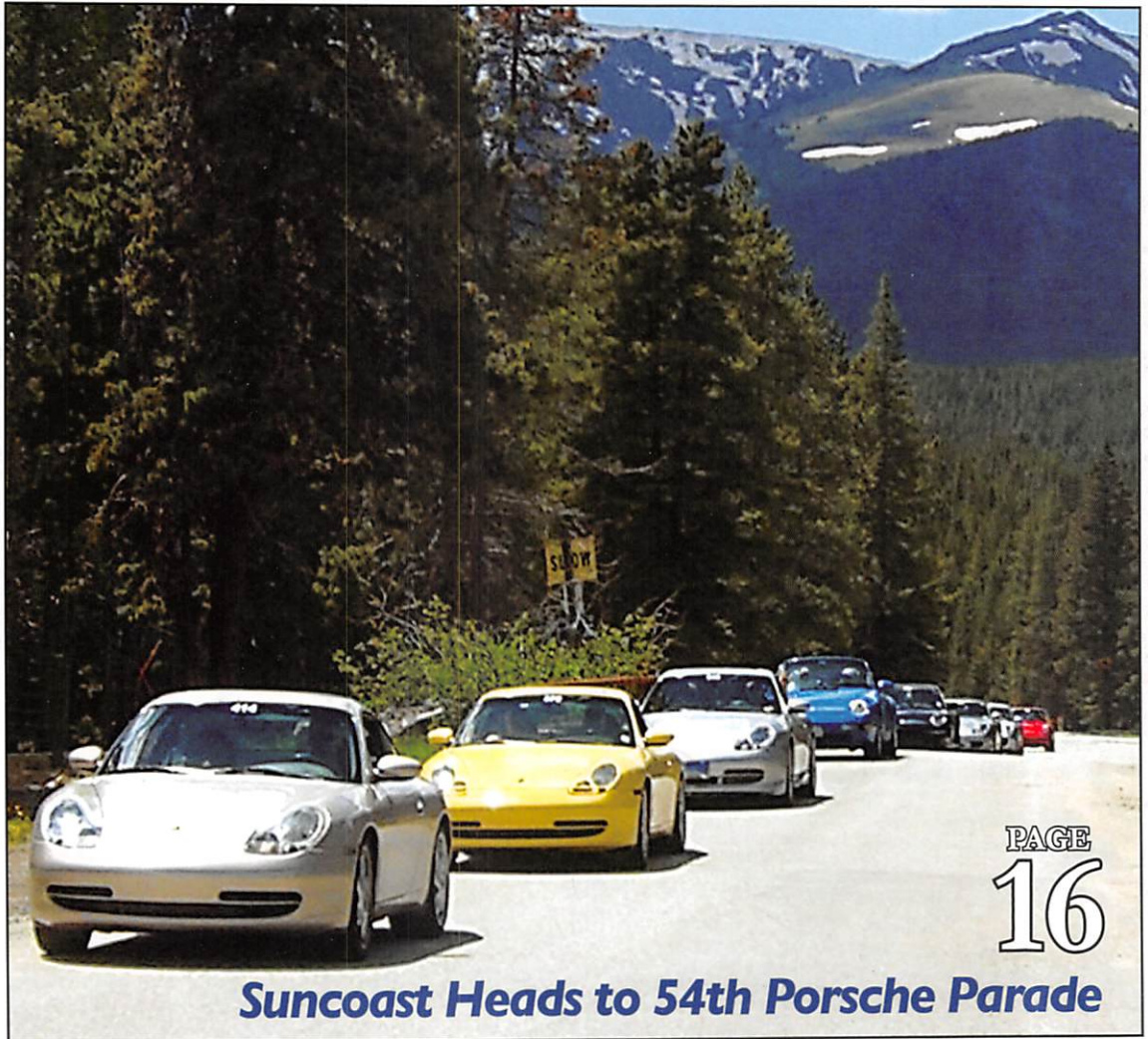


**Coming Up!**

- **Sept. 19-20**  
Drivers Ed, Sebring
- **Sept. 26**  
Ringling Museum Tour
- **Sept. 27**  
Autocross  
BMW vs. PCA Challenge

**Mark the date!**

- **Oct. 18-23**  
Smoky Mountain Tour
- **Dec. 12**  
Porsches in the Park  
Sarasota



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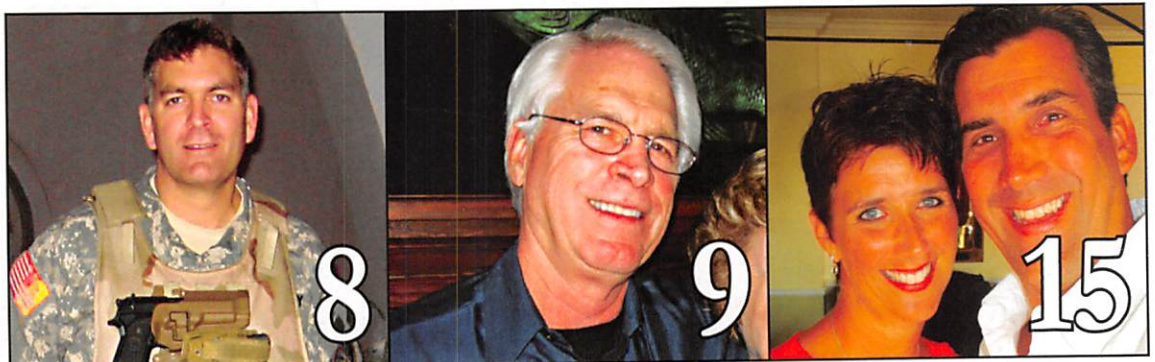
## Suncoast Heads to 54th Porsche Parade

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*Plus so much more!*

**CHECK IT OUT!**  
PCA and Porsche Parade Concours in Keystone will be featured in 'Mobil 1: The Grid,' on SPEED TV, Aug. 8 at 2 a.m., and Aug. 15 at 12 a.m. 'The Grid' highlights motorsports action worldwide in a fast-paced magazine format.







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Porsche recommends **Mobil 1**



**PORSCHE**

## 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

Contact David Bassett  
**david.bassett@morganstanley.com**  
941-746-1122

Business Cards	\$175
1/4 page	\$400
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Inside covers	\$1,200
Outside back	\$1,500

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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- Subscriptions to non-Suncoast Region, PCA members are \$24 per year.

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# PORSCHE Profile

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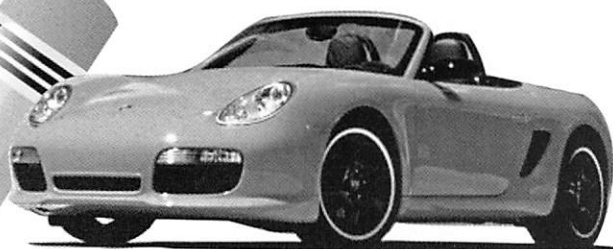
Saturdays 9-5, Sundays Closed



**PORSCHE**



# Coming Up!



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

## Suncoast Region Events

- 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 a.m. to 4 p.m.  
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 [golfsbarro@aol.com](mailto:golfsbarro@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](mailto: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](mailto:racergeorge@hotmail.com)*



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**PORSCHE**



# From the Driver's Seat

by David Herndon, President

## Hello friends!

Welcome to late summer in Florida. Yes, it's hot, but that's not going to slow us down. Suncoast Region has places to go, people to see and fun things to do. See the calendar inside these pages for dates and locations.

Over the last several months, the plastic rear window on the Boxster finally began to wear out. Most every day, the top was lowered and put back up. Sometimes this would happen three to four times a day. Basically, if Laura was in the car, the top was down, even if the trip was between the parking lot and the softball field. I promised her that I would never be unhappy about wearing out the top, as my sincere hope was that she would thoroughly enjoy the open air driving as much as I do. My father said the same thing to me at her age. She may enjoy it even more, and that's hard to do.

The time came to do something about the top and the plastic rear window. The window had a few big cracks in it, on either side about half way between the top and bottom. I looked at new tops, at a wide range of installed prices. The choices narrowed down to original equipment (OE) German canvas, knock-off American canvas, and relatively inexpensive replacement tops.

This article was almost a documentary about ol' Dave doing the installation job himself. Yes, I was going to do it right in my garage over a

weekend (or two!). A top vendor in California was kind enough to send me step-by-step instructions, complete with detailed photos of the known trouble areas. After checking this over a few times, I decided to give it a go. I was growing very tired of looking at the make-do temporary fix of clear box sealing tape covering the cracks while I investigated my options. It's not a nice look on a really pretty car.

While I was in the midst of all of this checking around and deciding what to do, we had a DE at Sebring. I brought the Boxster to drive in the event. On the way to the track, I kept thinking to myself "Hmmm... 125 down the back straight, windows down, lots of air pressure on a plastic rear window held together by clear box sealing tape. Going to lose the window. Will probably hit Bassett on his windshield, and I'll never hear the end of it." I was just hoping for no rain. At the track, I decided to put another layer on the inside also, just to make me feel better. It actually worked. Absolutely nothing happened to that window. A full weekend of running with the instructors, and it was intact. I digress.

One of our Suncoast members, Sean Epperson, saw my problem as he walked through the paddock. He indicated that he had just had his plastic rear window replaced, and it turned out very well. It saved him an outrageous amount of money, as the new window was only \$200. + tax, installed. The top on my car was still in fine condition, and it didn't take much thought



about which way to go. Sean called me a few days later with the name and phone number of the convertible top shop. Sure enough, I set the appointment to drop it off in the morning, and the job was done, ready to pick up by 4:30 the same day. What a deal.

The top shop removed the entire top from the car, double stitched in a new plastic window, reinstalled the top without a single wrinkle, all for a couple hundred dollars. The more I think about it, that top might still be off the car in my garage if I actually did it at home. The main criteria we used to save or replace the top involved the condition of the top and textured rubber lining fused to the inside of the factory canvas. If it was soft and pliable, without cracking or checking in the visible wear areas, then it would be fine to just replace the window. That decision became very easy. I was perfectly willing to tackle the job, but good sense prevailed.

It would have made a pretty funny article about the trials and tribulations of learning a complicated new service procedure, buying any needed special tools, just to do the job only once. Ever. Anyone else experienced this kind of fun at home? I'll bet you've been there too. Let me know if you would like the contact info for the top shop Sean and I used, or the top replacement instructions if you've got the nerve to try it at home. If so, you get to write the article about your experience.

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



## The Membership Starting Line

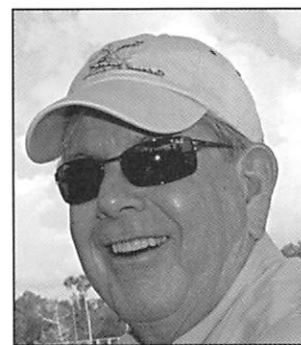
Join me in welcoming new members to the Suncoast Region:

Joseph Barbetta, Sarasota, 2004 Silver 911  
Joseph & Yukiko, Plant City, 2004 Silver 911  
Gordon Lindsay & Robert Barnett, Sarasota, 2009 Cream 911  
Chet Miller, Plant City, 1984 Red 944  
Ronald Nash, Parrish, 2003 Gray 996  
Diane & Bobby Payne, New Port Richey, 2002 White 911 White  
Darrick Saunders, Fort Myers, 2008 Green Cayman S

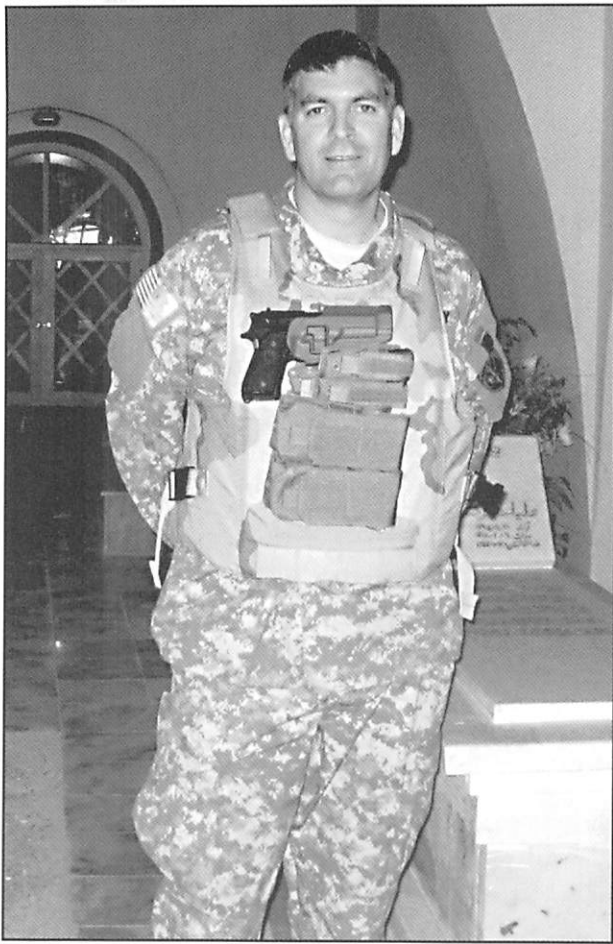
Carl Weisse, Tampa, 1999 Red 911 Red  
Whitney, David, Osprey, 2009 Silver 911S

### Transfers In:

Shelly Fonseca, Lutz, Transfer from: Maverick (MAV)  
Craig & Gail Langway, Punta Gorda, from Everglades, 1975 911



by Page Obensbain,  
Membership Chairman



## *Suncoast Member Reaches Out to Kids in Afghanistan*

Lieutenant Commander Matt Hoffman, PCA Suncoast Region member, is currently serving in the U.S. Navy supporting a newly formed Special Operations Command overseeing Special Operations activities in Afghanistan.

Matt expects to be there for a year and said most of his communication is through email. As a Suncoast member, he enjoys receiving our e-blasts, and we thought some of our members would like to be in touch with him while he's overseas. His address is CFSOCC-A/NKC, APO AE 09356, email: Matthew.P.Hoffman@afghan.

swa.army.mil.

On their own, the command, many of whom are from Tampa, is helping a local girls' orphanage in Kabul.

Matt's group distributes school supplies and candy and plans to purchase pots and pans and a bigger propane tank for heat in the winter.

In email communication with Profile, Matt said some of his friends send "care packages to me every now and then - I'd rather give to the kids who really need it. And I am really looking forward to another DE when I get back." Stay safe and we'll see you at the track, Matt!

## *The Porsche Way Available on DVD*

Stuttgart - Dr. Ing. h.c. F. Porsche AG, Stuttgart, proudly presents its history "in motion." In a 2 1/2-hour film "The Porsche Way," the company presents its entire history from the early years up to the present day on one full-coverage DVD.

Starting with the lifetime achievements of Ferdinand and Ferry Porsche, the film focuses on the development of the famous sports car manufacturer in eight chapters, proceeding from one decade to the next.

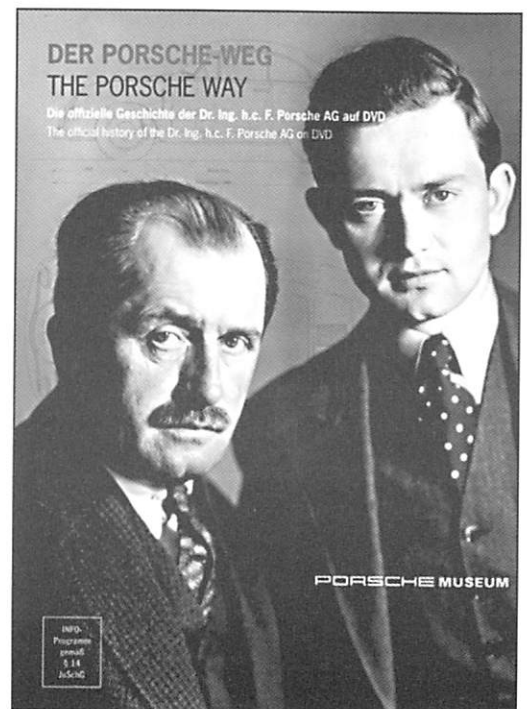
"This is the first time that a car maker is presented so exhaustively on a DVD," says Dieter Landenberger, the Director of the Porsche Archives.

The DVD is based on the Archives Collection with more than 5,000 hours of footage. Taking most

impressive scenes from the history of the Company, the products and motorsport, the DVD presents numerous film extracts never seen before.

Several outstanding celebrities of former times also make an appearance in the film, among them former racing drivers such as Hans Herrmann, Eberhard Mahle, and Paul Ernst Strähle, as well as former employees of Porsche such as the "Engine King" Hans Mezger and Dr. Heinz Rabe, formerly the Director of the Porsche Social Affairs Department.

As a further highlight, the film comes with music composed specifically for this DVD. "The Porsche Way" from the Porsche Museum Edition is now available in



German and English at the Porsche Museum Shop at a price of Euro 24.90.



# "FAST" "TRACKS"

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



**Mike Mackenzie, PCA/Suncoast  
Region member for 16 years**

**Porsche Profile: What is your occupation?**

Mike Mackenzie: Attorney

**PP: How did you first become a Porsche/Suncoast enthusiast?**

MM: I joined in 1993 after talking to another attorney at a seminar. We both had red 944 turbos, and he asked me if I was a PCA member. I said no, and he let me know in no uncertain terms that I was missing something good. So, I joined the following day.

**PP: What models of Porsches have you owned and what do you currently drive?**

MM: My first Porsche was a '63 356b coupe. I bought it in 1968 for \$1,800 in Atlanta. Loved the car. It was totaled when a guy in a Camaro lost it in the rain and hit me head on.

Next, a '73 914 1.7. I bought it in about 1976. Fun but quirky car. An '87 944 Turbo was next, and this was a car I kept for almost 20 years. I leased it new in '87 and bought it out of the lease in '93. My entire family drove this car for autocrosses at MacDill, and DEs at Sebring. Dennis O'Keefe called it the "Timex" car – ("took a beating but kept on ticking").

I had an '02 Boxster S which I sold to my son, Michael, followed by an '06 997S (my current car) and an '06 Cayenne S (sold it to Dave Bassett).

**PP: What is your "dream" car?**

MM: GT3

**PP: What's your favorite PCA/Suncoast event?**

MM: Drivers Education

**PP: In which PCA/Suncoast activities or events do you participate most?**

MM: Over the years, my family and I have participated in just about every type of event offered by Suncoast. My sons, Michael and Mark, and I still regularly participate as DE instructors.

**PP: Do any family members often participate with you during these events?**

MM: In the late '90s, my wife, Susan was the Registrar for several years, and she occasionally drove in the DEs. My boys have been enthusiastic participants all along.

**PP: Do you prefer the direct way home or the twists and turns route?**

MM: Unless I am in North Carolina, I get my thrills on the track and prefer the direct route.

**PP: In your opinion, how could Porsche improve the driving experience?**

MM: I consistently think that Porsche cannot improve on the 911 – and then they do improve it. My 997 is an astonishingly good car and I truly love it.

**PP: Do you have a Porsche story you'd like to share with our readers?**

MM: When I first joined PCA, it was quite awhile before I participated in any events. Finally, Michael and I went to a Rookie Rally school, which was held at Reeves and chaired by Tom Brist. We loved the event and really liked the people.

We started attending board meetings (back then, board meetings were held at board member's homes on a rotating basis) and met the people that were running things. Shortly thereafter, Michael became the editor of the Profile and Susan later became the DE registrar. (It's amazing-when your wife is the registrar, you meet everyone locally, and many nationally who are involved with the DE program). I worked my way from treasurer to president, and later I did a stint as chief track instructor. For the past five years, I've been the steward for the Advanced Solo group for 48 Hours at Sebring. My biggest regret was that I was on my third Porsche and 50 years old before I joined PCA. It's a great club filled with great people and I've enjoyed everything I have done and most of the people I have met in PCA.

*If you'd like to suggest someone  
to be interviewed for this column,  
please email [editorprofile@mindspring.com](mailto:editorprofile@mindspring.com).*

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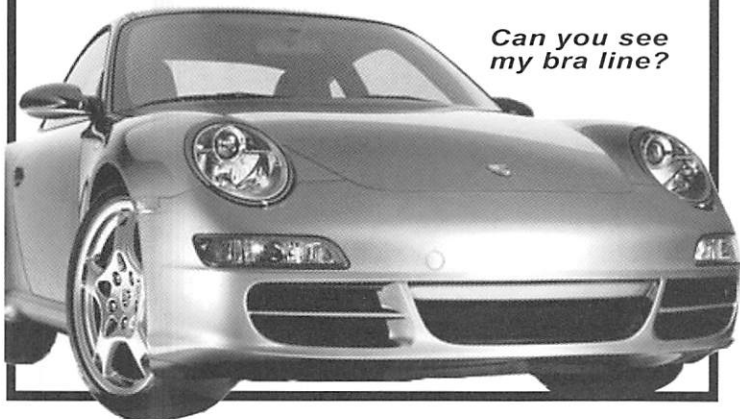
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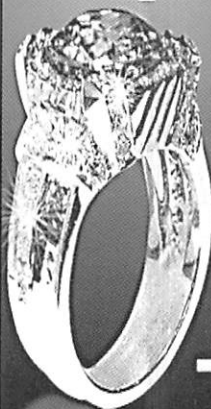
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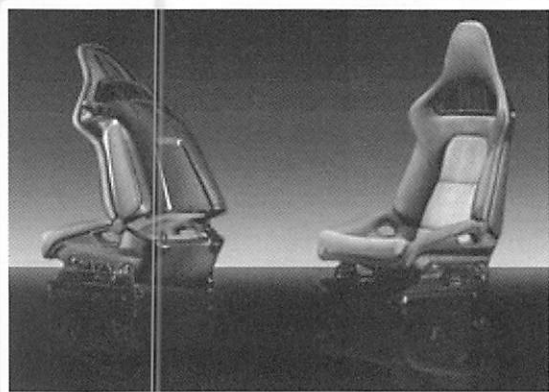
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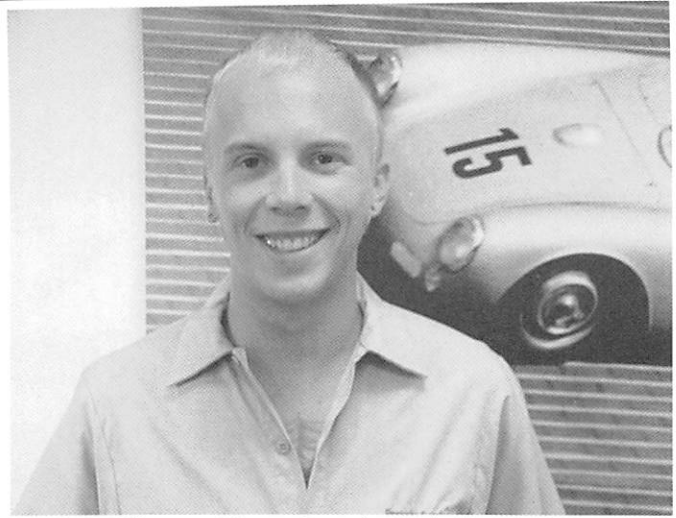
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# Porsche Talk



*Brought to you by Suncoast Porsche*

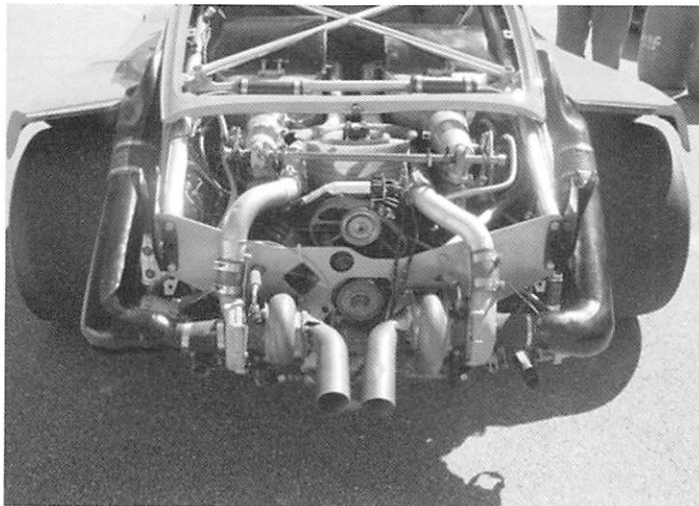


*Ryan Uhrinec, Master Porsche Tech, Suncoast Porsche*

Let's recap for a moment, last month we focused entirely on the components, design, and operation of a turbo. Two months previous we covered the general idea of forced induction. This month is all about how we can improve a turbo system by understanding what can hinder horsepower production.

Since an engine in its simplest form can be considered a glorified air pump, the more efficient we can make the air enter the intake and exit the exhaust, the more power we can make. The enemy of airflow is the restriction of the components in which the air passes through. In order to reduce airflow restriction, we can increase the diameter of the piping, straighten the bends in the piping, and smooth the rough surfaces inside of the piping. All keeping in mind the space in which we have to work with. This idea is evident in the difference of design between the 996 and 997 turbo. The 996 turbo draws air from outside the deck lid through one intake opening, which passes through one air filter, and is monitored by one mass air flow sensor. After the mass airflow sensor, the intake air is sent through a manifold that splits the direction of the flow. The split is located behind the engine due to packaging restraints within the engine compartment and sent to the intake side of both turbos. Because of its location, compromises must be made to clearance things like suspension components and the oil tank, which in turn affects the flow. The 997 turbo on the other hand is in essence a split

system. The air is taken in through dual openings in the deck lid, and sent through one air filter. The difference being once the air exits the filter, each turbo has its own mass airflow sensor. This allows the computer to monitor both banks of the engine individually. In doing so, it provides more specific information to adjust to each of the banks fuel needs and identify any potential problems. The other benefit being once the air is measured, the air is directed to its respective turbo.



*Short, smooth turbo system piping on this 935 racecar supports huge horsepower and throttle response.*

Since there is no split, the length and bends of the piping is reduced, which increases throttle response and reduces restriction. So now the question remains, what do we need to do to reduce this restriction?

Simple, if you want more horsepower and torque, aftermarket parts are the way to go. Usually the first step for turbo owners is a software flash and an exhaust. Software can add between

40 to 70 horsepower by way of increasing the boost levels, and adjusting the fuel and ignition mapping. Added horsepower with a flash though, comes with the price of increased backpressure. So to combat the additional power robbing back pressure, a high flow exhaust is fitted. Gains of up to 100 horsepower can be made by simply flashing the computer and adding an exhaust. With this increased power levels, the second step is usually diverter valves and an intake system. The new diverter valves allow the turbo system to hold additional pressure without the risk of leaking boost out into the atmosphere and robbing horsepower. For the owners that want even more, intake plenums, turbo headers, stronger boost hoses, and larger intercoolers all can add up easily to over 600 horsepower.

Horsepower can be addictive, and once you get used to new power it can leave you wanting more. Keep in mind that every modification comes with its own pro's and con's. If you do decide to modify your vehicle beyond stock, please do your research and be realistic with your goals. An 800 horsepower car might not be what you want to drive to work every day. But if you want to break land speed records at Bonneville, a stock vehicle just won't cut it.

*Stay tuned!*

*Email questions or comments:  
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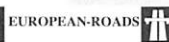
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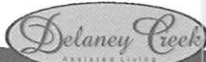
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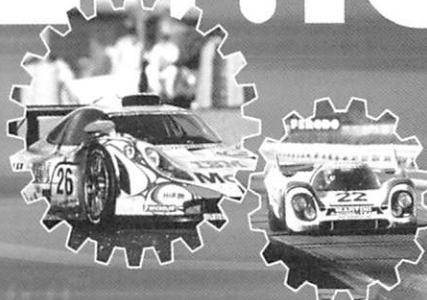
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LE MANS 24 HOURS : 16 WINS WITH PORSCHE  
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# Health Insurance For Your Car

By Jill Perry

Manufacturer warranties are near the top of most new car shoppers' checklists. This agreement by the manufacturer to handle major repairs for a set amount of time or miles accentuates the peace of mind that comes with being a new-car owner.

But like most good things, manufacturer warranties end, leaving us exposed to budget-breaking repairs.

That's where the extended repair warranty comes in. The premium, usually based on the age and mileage of your vehicle, lets you enjoy continued repair protection. It's like health insurance for your car!

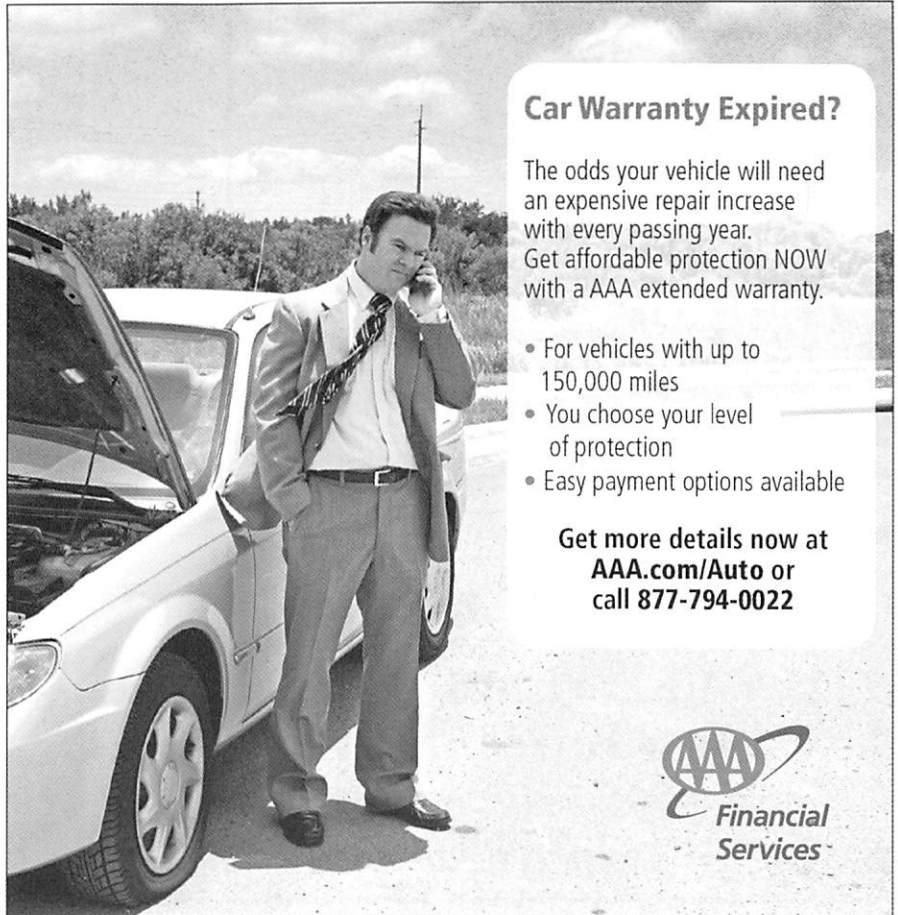
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## Focus On:

# Amy Gustafson

## DE Registrar

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

Unlike many other club members, I have not had a passion for Porsches since early childhood. My love and respect for the vehicles has grown over time. So when I started to write this article for Profile, I could not just focus on myself, because it all started through my husband, Dave, and his love of Porsches.

Dave had been bitten with the passion because of an old girlfriend whose father was involved in racing a 1972 RS 911 Clone. Dave, trying to get an in with the dad, ended up working on his pit crew for events and races at Road Atlanta and 12 Hours of Sebring in the '80s. Of course, I was too young to drive then! The relationship ended, but the passion remained. Fortunately, the passion was for the cars and not the girl. Or at least that's the story I've heard! Time passed and life went on. Fast-forward many years into our marriage and three kids later.

After enduring endless stories about Porsches, I came up with a great idea for a surprise anniversary gift for Dave - I rented a Porsche for the weekend. That did it. I then understood the stories a bit more and we went in pursuit of a Porsche. We purchased a '01 Carrera with only 1700 miles on it in 2003.

Shortly after, we joined PCA and started going to various events. The people we met were great, the friendships we developed were amazing, and Dave decided to give DE a try. Meanwhile, I started to develop a love for the cars and wanted to drive as well, yet three kids were a bit of an obstacle for rationalizing the purchase of another Porsche; that is, until the Cayenne was introduced. Now I had a justifiable reason to "need" a Porsche. How else could I enjoy carting three kids around town in a boring SUV or van?

“...The friendships we have made are what makes it all so priceless.”

We purchased a brand new 2004 Cayenne S and not long after getting it, Dave wanted to do an autocross in Ft. Myers. I figured I'd do it in the Cayenne and have some fun learning my Porsche's real capabilities. This was a first for me and the second or third for Dave. We went out taking our turns and had a blast, and I decided maybe I could really enjoy this. But I was not too eager to drive "his" 911 on the track. You have to understand just how particular (a kinder word) he is about his precious 911.

The DEs became regular events for Dave, and I was "persuaded" to be the registrar in 2006. Now I wanted to drive, so it was on to the next mission - a Porsche for me for the track. We found a 2006 Boxster S!

In my quest to learn to drive, I've had many (probably too many) instructors along the way who have all taught me a lot, like driving with one hand (thanks, Mr. Cook). But I, too, have taught them something. They all have learned to repeatedly say "go faster," "you can carry more speed in the corners," "less brake." Perhaps that's where the nickname Brakezilla came from? I have yet to decide if that is an endearing term or a slam.

Many excellent instructors later, I wondered if I would ever make it to solo. Would I run out of instructors before that happened? The only thing I lacked was confidence.

After many events, I started "getting it." I worked very hard with Gavin Riches, and made good progress, so he agreed to work with me at the 2-day event in May (he must be a martyr). When it was time for another session, my instructor was napping (proof that I was hard work). I didn't dare miss a session, so I grabbed another instructor and out we went. To my surprise, it ended up being my solo check-out ride. I had finally done it!

Needing to show Dave I made it to solo, I told him to go with Gavin and I would follow for a short time so he could see how much I progressed. Out we went, Dave and Gavin in the Carrera, and me in my Boxster (him on slicks, me on street tires), prefacing the session with "don't wait for me if I'm too slow. Just let me start right behind you."

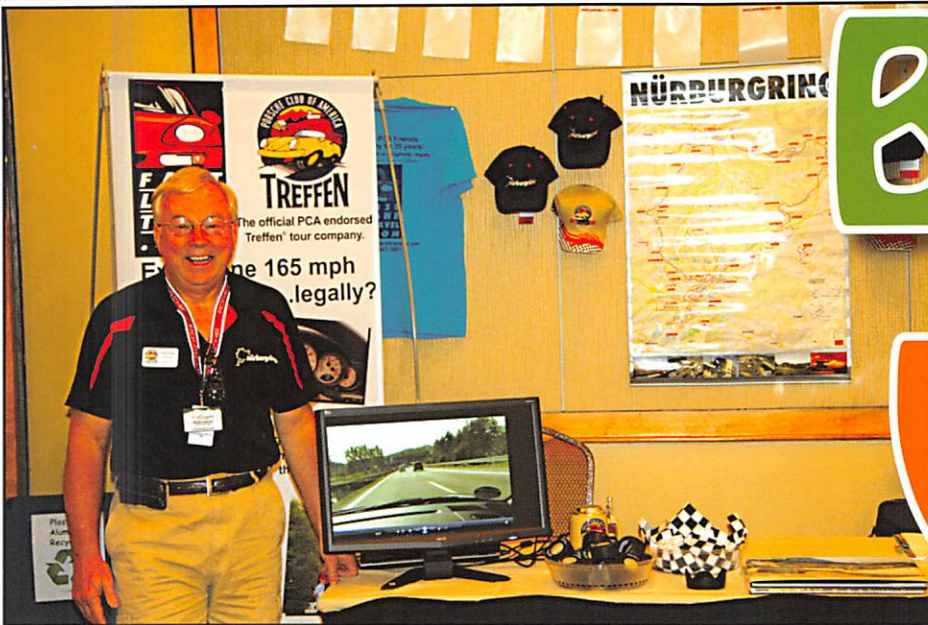
I remained on his tail and close enough in his mirrors for them to see the smile plastered on my face and an occasional wave down the back straight (those one-handed driving skills came in handy). When we came in, Gavin was quite proud and Dave was a bit shocked at how far I had progressed. It was a type of euphoria that lasted for days.

Perhaps the icing on the cake will be the day Dave tries to keep up with me. For now though, I am undeniably addicted to driving and awe struck by the incredibly perfected engineering of these vehicles that seamlessly go from a weekend on the track subjected to a multitude of extremes to a run to baseball practice with the top down and a kid in the passenger seat.

We couldn't be more fortunate to have such a great region filled with so many wonderful people. The friendships we have made are what makes it all so priceless.



# Back from the West



Peter Sontag. Photo courtesy Peter Sontag.

## *Suncoast Rules at Porsche Parade Colorado*

By Danny Shields



Danny and Sharron Shields. Photo courtesy Peter Sontag.

Twenty-two Suncoast Region members enjoyed the 54th Porsche Parade in Keystone, Colo., June 29-July 4, bringing home a trunkload of trophies and prizes.

Mark and Michelle Krekorian earned a second place trophy in the Concours and third place in the rally. Mark drove the yellow 993 C4s to a class victory in the autocross.

Tom and Cindy Briest claimed second in the rally and Tom drove the 996 Targa to second place in the autocross.

Clifford Davis, attending with wife Janice, finished fourth in the same class, driving his 996 C4S to his first Parade trophy.

Caroline Spencer and Joli Laughlin drove their 996 to a 1-2 finish in the

autocross, and both took fourth place in different tech quiz classes. Joli won a door prize giving her a one-day Porsche driving school at Barber Motorsports Park in Alabama.

Sharron and Danny Shields drove their orange Boxster to class wins in the autocross, and second place in the Concours. Danny took a second place trophy in the tech quiz.

James and Karen Grace took part in the rally. Jeff and Paula Fisher also drove their 911 from Florida to the festivities.

Carl and Diane Bohall, organizers of the annual Smoky Mountain Porsche drives, enjoyed the driving tours in their Carrera and also some mountain golf.

*Continued on next page*



Bill and Ellen Riley had entered the event, but had to cancel at the last minute due to illness.

Peter Sontag of Fast Lane Travel was on hand to promote the highly acclaimed trips to Europe, and awarded three prizes, including a Treffen trip door prize to one lucky Tim Drummer of the Alpine Mountain Region. Fast Lane Travel also sponsored the shirts provided to all volunteers.

Doug and Sara Monaco ran the Goodie Store all week, providing a wonderful collection of PCA and Porsche merchandise.

Chris Welte was on hand to represent Bridgestone Tire, which had great success in the autocross with the new Potenza RE-11 tire. Gary and Debbie Greer were traveling in the area and stopped by for the Concours.

The annual Porsche Parade is a week-long festival of everything Porsche. Major competitive events are the rally, autocross and Concours d'Elegance, but the schedule is full of other events including driving tours, tech sessions, a tech quiz, banquets featuring Porsche family members and executives, and hospitality booths.

A special surprise this year was the introduction of the new Panamera by Detlev von Platen, CEO of Porsche cars North America. The car appeared at the Concours banquet in advance of the car's public introduction at Pebble Beach, Calif., giving PCA members a chance to see it up close, sit in it, and have their questions answered.

The 55th Porsche Parade is scheduled for St. Charles, Ill., July 3-8, 2010.



*Suncoast Region members Tom Briest, Mark Krekorian, Danny and Sbaron Shields and Joli Laughlin (Left to Right) relax at Impound following their autocross competition at Porsche Parade. Photos by C. J. Spencer*



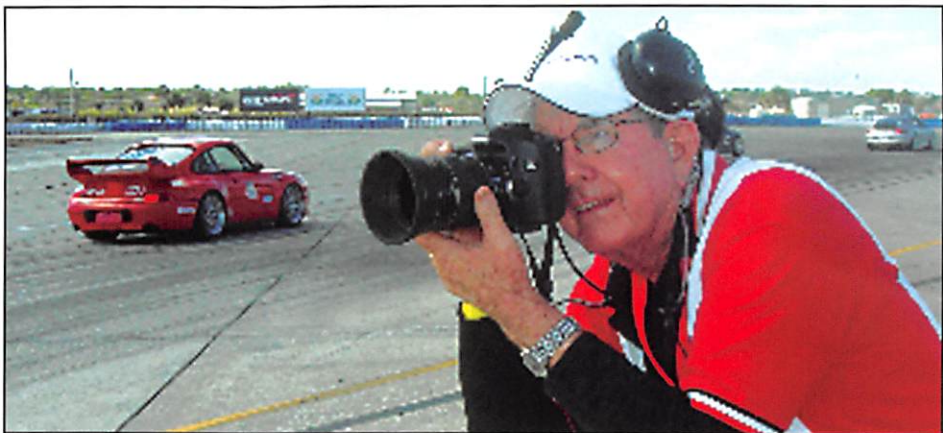
*Mark Krekorian. Photo courtesy Peter Sontag.*



# Drivers Ed

## First Ever Suncoast/ Citrus 2-Day DE a Resounding Success

By David Bassett, Chief Track Instructor



Page Obenshain documents June DE at Sebring. Photos by Keep Morse.

It all started over 10 years ago with a conversation between Tom King of Citrus Region, Bill and Ellen Riley, and myself as to the idea of jointly holding a Drivers Education. There may have been others in the conversation, and if I have left you out, I apologize. Chalk it up to my elderly state. (Memory is the second thing to go, and fortunately I can't remember the first.)

Finally 10 years later, after much communication back and forth over the last six months, general agreement on the guiding principles, and some give and take on the details, we truly had a jointly sponsored and run DE this past June.

We began arriving Friday evening to prepare. We had set up early registration and tech inspection and, thanks to

the efforts of our fearless and never tiring DE Registrar, Amy Gustafson (let's give her one more big round of applause!), those who wanted were able to overnight in the paddock.

Mother Nature smiled down upon us and gave us enough rain and breeze to keep things very tolerable for this time of year, but not enough to cause any serious wet track conditions.

Let it be said right here that no Chief Track Instructor has ever requested summer dates. These are the dates that Sebring has given us. We are working diligently to try to get more cool weather dates.

We had two glorious trouble-free days on the track with plenty of track time for all run groups, separate classroom instruction for both beginner and intermediate groups, and wonderful compliments from our track workers.

Roger, who was our Track Steward for this event, stated that the workers feel that we are some of the best-behaved, easy to work with people they have coming to Sebring. Thanks to all of you who participate for making that true.

This is the point where I need to give a huge thank you to our Instructors, especially those who come to instruct and don't even drive. You Instructors are the backbone of our Drivers Education program. Without you, DE could not exist.

I need to thank some others:

Reeves Import Motorcars for providing a virtual endless supply of iced bottled water available to all at start/finish. (Historians will note that it was Reeves who provided the seed money for track deposit and made the very first Suncoast DE possible. Without them, we might never have had a DE program.) Vortex Motors and Rennhaus, two other Profile advertisers, for trackside tech support. Carlos Debonis and the volunteers who help him at tech. John Opphile who worked start/finish tirelessly while his wife Cindy helped Amy at Registration. Jeff Phillips was the anchor for the Citrus Region, with Tom King and Ron Zitsa of Zots Racing rounding their team.

I am sure that I have left out some hard working people who deserve to be recognized. I will refer you to paragraph one and apologize.

We have one of the best, safest, and longest running DE programs in PCA. It is a wonderful way to really get to know those wonderful machines that we all own.

Thank you again to all who help make it happen, and to those who have not tried a DE, I urge you to go back to the last issue, and re-read our intrepid Profile editor's great article on her first DE, then sign up early for the September 19-20 or Dec. 13-14 events.

As always, I welcome feedback and would love any constructive comments, especially about the schedule and other changes made for June to blend the two regions rules and policies together.

See you at the track.



Photo by Keep Morse. DE Registrar Amy Gustafson (r.) with June DE participants.

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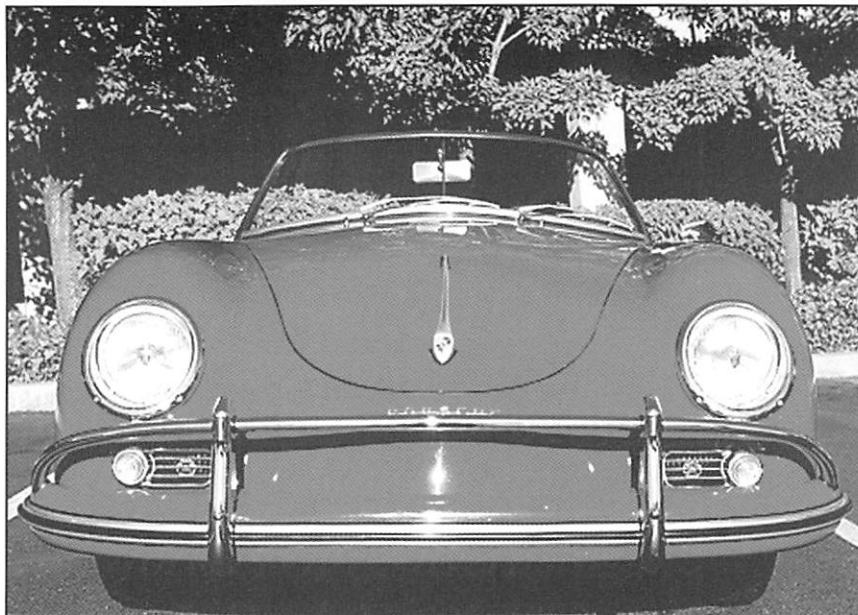
*By Carl and Diane Bohall*

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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](mailto:cdbohall@yahoo.com) or call 941-916-4152 in the evening.



# Is Your Porsche SMILING?

*By The Silver Tongued Grey Headed Old Man*

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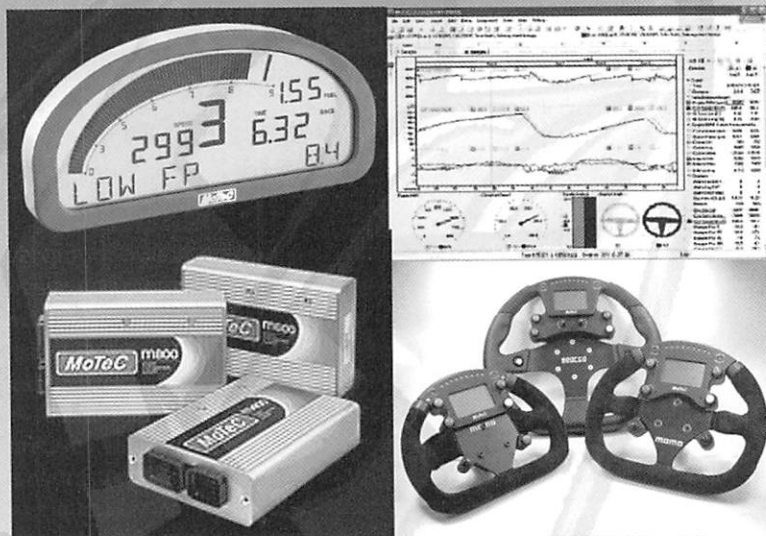
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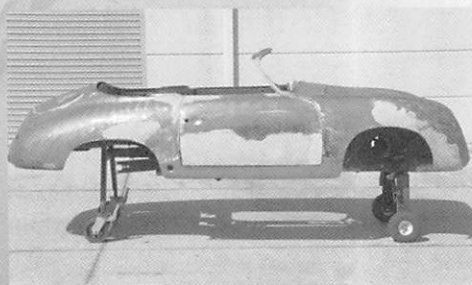
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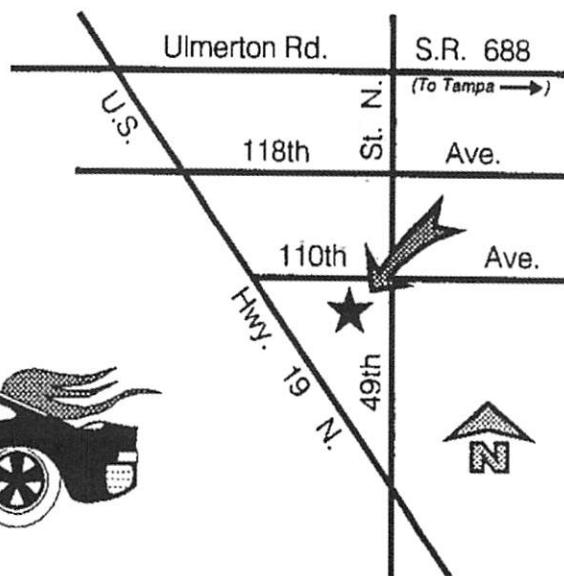
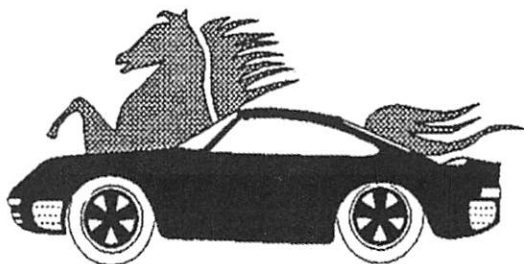
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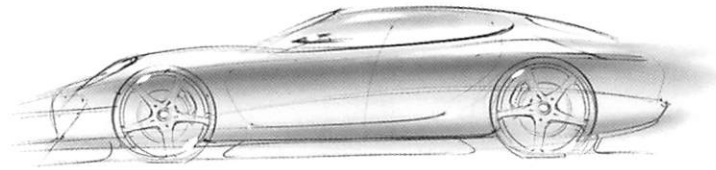
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## *Werner, Keen Win GT Class and Take Points Lead; Bernhard, Dumas Enjoy Podium Finish at Watkins Glen*

WATKINS GLEN, NY, June 6 – Dirk Werner (Germany) and Leh Keen (Charleston, SC) captured their second GT class victory of the season and took over the points lead while Porsche works drivers Timo Bernhard (Germany) and Romain Dumas (France) grabbed a podium finish in Daytona Prototype competition during the Sahlen's Six Hours at the Glen at Watkins Glen International Raceway.

Werner drove the final segment in the #87 Farnbacher Loles Racing Porsche 911 GT3 Cup entry and took the checkered flag in the fifth Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 event of the season.

Keen had broken the track record in qualifying, but the duo did not have an easy time winning their second race of the year.

It was Porsche's 59th GT victory and 247th podium finish in Grand-Am history.

Meanwhile, Bernhard and Dumas put the #12 Verizon Wireless Penske Porsche Riley on the podium for the second time this year, finishing just 1.59 seconds behind the dominate Lexus Riley of Scott Pruett (Auburn, CA) and Memo Rojas (Mexico) as the race ended under caution. Pruett started on the pole with a record-qualifying race and ended a nine-race winless streak to claim his record 21st Daytona Prototype victory.

Porsche works driver Wolf Henzler (Germany) made a late pass to

grab third place, giving Farnbacher Loles a one-two-three GT finish. Henzler drove the #86 Farnbacher Loles Porsche 911 GT3 Cup car with Eric Lux (Jacksonville, FL).

"We didn't drive away from the other competitors," Werner said. "It was a hard battle the whole six hours. It is always fun to race these guys, that's how racing should be. You know you can't make any mistakes, and that's fun."

"Right out of the box the car was excellent," Keen said. "We have great momentum for the championship, and are looking forward to next two races. The next race is at Mid-Ohio and we won there last year, so we are feeling good."

The GT competition was so fierce that there were 19 lead changes among seven cars, but the #87 Farnbacher Loles Porsche 911 GT3 Cup led 103 total laps, three times as many as any other entry. Werner led four different times for 73 total laps and Keen led twice for 30 laps.

Werner and Keen trailed Spencer Pumpelly (Mason Neck, VA) by one point in the driver's standings, but Pumpelly finished only fifth in the #66 TRG Porsche 911 GT3 Cup entry with teammates John Potter (Salt Lake City, UT) and Craig Stanton (Long Beach, CA). Now, Keen and Werner lead with 151 points with Pumpelly second with 143. Lux is fifth with 135 points.

"It was a great race today," Henzler said. "I am happy to finish on

podium, but I needed 10 more minutes. I think I might have gotten second if I had a few more laps. I took everything the car had and I was going faster and faster. Finally there was a yellow at the end, and we happily took third."

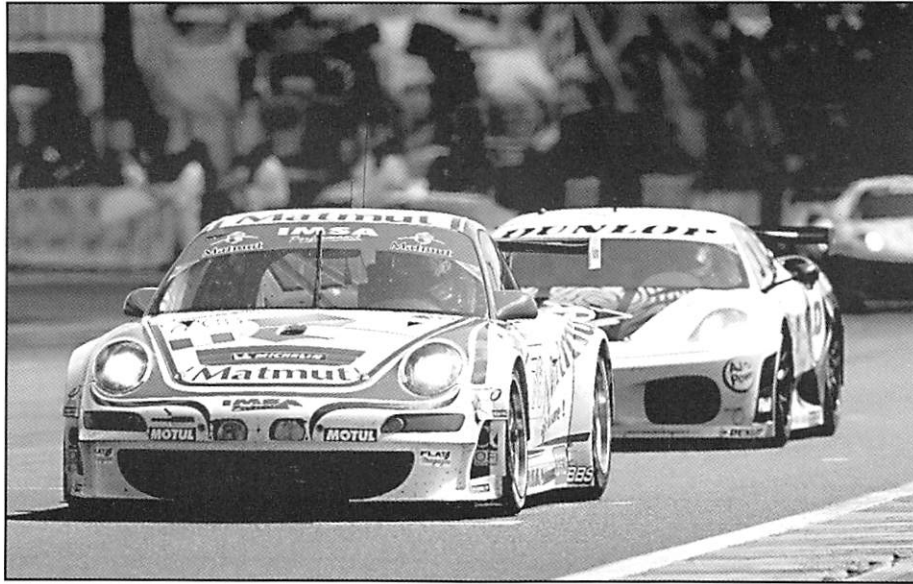
The DP competition wasn't as close. Pruett and Rojas led 142 of the race's 188 laps in their Lexus Riley.

Dumas said, "We are close, but winning is something else. We have been on the podium twice (third both times) and the whole team and Porsche want to move up. We push very hard.

When we are on the track alone, we are OK but as soon as there are a lot of cars we struggle a little bit. The RPM (limit) hurts us. We can not pass on the straightaways, and the GT Porsches are as fast as fun. But we do all we can with good strategy and a great crew that gives us the best possible car and never stops working to improve it."

Dumas led once for two laps during a flurry of pit stops in his middle race two-hour stint, but during one of the race's longest green flag stints, Pruett pulled away from Dumas by 19 seconds over 26 laps.

Bernhard, who started and finished, led twice for 12 laps, and took the lead for three laps when the winning car made its final pit stop to allow Pruett to take over. Bernhard then pitted while in the lead for his final pit stop, allowing Pruett to retake the lead for good.



*The French IMSA Performance Matmut team, including Porsche works driver Patrick Long (U.S.A.), maintained third place for more than two-thirds of the race. Photo by Pat Long.*

## *Success, Disappointment at Le Mans*

### *RS Spyder Wins LMP2, Flying Lizards Lose Lead*

ATLANTA – June 13 – While the Porsche RS Spyder is just a memory in North America, it was certainly alive at the checkered flag for the 24 Hours of Le Mans as the iconic LMP2 sports prototype captured its second Le Mans class win in two tries, thanks to the Danish customer team of Casper Elgaard, Kristian Poulsen, and Porsche factory driver Emmanuel Collard.

The Team Essex, which came in second in LMP2 a year ago, beat its Lola Judd rival by more than 14 laps, as well as capturing the energy efficiency classification “Michelin Green XChallenge” as the car with the best overall efficiency, calculated by the ratio between lap times and fuel consumption.

### **RS Spyder**

Porsche lost its chance for a one-two LMP2 RS Spyder finish only an hour before the end of the race, as the RS Spyder entry of NAVI Team

GOH spun off the track while running comfortably in second place. Under braking for the first chicane on the Hunaudières straight on an oil spill of a competitor, Japanese driver Seiji Ara hit the barriers and the car was forced to retire.

In 2008, the RS Spyder won the energy efficiency challenge at all races and championships – in the Le Mans 24 Hours, the American Le Mans Series and the European Le Mans Series. With this, the RS Spyder impressively underlined its status as the world’s most efficient sports prototype.

After a break of four years, NAVI Team GOH, Le Mans winner of 2004 with Seiji Ara, looked like they would bring home a second place right up until an hour before the flag – with a ten lap advantage over third position.

Porsche works driver Sascha Maassen was full of praise: “I salute our team’s performance. Perfect preparation, perfect teamwork in

every respect. I’m so sorry that we couldn’t bring home the success they deserved.” For the perfect work in the pit stops, the team received a special prize from the organizers.

Porsche works drivers Timo Bernhard (Germany) and Romain Dumas (France), lent to Audi for the Le Mans 24 hour race, lost all chances to win with a technical defect in their #3 Audi R15 TDI which resulted in repairs over several hours. With their chase through the field from the back to finish 18th, the two shone with their excellent lap times.

In the production-based GT2 class, a one-two qualifying effort for the Porsche 911 GT3 RSR from qualifying could not be turned into a race success. After just two hours, the race came to an end for the three Porsche works drivers Marc Lieb (Germany), Richard Lietz (Austria) and Wolf Henzler (Germany).

A problem with the fuel system

*Continued on page 27*



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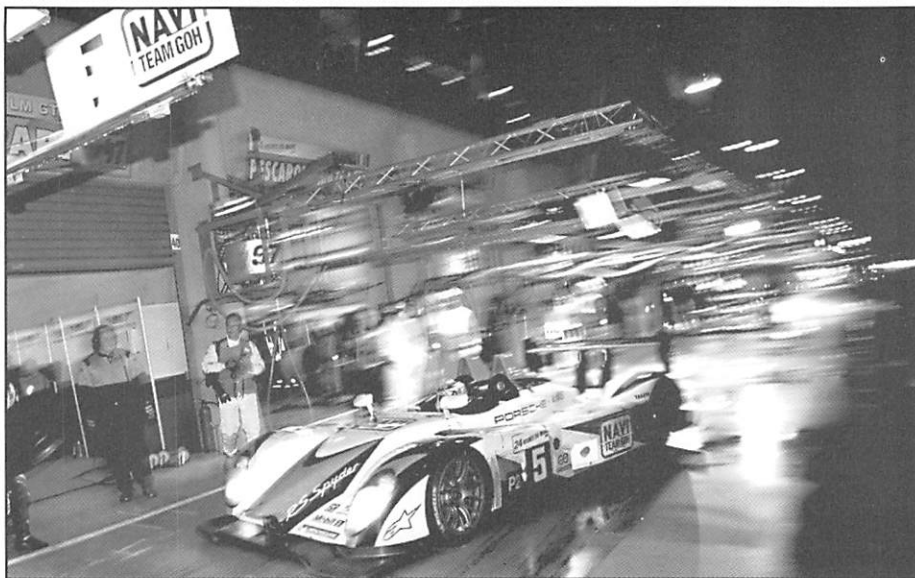
Continued from page 24

caused the engine of the 911 to die and not start again – 100 meters from the entrance to the pit lane. As the regulations do not allow a car to be towed in such a case, the leading trio of the German Felbermayr-Protonteam had no chance to repair the otherwise technically perfect 911 and retired.

## Flying Lizard

For the American Flying Lizard team, the 2009 Le Mans race ended in the early morning hours when Darren Law (USA) collided heavily with the barriers. Prior to this, pole-setter Jörg Bergmeister (Germany) and team owner Seth Neiman (USA) were steadily moving in the direction of a podium result with their GT3 RSR.

The French IMSA Performance Matmut team with Porsche works drivers Patrick Pilet (France) and Patrick Long (USA) as well as Raymond Narac (France) maintained third place for more than two-thirds of the race distance. On Sunday morning a problem with the power transmission put an end to their promising charge.



Unlike the American Le Mans Series, where cars can be ranked in the finals standing as long as they complete 70 percent of the laps of the overall winner, the 24 Hours of Le Mans requires a team to take the checkered flag at the end of the race to be classified in the results. Under ALMS rules, the RS Spyder entry of NAVI Team GOH would have finished third in LMP2.

Complete results can be found at:

[http://www.lemans.org/24heuresdumans/chronos/2009\\_24\\_Heures\\_du\\_Mans\\_24H\\_Race\\_clah24.pdf](http://www.lemans.org/24heuresdumans/chronos/2009_24_Heures_du_Mans_24H_Race_clah24.pdf)

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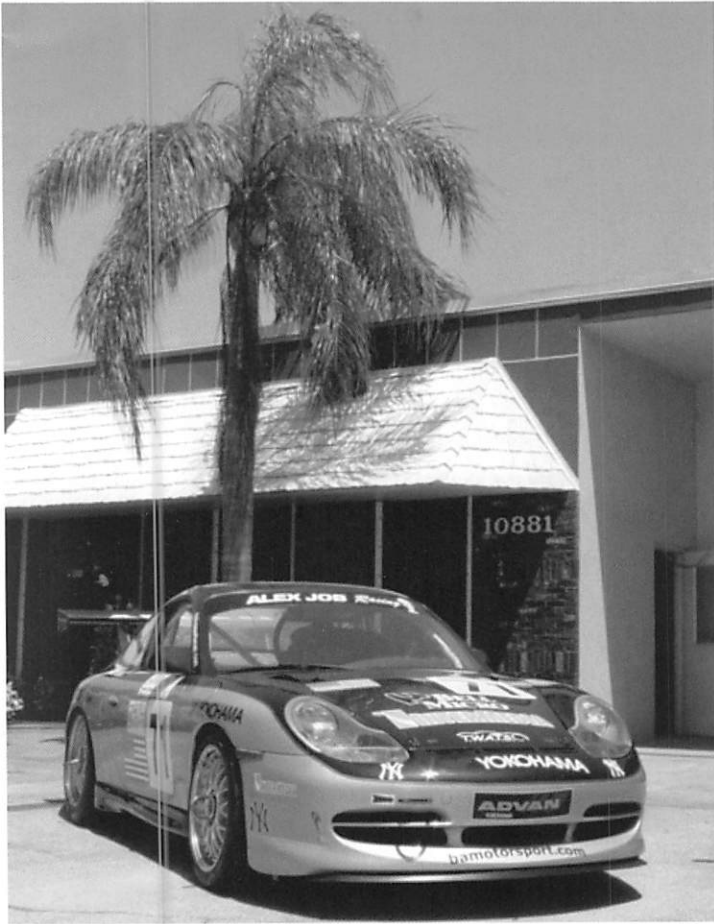
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- ✓ **Highest Technician Retention Rate of Porsche Dealers In The Area!**
- ✓ **Only Manufactured Certified Porsche-BMW Body & Paint Repair Center in Florida**
- ✓ **State-of-the-Art Facility**
- ✓ **High-Tech Diagnostic & Repair Equipment**
- ✓ **100% Dealer Technical Training**
- ✓ **45 Years Porsche Shop Experience**
- ✓ **FREE Loaner Car**



**1ST OFFER!**  
 Purchase two tires and receive  
**FREE NITROGEN FILL**  
 With  
**FREE 1-YEAR  
 ROADSIDE ASSISTANCE**

**2ND OFFER!**  
**\$75 OFF!**  
 4 Wheel Alignment

Your customer satisfaction and safety is our #1 Priority.  
 So next time your Porsche needs attention, bring it to where the Pro's go. You'll be glad you did.

**Bert Smith Porsche**

727.527.1111  
 3800 34th Street North  
 St. Petersburg, FL 33714  
 www.bertsmith.com



**It's time for a change. Get your  
 knowledge from the Source.**

Service Department Hours:  
 Monday - Friday 7:30am - 5:30pm  
 Closed Saturday & Sunday