



PORSCHE Profile



Coming Up!

2009

- **Dec. 5**
Mike Kwasin's
Holiday Party, Tampa
- **Dec. 12**
Porsches in the Park
St. Armand's Circle
Sarasota
- **Dec. 12**
Holiday Gala
University Park
Country Club, Sarasota
- **Dec. 12 & 13**
Driver's Ed, Sebring
- **Dec. 13**
PCA vs BMW Autocross
Zephyrhills

2010

- **Jan. 9**
Collier Museum Tour,
Naples
- **Jan. 13**
General Membership
Meeting/Date Night,
Tampa
- **Feb. 4-7**
48 Hours at Sebring



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Test Driving the Panamera

PORCHES IN THE PARK

Saturday, Dec. 12
10 a.m. - 4 p.m.

St. Armand's Circle, Sarasota

Food, Fun, Prizes, and Porsches, of course!

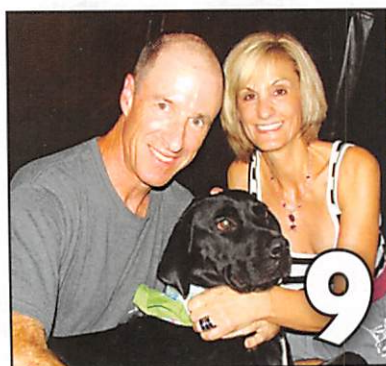
Catered by Joseph Casadio's 15th South Ristorante

RSVP to Margarita at 941-921-8007 or mkomiyati@sunsetautogroup.com if you will be displaying your Porsche. The boys get out there between 8-8:30 to start setting up the cars on the circle

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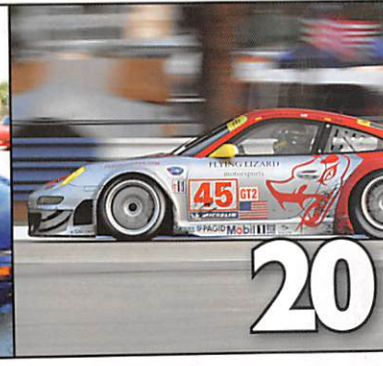
Plus so much more!



9



18



20

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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,
alicia.nordquist10@gmail.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 | \$195 |
| ¼ page | \$500 |
| ½ page | \$750 |
| Full page | \$1,200 |
| Two adjoining pages (ea.) | \$1,500 |
| Inside covers | \$1,500 |
| Outside back | \$1,875 |

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.

Policies & Procedures

- *Porsche Profile* is the official newsletter of the Porsche Club of America Suncoast Region. Alicia Nordquist, Editor, Melissa Schneider, Graphic Artist. No portion of this publication may be duplicated without the written permission of the Suncoast Region Board of Directors.
- The ideas, opinions, and subjects are those of the authors and no authentication is implied by the editor, or endorsement given by the Suncoast Region, Porsche Club of America.
- All submissions are subject to editing for space constraints, style and editorial consistency, and must be accompanied with name and contact phone number. Anonymous submissions will not be published. Photos, articles, letters to the editor are accepted by email to the editor, and by snail mail, returnable only with SAS envelope.
- 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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PORSCHE Profile

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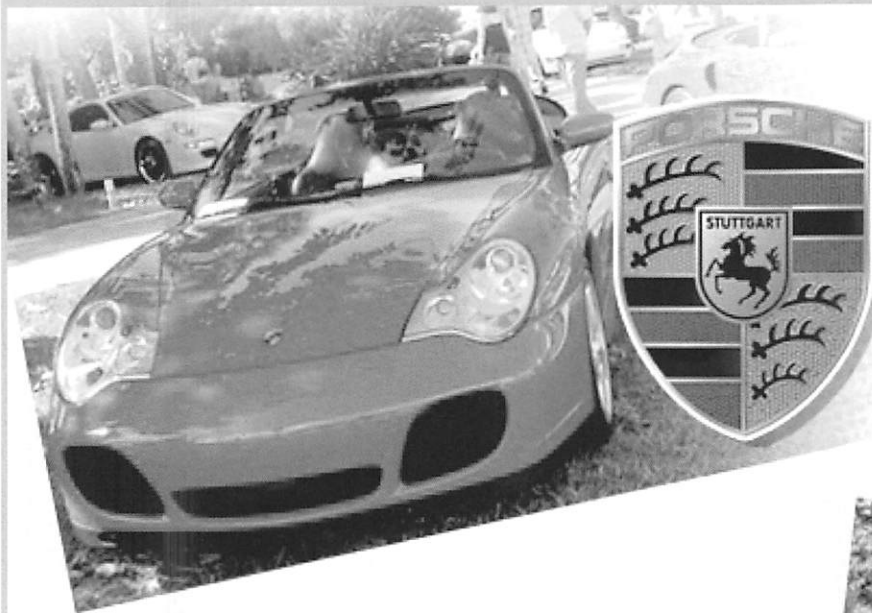
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- ★ Auto Paint Guard
- ★ Bert Smith Porsche
- ★ Capital Development Enterprises
- ★ Carson Pest Control
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- ★ Delaney Creek/Nature Coast/
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- ★ Driving Expressions
- ★ Eibell Performance, Inc.
- ★ Fast Lane Travel Inc.
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- ★ German Specialties Porsche Service
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- ★ Heritage Motorcar Research Inc.
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- ★ Suncoast Parts
- ★ Superior Auto Body
- ★ Vortex Motorsport
- ★ Wagner Realty

Spend a Day with us at Porsches in the Park *Saturday December 12, 2009*



Join us for Food, Fun, Prizes
and Porsches of course.

Time:

10:00am-4:00pm

Location:

St. Armands Circle Sarasota, FL

Food will be provided and
catered by Joseph Casadio's
15th South Ristorante

To Join our Event please **RSVP** to
Margharita **941.921.8007** or
mkomyati@sunsetautogroup.com
and let us know if you will be displaying
your Porsche.

We will be setting up the Porsches at
the circle between 8:00am-8:30am



Upcoming Event for January of 2010 **PORSCHE & POLO**

When:

SUNDAY, JANUARY 17 2010 Gates open @ 11:00

Where:

Sarasota Polo Grounds 8201 Polo Club Lane Lakewood Ranch Located 3.5 miles east
of I-75 off of University Parkway(exit #213) in Lakewood Ranch.

Turn right on Lorraine Road, entrance to the club is the second right. Catering by ZEST!
And a halftime parade of Porsches. Food, Drink and a live Polo match **RSVP by January 12, 2010**
with your address- Wrist Bands will be sent to you to avoid check-in

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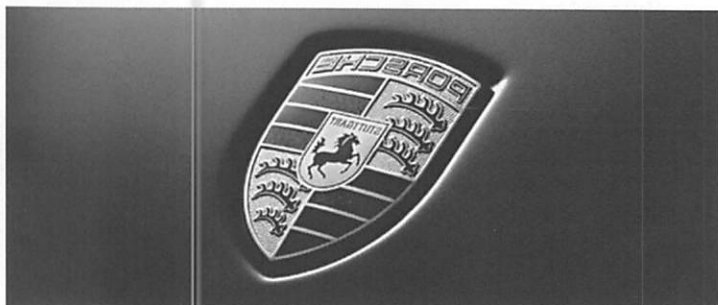
5005 S. Tamiami Tr., Sarasota, FL 941-923-1700

www.sunsetautogroup.com

Coming Up!

Collier Museum Tour, RSVP by Dec. 30

By Sharron Shields



Plan now to join Suncoast Region members at the Collier Museum in Naples on January 9, 2010. The Collier Collection museum houses an extraordinary collection of racing cars, including a large Porsche collection, probably the most significant outside of the factory museum in Stuttgart, Germany.

We plan to meet at the museum at 9 a.m. for a 9:30 a.m. tour start.

Admission is \$15 per person and limited to the first 100 Suncoast members and their guests who pay in advance. Send your check, made out to Suncoast Region PCA, to Sharron Shields, 3707 Casaba Loop, Valrico, FL 33596.

We'll be on our own for lunch, but we'll have information on several restaurants in the area. RSVP by Dec. 30, 2009. If you don't RSVP, don't just show up. This is lim-

ited and I expect it will sell out, so if I don't know you are coming, you could end up standing outside looking in. If you RSVP and cannot make it, please let me know. If room is available others will be invited to attend.

If you have never been to the museum, don't miss this. As a "so so" car person, I can say this museum is fantastic. The cars are displayed beautifully, they are fully restored and the history is incredible. It is like a Fine Art Museum, only the cars are the art. You will not want to leave. It is not open to the public, so this is a special treat. I hope to see you there.

The museum is located in Naples at 2500 S. Horseshoe Dr. Take I-75 S to exit 105 886 (Golden Gate Pkwy), west toward Naples, turn left on Airport Pulling Rd N CR-31s, turn right on S. Horseshoe Dr. and go .5 mi to the museum.

Upcoming Suncoast PCA events

2009

Dec. 5 – Holiday Party; Mike Kwasin's, Tampa

Dec. 12 – Porsches in the Park; St. Armand's Circle, Sarasota

Dec. 12 – Holiday Gala; University Park C.C., Sarasota

Dec. 12 & 13 – Driver's Ed; Sebring

Dec. 13 – PCA vs. BMW Autocross; Zephyrhills

2010

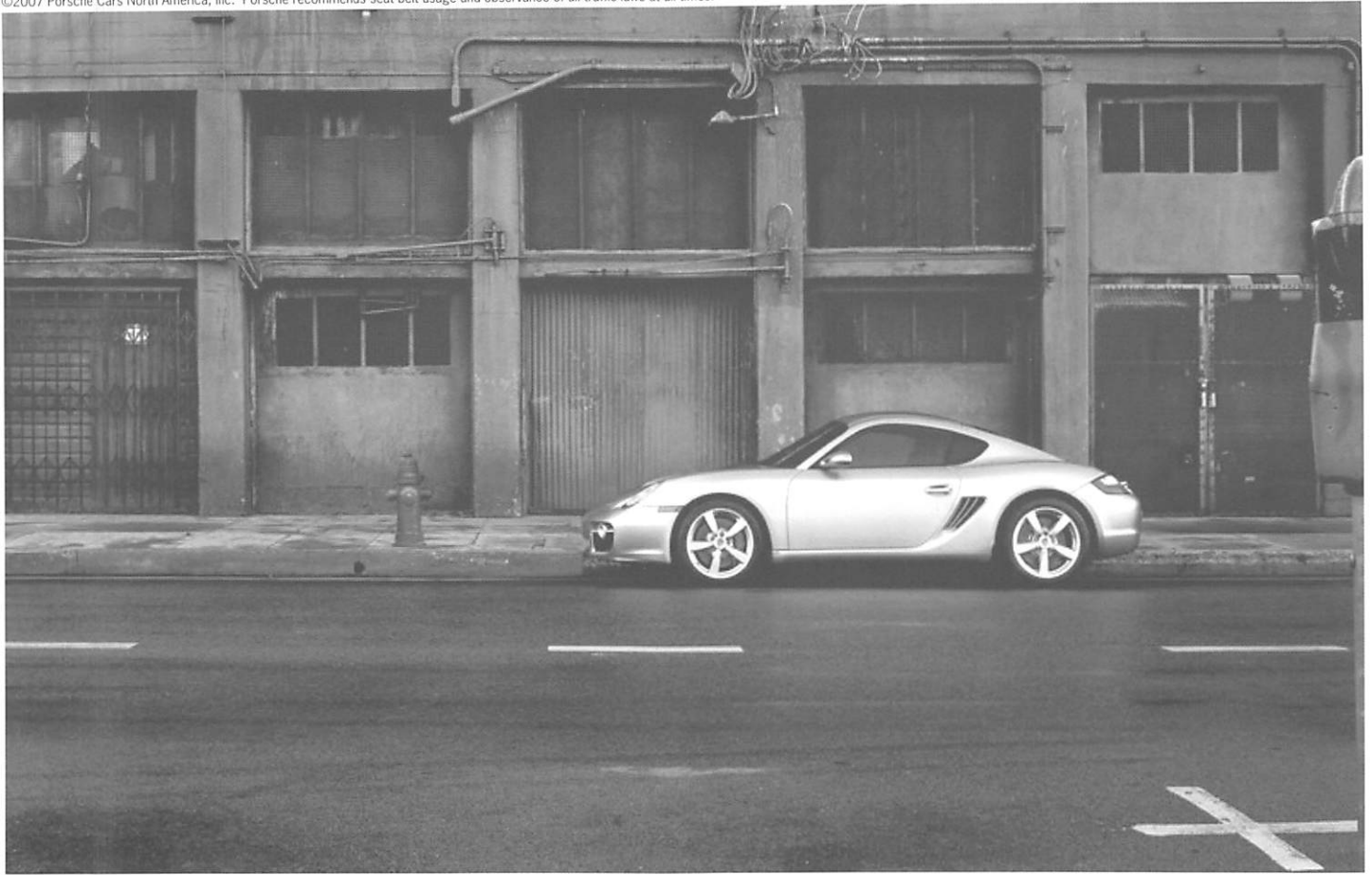
Jan. 9 – Collier Museum Tour

Jan. 13 – General Membership Meeting/Date Night, Tampa

Feb. 4-7 – 48 Hours at Sebring



48 Hours Update: Registration for the 2010 48 Hours at Sebring Advanced Solo and Thursday night Advanced Solo opened Sunday, Nov. 1, 2009. Any questions/inquiries, contact Jeff Bauer at sebringclubrace@yahoo.com



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www.reevesporsche.com
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sat 9-6 closed sunday



PORSCHE



Porsche Profile Ad Rates Increase in 2010 – Just a Little

By David Bassett, Suncoast Region VP and Advertising Director

I would like to take a moment to brag about our editor, Alicia Nordquist. In her short tenure as Profile editor, she has doubled the amount of color, dramatically increased the quality of the paper, brought great editorial skills to the content and, with the talents of graphic artist Melissa Schneider, an impressive new look to its design. All with little or no increase in production costs.

All is well in Profile land today. Well, not quite. We have one slight problem: the total of our advertising revenue does not even come close to the printing costs of the magazine. The obvious fix would be to go out and sell more advertisements. There is one problem with that, however. Our ratio of advertising to editorial content is already too high. We have a catch 22 of

more ads equals either less content, or more pages at a money-losing rate.

Therefore, to keep our great magazine running so our advertisers can reach more than 1000 rabid Porsche owners and fans, we must raise our advertisement rates for 2010.

We have tried to keep the increase reasonable so that the advertising costs to reach our upscale members is still a great advertising value while putting the budget of our magazine closer to breaking even. (We will still be losing money, but feel that in these economic times, this is a good compromise.) The 2010 rates are as follows:

| | |
|----------------|---------|
| Business cards | \$195 |
| ¼ page | \$500 |
| ½ page | \$750 |
| Full page | \$1,200 |

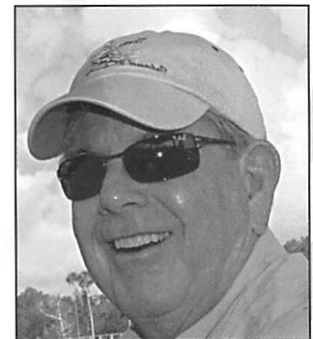
| | |
|---------------------------|---------|
| Two adjoining pages (ea.) | \$1,500 |
| Inside covers | \$1,500 |
| Outside back | \$1,875 |

Advertisers, we greatly appreciate your contribution to making this an outstanding magazine, and hope that you continue to find value in your advertisements. Any comments and/or suggestions, please direct them editorially to Alicia, and business related to me.

Readers, I ask you please to take extra effort to tell our advertisers that you patronize, how much you appreciate them and their contribution to our magazine. These are the people who support us, and we should all use their services and products whenever we can. Go out of your way to try any you haven't used, and tell them why.

The Membership Starting Line

We welcome our new members. We hope you will enjoy the club as much as we do. If you are looking for action, then you have come to the right place. Please feel free to contact one of the officers with your questions about the club. We are here for you.



by Page Obenshain,
Membership Chairman

Join me in welcoming new members to the Suncoast Region:

- Brian Campbell, Lehigh Acres, 1987 White 928
- Barry & Susan Davis, University Park, 2007 911 Black Turbo
- Jonas Forslund, Sarasota, 2006 Black 997
- Patricia Hausen, St. Petersburg, 1982 Black 911
- Burr Jennings, Sarasota, 1987 Black 930
- Kevin Mannix, Winter Haven, 2006 White Cayenne S
- Andrew Nott, Inverness, 2009 Cayman
- Jarib Rodriguez & Sam Varanian, Lutz, 1986 Gray 951

- Blake Waldron, Nokomis, 1999 911 Silver Carrera
- Wenzel, Rodger, Tampa, 2009 Red Carrera S
- Scott & Debbie White, Weeki Wachee, 2005 Red Boxster
- Kristin Wiemer Bohnsack, Tampa, 2006 Silver Cayman

Transfers In

- Terry Carlson, Fort Myers Beach, 1993 Blue 911
- Gregory McDaniel, Bradenton, 2008 Black 911



48 Hours Volunteers

by Dennis Wojcik
Suncoast Volunteer Chairman

Ever say to yourself, "I'd like to be involved and do something to help?" Now's your chance to get up close and be part of the excitement.

It takes many race enthusiasts to have a successful event, so sign up today. Volunteers are needed in the following areas:

■ **Timing and Scoring:** this is like nerve center where you feel the pulse around the track. You will see racing differently after helping here.

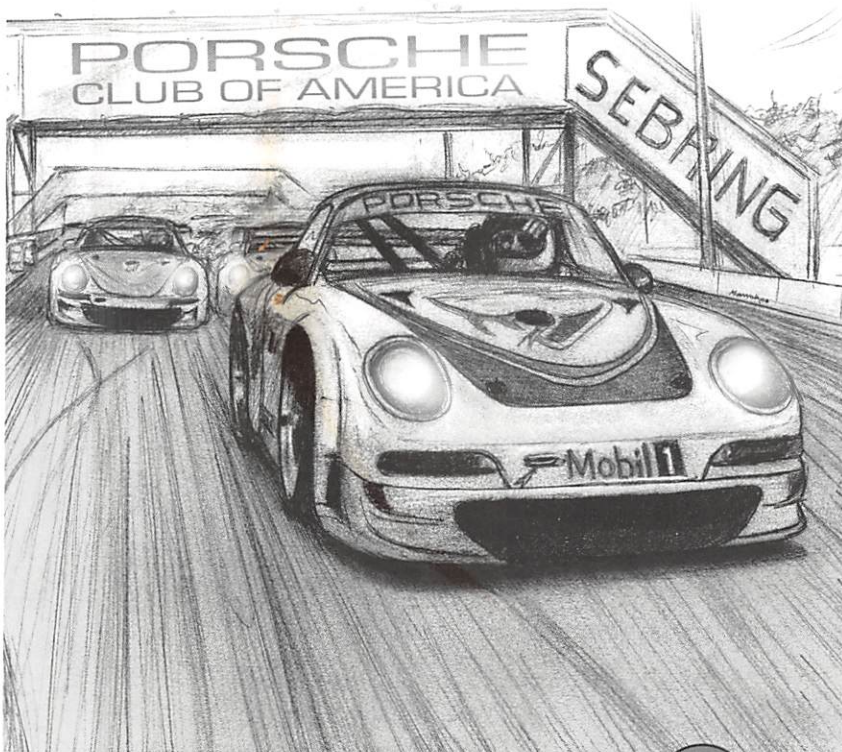
■ **Grid:** if you want to get close to the cars, this is it, but bring the ear plugs.

■ **Pits:** don't forget ear protection. Again, you will have a different perception of the event after helping in Grid.

■ **Corner workers:** can't get much closer to the flying cars. Each corner offers a different sensation.

■ **Hospitality/welcoming:** here you meet and greet everybody - racers, drivers and other enthusiasts like yourself.

All skill levels are needed, novice to well seasoned, we could use you. Just like the drivers, sign up as a volunteer at the registration address reflected below but if you are still unsure, give me a call at 941-697-7976 and I'll answer your questions. Sign up today for the weekend, a day or a morning or afternoon session, but don't be left behind. Do it now!



48 HOURS AT **SEBRING**

February 4th -7th 2010

Don't miss the premier Club Race of the year! Experience the excitement of the Sebring Track, whether you are racing or volunteering.

- Enduro and Sprint races
- Night Races plus Test and Tune
- To register, go to:
<http://register.pca.org>
- For additional info, visit:
www.48hoursatsebring.com
or email us at:
SebringClubRace@yahoo.com



17th Annual
48 hours at Sebring

FAST TRACKS

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



Meet Steve & Janie Gaglione, PCA members for 35 years, 18 years with the Suncoast Region

Porsche Profile: What were your occupations?

JG: Retired from IBM and now I'm a fitness fanatic. **SG:** Retired from Verizon after 30 years of service

PP: How did you first become Porsche/Suncoast enthusiasts?

JG: By default. **SG:** One day we were looking through old childhood photographs with my parents. We were all amused after discovering I was on something with wheels in almost every photo we could find. I actually believe I was born car crazy. It was only natural that cars would eventually become one of my passions. As much as I love to drive my vintage cars, I still get tremendous enjoyment just looking at them in my garage. Nuts huh?

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

JG: At one time I owned a signal orange 1973 914 2.0. I got it mainly to help keep my boy friend at the time (Steve) committed to our relationship. I sold it after we married. I currently drive a pepper white Mini Cooper. **SG:** Over the years, I've owned five 914-4s, three 914-6s and three 911s. I currently own a very rare, factory built, blood orange 1971 914-6 M471 GT, a concours sahara beige 1973 914 2.0, and the very unique black and gold 1974 Lotus Europa Special JPS.

PP: What is your "dream" car?

JG: A RestoMod 1955 Deutsch-Bonnet. **SG:** It's in my garage (hint: "its blood orange").

PP: What is your favorite PCA/Suncoast event?

JG: Mike Kwasin's Christmas Party. **SG:** The 48 Hours at Sebring PCA Club Race, an unbelievable event.

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

JG: Working at track registration at 48 Hours and Date Nights organized by Social Director Sharon Shields. **SG:** I've participated in most every PCA activity and event over the years but lately I find the Suncoast Region social events most enjoyable.

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

SG: No, Janie and I were DINKs for a very long time and now we're just a couple of RINKs.

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

JG: I love doing twists and turns when I work out, when we go dancing and during the drive home. **SG:** I learned how to maneuver the twisties at high speeds racing go-karts before I was a teenager. Today, give me a corkscrew turn and a mid-engine Porsche and I'll show you a man with a smile on his face.

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

JG: Come out with a Betsy Johnson edition Cayman. **SG:** Bring back the 914.

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

JG: This happened while attending my first PCA event in the '70s. My boyfriend (Steve) mentioned that he was going to participate in a two-day Driver's Ed at Lime Rock Park,

CT: We both took the preceding Friday off work. We didn't know the area and wanted to make sure we wouldn't be late. We must have gotten there early because when we checked in to the White Heart Inn, ours was the only Porsche in the parking lot. At the time we didn't know anyone so that evening we ate dinner by ourselves. After dinner we scanned the parking lot and still no other Porsches, but the next morning, the entire parking lot was full of Porsches. We had a great time and are still close friends with some of the people we met that weekend.

SG: Shortly after purchasing my first Porsche in 1973, I naively decided to drive from my hometown in New Jersey to Watkins Glen, NY, to see if I could drive my new car on the world famous racetrack. Having attended Formula-1 races there for years, I drooled at the thought of driving the course at speed. After driving a few hours, I came to realize it would be highly unlikely I'd be able to pull this off and decided to head home.

Two years later at an NNJR PCA membership meeting, the main subject on the agenda was planning the first Zone 1 Driver's Ed at the Glen. I asked the person beside me, "Does this mean I'd be able to drive my Porsche on the track?" Thanks to the Porsche Club my dream was answered. The Club not only got me on the track, I eventually became a driving instructor and ultimately fulfilled a life long dream of wheel-to-wheel racing by getting my PCA Club Racing License.

If you'd like to suggest someone to be interviewed for this column, email alicia.nordquist10@gmail.com.

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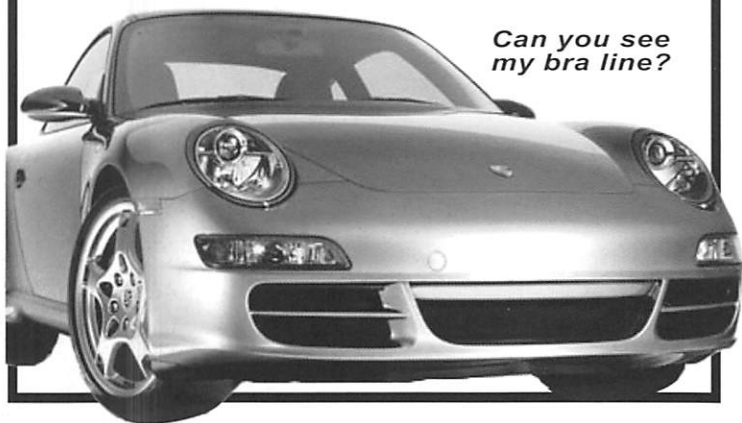
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Sebring, Florida



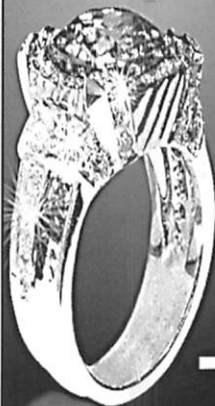
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PORSCHE

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

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

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

A perfect fit for 2005 or newer Porsche cars!



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

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

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

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

Go to our site for more parts and accessories, www.SuncoastParts.com.

Visit our website for pricing and availability

5005 S. Tamiami Trail Sarasota, FL 877-923-1700

Porsche Talk



Brought to you by Suncoast Porsche



Ryan Uhrinec, Master Porsche Tech, Suncoast Porsche

Hello everyone in Porsche-land. The temperatures are dropping and that means the snowbirds are soon to start migrating back south. Many of our owners like to store their cars for the summer and that means the last several months have been very lonely for your vehicle. So this month we're going to talk about taking your Porsche out of storage and setting it free on the open road once again.

First things first, if you have a car cover, remove it! Open the doors, and storage compartments so as to let the car breathe. Sometimes if the car was stored completely closed it can develop a musty odor. Its best to leave the windows cracked a small amount so moisture is able to evaporate out of the passenger compartment when storing. While you have the lids wide open, now is the time to take your battery off the maintainer, reinstall and reconnect the battery terminals making sure they are clean and snug. Your car should crank right over and start up since you had the maintainer. If not, you might only get a few cranks or nothing at all from your battery and it needs to be fully charged. Now that your car is uncovered and running once again, move it outside and let it warm up to operating temperature. This can take a while so now is the time to hop inside and check all your switches and controls. Check your horns, headlights, taillights, turn signals, brake lights, wiper blades, etc. to make sure none have burned out or worn out. The next step is to shut the car off for a few moments. This is to check for any oil, fuel or coolant leaks that could possibly have developed out of dry rotted hoses or brittle plastic. If you have major leaks then stop! Get those leaks

addressed before something more serious can occur. Now that your vehicle is up to temp, fluid levels are good and leak free, and all the necessary accessories are working, It is time for the road test. When fuel is left in a tank for extended periods of time it can break down and turn into what smells like varnish. This varnish can cause fuel pumps to go bad and lock up, injectors to stick and fuel filters to clog up. The best way to avoid varnish is to store the vehicle with a full tank of fuel and a bottle of fuel stabilizer. With a full tank, there will be less air for moisture to collect inside the tank. In any case, I'd add a bottle of fuel system cleaner and top off with some fresh fuel.



Next thing to do is tire pressure. If you pumped up your tires to around 60 psi and the vehicle has been on jack stands the entire length of its storage, chances are your tires are free from flat spots. But if the tires haven't rolled in months and only had half the required pressure, you're most likely going to have vibration. Adjust your pressures to factory spec and prepare to hit the road. In the first few miles, use the brakes frequently. Over the storage,

some surface rust may have developed on the rotors and can hinder braking performance. Be sure to apply the brakes with enough force so that it can start self cleaning this surface rust off. My next piece of advice might take the most time, but might be the most enjoyable of all. The Road Trip! Take your newly uncovered Porsche out till you use up the tank. This should heat up the tires to the point of eliminating the flat spots. If vibration persists, new tires might be in order. Also take note of any suspension or chassis indiscrepancy such as clunking, binding, or general awkwardness like pulling or instability.

Now that your Porsche is once again up to speed, get it serviced. Oil can break down over time even though the mileage interval may not have been reached. Its best to have it changed once a year or 7500 miles whichever comes first. While servicing your Porsche, the Tech may also come across some issues that were not able to be seen during the storage removal. Things like dry rotted tires can lead to expensive blowouts or flat tires at the most inconvenient times. Have your brakes flushed to remove any moisture it may have accumulated while sitting. By following this general guideline and making yourself a proper storage and revival plan, you can ensure many years of trouble free service from your Porsche.

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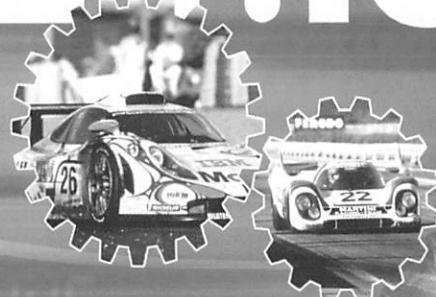
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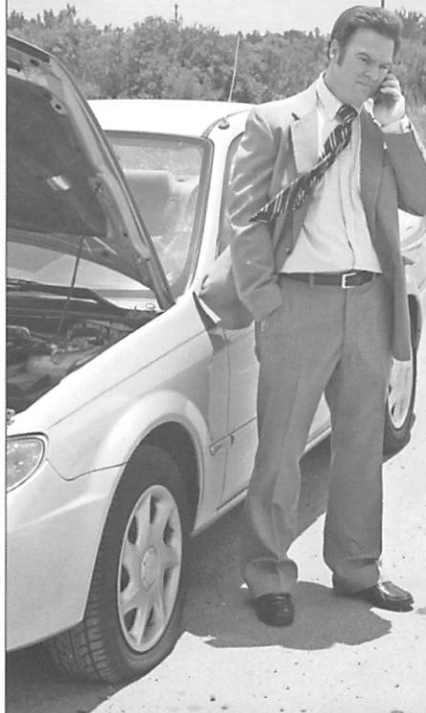


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Danny and Sharron Shields brought their Boxster S to the BMW Oktoberfest autocross held Sept. 28 - Oct. 3 in Lake Lanier Islands, GA, competing for Fastest Time of Day on Thursday. Unfortunately, Danny was beaten by a BMW 333 on Hoosier A6 Race tires. The Shields's Boxster was on the new street tire Bridgestone Potenza RE-11. They placed 1st and 2nd in the Other Class. Tom Briest in wife Cindy's BMW also competed, placing 3rd. Photo by Sharron Shields.

Fast Four Fest features feisty fours

By Danny Shields

Suncoast Region's September 27 autocross, the Fast Four Fest, put the spotlight on the four-cylinder Porsche models, with special prizes planned for the often-overlooked models.

A series of brief rain showers disrupted the schedule of the event and canceled the awards presentation, but all drivers were able to make at least some of their runs in dry or nearly dry conditions.

Six competitors who brought four-cylinder Porsches to the event were divided into two teams of three, all driving different model Porsches. The team of Glen Getchell (45.326) in a 356, Sharron Shields (47.295) in a 944S2, and Al Leach (50.601) in a 944S, defeated Mike Kwasin (48.602) in a 912, Ryan Wise (50.257) in a 968 cab, and rookie Steve Parrish (51.448) in a 914.

Getchell had installed Koni shock absorbers on Scrappy, the 356, and the improvement in handling was obvious as he led his team to victory.

Danny Shields had withdrawn from the team competition to even the count, but his trusty 1989 944S2 was still capable of overall fast time of day at 41.983 seconds.

Mark Lasota and Ralph Carr set up the course on Taxiway B at the Zephyrhills Airport. A series of quick esses led to a classic 180-degree turnaround and then a long, "optional" offset slalom and some quick lane changes to the finish.

Lasota drove his newly acquired black Boxster S, and edged out Carr's black Boxster S by 0.148 sec. Bruce Schuman took top honors in the "Other" class driving his RX-8.

Here's how it ended up:

- Shields, Danny 41.983
- Schuman, Bruce 43.212
- Gilsdorf, Phil 43.671
- Correia, Paul 43.959
- Byram, Tod 44.675
- Corona, Cory 45.053
- Getchell, Glen 45.326
- Lasota, Mark 45.381
- Carr, Ralph 45.529
- Davidson, Jacob 46.571
- Borbely, David 47.176
- Shields, Sharon 47.295
- Kannenberg, Matt 48.019
- Eggert, Kirsten 48.255
- Kucek, John 48.3
- Kwasin, Mike 48.602
- Eggert, Jerry 48.706
- Carr, Albert 49.17
- Hamill, Maury 49.296
- Wise, Ryan 50.257
- Leach, Al 50.601
- Aldrich, Tim 50.661
- Parrish, Steve 51.448
- Ranlet, Mike 52.578
- Corona, Casey 52.829
- Bacon, Ken 54.417
- Klein, Jeff 60.672



My First 3,600 Miles in a 2010 Porsche Panamera Turbo

By Peter Sontag

Parking the brand new Porsche Panamera Turbo was not fun. It wasn't because of the amazing four-corner proximity alert system; the rear view camera and guidance system; the distance-measuring radar in the front.

No, it was because of the crowds that gathered every place in Germany, Switzerland, Austria and Italy when I tried to safely position the car. Back in '94 when I bought a bright red Viper with tan leather interior, with the license plate M8INUSA, I got a lot of stares, smiles and thumbs up, but that was a mere fraction of the interest the Porsche Panamera Turbo generated. All I heard was "darf ich hineinschauen; ein Bild machen; oder mein Sohn möchte sich bitte hineinsetzen." (may I look inside; take a picture; or my son wants to sit inside).

For two weeks on my recent trip to Europe, I had the privilege and pleasure of enjoying the most amazing Porsche I had ever driven. To underscore that comment, I have owned 32 Porsches in my life and driven others including GT2s, GT3s and a wild 935 (with a Dampftrad). On September 24, I was briefed in Ludwigsburg by Sebastian and Murat, two venerable Panamera experts, as to the operation of this land-based F-14 missile. Everything in the cockpit is exactly where it is supposed to be.





Driving, comfort, navigation, sound, heated/air conditioned seats and all other conceivable systems controls are readily at your fingertips and easily understood and manipulated.

There are several overhead controls, including the sunroof, surrounded by a delicate, U-shaped, gently illuminated strip of soft lighting.

My favorite was the feature that allows a couple of different sport settings – fabulous on Swiss Mountain roads. On the Autobahn I lowered the car so it was closer to the ground – with just a touch of a button. I couldn't believe this automotive pinnacle of technology actually has a "launch control" system.

You press a button while placing your left foot on the brake, then floor the gas, let go the brake. I had to see an orthodontist because it made my gums bleed.

And yet, the gas mileage is unbelievable because the car also has a feature (which you can deactivate if it drives you crazy) that whenever you stop, at, let's say, a traffic light, and place your foot on the brake, the engine shuts down.

The moment you release the brake the engine is already running again. How did the boys in Weissach figure that one out?

I was able to hook my iPhone into a plug in the center console and listen to my favorite aria from La Traviata playing through the on-board concert hall BOSE sound system. I've seen and heard La Traviata in New York, St. Petersburg and Vienna; this is better.

The trunk space is phenomenal, especially since you can activate the trunk remotely and it will silently glide open to the gawks of onlookers. The rear seats are identical to the front bucket seats, fully adjustable and with individual comfort controls. If you want a little privacy or to block the sun's rays you have electric side and rear window curtains at the touch of a button.

I have never felt more in control, safer and more confident at 170 mph (272 kms/hr) than in all my previous 80-odd Porsche trips to Europe. You sit in a cockpit, glued to the ground, with the world being pulled past you at an astonishing velocity.

Yes, there you are on a public highway setting the land speed record. Speaking of speed, do you know what's really sexy? That's a whale tail that appears from nowhere at speed and has bimodal extensions that swing outward only to once again disappear when the speed drops. Amazing.

I'm in love with the Porsche Panamera, and yes, I'm going to order one. I'm selling my Rolls and my 911. Sorry folks, this is THE right Porsche at THE right time! There is nothing like it that you have ever experienced.

Peter Sontag is a Suncoast Region member and president of Fast Lane Travel, Inc TM, in Clearwater. He can be reached at peter@fastlanetravel.com.



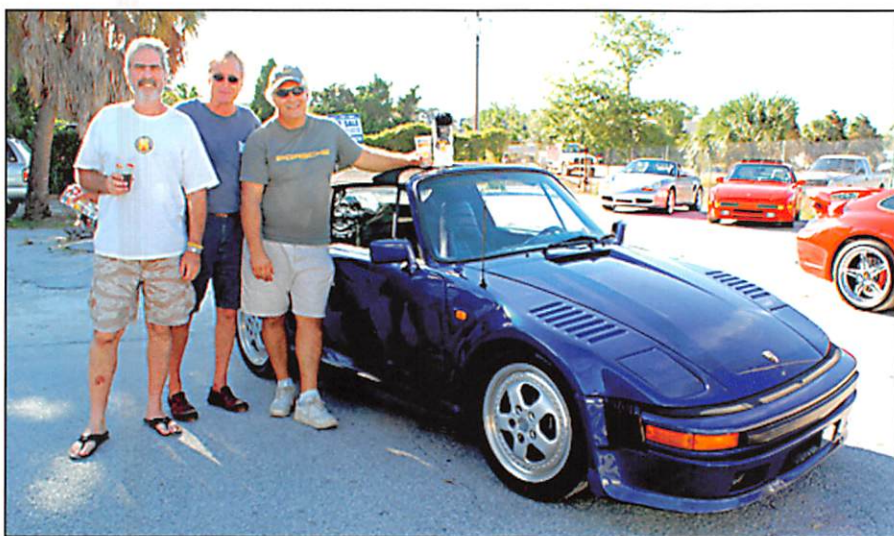
First Porsches and Pints a “Great Success”

By Grant Painter

The first annual “Porsches & Pints” at the Dunedin Brewery on October 3 was a great success! A few months ago, Mike and Kandi Bryant (brewery owners) asked Eunice and me if we might be able to round up some of our Porsche Club friends for a car show as part of their annual “Oktoberfest.” We liked the idea of a Suncoast gathering in our hometown of Dunedin, and we like beer, so we brainstormed over a few pints.

The brewery hosts wanted a low-stress show and shine, not necessarily a concourse-de-elegance. Mike Bryant would award the “Brewmaster’s Choice” award to his favorite car. The details and judging criteria were top secret and very complicated. Would it be the oldest Porsche? The fastest? The cleanest? Only Mike knew (and I don’t think he really knew).

After careful inspection of the more than 30 Porsches, including a couple of 356s, several Boxsters, a wonderful 1966 912, two 944s, and nearly every generation of 911, Ike Mihaelaras and his purple 1983 “930 Slant-nose” took the title! Congratulations, Ike. Enjoy your Dunedin Brewery



Above, (from left) Mike Bryant, Dunedin Brewery owner, unknown Dunedin City Commissioner, Ike Mihaelaras, proud winner, with his 930 Slant-nose. Photos by Eunice Painter.

liter-stein, shirt, gift certificate, and other goodies!

This first year was an experiment. We know that the event needs a little tweaking, but, most important, we had a good time. Suncoasters are a friendly, fun-loving group with members driving from as far away as Sarasota and as close as one block.

Huge thanks to the Dunedin Brewery and all their staff for the warm hospitality, free beer, live music, door prizes, and day of fun. We all look forward to next year. The brewmaster says he wants the Porsches to “take over Dunedin!” I think Suncoast Region is up to the challenge.

See you next year!

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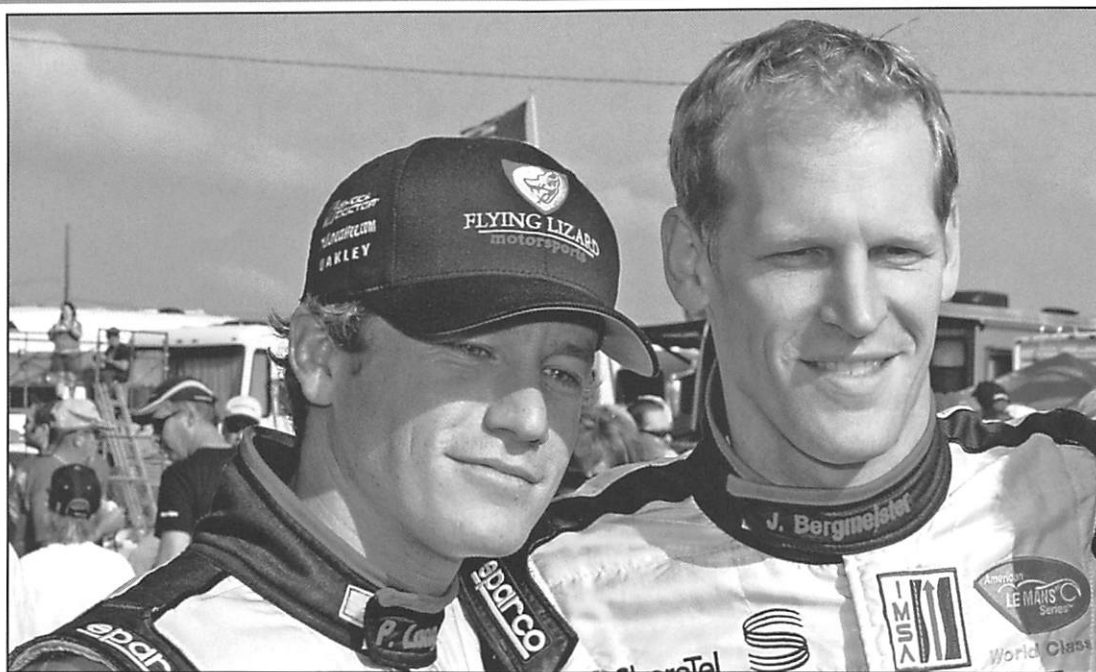
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Porsche's Perfect Day Ends With 100th American Le Mans Series Win, Ninth Gt2 Championship Long/Bergmeister Lead Lizards To Historic Laguna Victory

MONTEREY, Calif. - October 10 - Joerg Bergmeister (Germany) and Patrick Long (USA) capped a successful 2009 American Le Mans Series season by winning their sixth race of the season, capturing the ALMS GT2 drivers, manufacturers, and team championships, as well as helping Porsche to earn its 100th class win in the American Le Mans Series in the four-hour endurance event for the Monterey Sports Car Championships at Mazda Laguna Seca Raceway.

Bergmeister, who took over the driving chores from Long for the final stint in his #45 Flying Lizard Porsche 911 GT3 RSR, ran nose-to-tail with the #3 Corvette's Jan Magnussen for the lead during the last 20 minutes of the race, holding off the more powerful Corvette despite a vibration from a flat-spotted tire.

Then, with three laps to go, the Corvette passed the Porsche, but used the pit lane entrance to do it, and the IMSA officials made him tuck back in behind Bergmeister. With two laps to go, Magnussen got by Joerg again.

"He got by me, but he went too far into the corner and put himself out of position, and I was able to retake the lead. This happened one more time during the lap, and I was in front going into the last turn, when he pushed me twice. We bumped a third time coming out of the corner, and he went into the wall and crashed. While I feel badly that Jan crashed, and I was glad to hear that he was okay, I felt we raced hard and fair, and that the entire Flying Lizard team and my co-

driver Patrick earned this win," said Bergmeister after the race.

It was the team's sixth GT2 class win of the season, including five wins in a row at St. Petersburg, Long Beach, Salt Lake City, Lime Rock, and Mid-Ohio; and, for Bergmeister, his fourth ALMS GT2 title (2005, 2006, 2008, and 2009). He won the 2005 championship in a Porsche with Patrick, the 2006 title with Patrick (although they did not share the final points as Long drove Sebring in the Penske Porsche RS Spyder), the 2008 title with Wolf Henzler (Germany), and this year again with Patrick.

For Long, this was a special year because of the competition the team faced.

"With the addition of Corvette and BMW to the GT2 mix, it was easy to put in what you thought was a perfect lap, only to find out you were only fourth or fifth fastest. But Porsche gave us a car which only came into the pits for fuel and tires - no mechanical problems all year - and the Flying Lizard Motorsports team continually won races for us with their flawless service, innovative strategy, and hard work preparing the car.

"As for Joerg and I, we complement each other's strengths and weaknesses, and are able to put all our efforts toward one goal - team victories," said Long. "And to score Porsche's 100th ALMS win on top of that, it's a real honor," added

Continued on page 23



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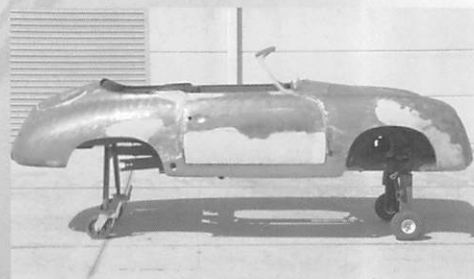
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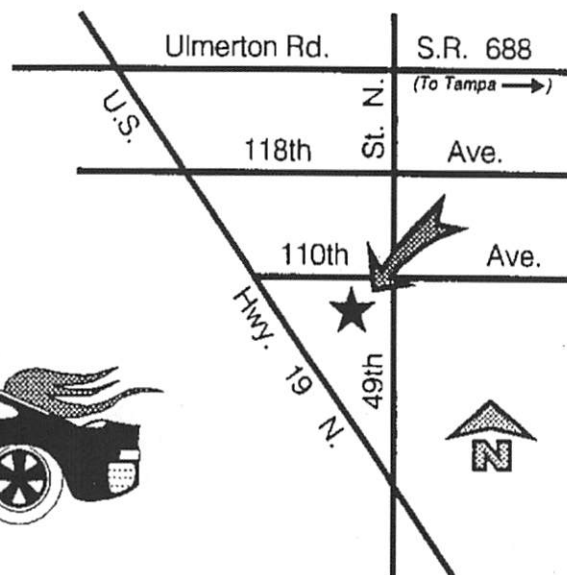
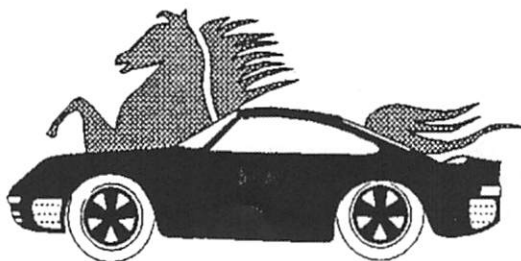
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Bergmeister.

Wolf Henzler and Pierre Ehret (both Germany) finished third in the GT2 class in their #87 Farnbacher Loles Porsche 911 GT3 RSR, moving Wolf up to third place in the final point standings, despite having five different co-drivers this season while his regular teammate, Dirk Werner, was running a successful Farnbacher Loles Porsche effort in the Rolex Grand-Am series which resulted in a championship.

“The fight with the Panoz was a great battle, fun and fair,” Henzler said. “A prototype overtook me, but then he had a bad exit and I hit him. I don’t know if he was on cold tires, but I wasn’t expecting him to be so slow. I had to brake really hard, and Dominik in the Panoz had a great run, so he was able to pass me. After that, I was trying really hard to pass him back. I tried two times and we even went side by side through turns 1 through 4. We gave each other room and kept it fair.

“Finally with two laps until the end, I was able to pass him in the same way he passed me. He ran into traffic and he had a little bit of a bad exit, so I dove in. I had watched him from behind for 15 minutes, so I knew where I could out-brake him. So when we went into turn eleven, I knew I could make the pass so I said, ‘Okay, now or never.’ I made the move, and it worked perfectly,” noted Henzler, who won the title last year

with Bergmeister.

“Everyone worked very hard this weekend to provide me and Pierre with a good car for the race. We earned our podium position today and our third in the Championship. I’ve known Pierre for a few years now, but this is the first time I’ve driven with him. He’s used to driving Ferraris, but after a few laps in the Porsche, he got much more consistent and confident. He kept the car safe and developed a good rhythm as his stint went on. He was a big help to me today and we earned this podium together,” Henzler added.

Other Porsches got involved in this celebration day, with the #44 Flying Lizard Porsche 911 GT3 RSR driven by Seth Neiman and Johannes van Overbeek (both USA) not only finishing fifth, but winning the Michelin Green X Challenge for the second straight event, scoring enough efficiency points to win the season title for GT cars.

The Michelin Green X Challenge measures the best Green Achievement score from a formula, which calculates performance efficiency, greenhouse gas emissions, and petroleum displacement. For the second event in a row, the #44 Porsche ran the ALMS event with E85 fuel (85 percent ethanol).

The #45 Lizard team Porsche was second, and the #87 Farnbacher Loles Porsche third in the Michelin Green X Challenge final GT standings.

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Lightweight Components for Individual Retrofitting on the 911 GT3 and GT3 RS

Dr. Ing. h.c. F. Porsche AG, Stuttgart, is offering a new product line for retrofitting motorsport accessories on all Porsche 911 (Type 997) models of the GT3 and GT3 RS. Using these special components, enthusiasts are able to further customize the exterior of their cars with weight-optimized materials such as titanium and carbon also used in motorsport.

These optional accessories have been developed by engineers in Porsche's Motorsport Division in Weissach and tested on the race track. Apart from an unusually sporting look, the new motorsport accessories from Porsche Tequipment offer an even higher standard of driving dynamics.

The new double tailpipe made of titanium, for example, reduces the weight of the car at the rear, the white-metallic patina of the tailpipe turning blue when exposed to high exhaust temperatures, like on many racing cars. The spoiler lip at the rear (Gurney flap) and the ram air scoop on the rear lid provide a further reduction of weight and add a striking look to the car. Both are made of super-light but extra-stable carbon.



Titanium second-gen. 19-inch GT3 wheels

The front air outlet above the bumper and the rear-view mirrors are also available in carbon which, being a very stiff material, enabled Porsche's engineers to choose an even more open structure on the air outlet, this special motorsport component now coming with just one middle bar instead of the usual three reinforcement bars. Yet a further point is that the carbon elements add additional optical highlights particularly on cars finished

in a light exterior color.

The titanium-colored second-generation 19-inch GT3 wheels complete with central locking are likewise a new feature in the range. The wheel bolts are made of forged aluminium and finished in red cloxy-plating. To customize the first generation of the 911 GT3 and GT3 RS (Type 997), there is also special a model designation in various colors extending round the wheel. The special trim film used for this purpose is made of the same highly resistant material as the starter numbers on racing cars for lasting quality. All motorsport accessories are available starting immediately in all authorized Porsche dealerships worldwide except China.

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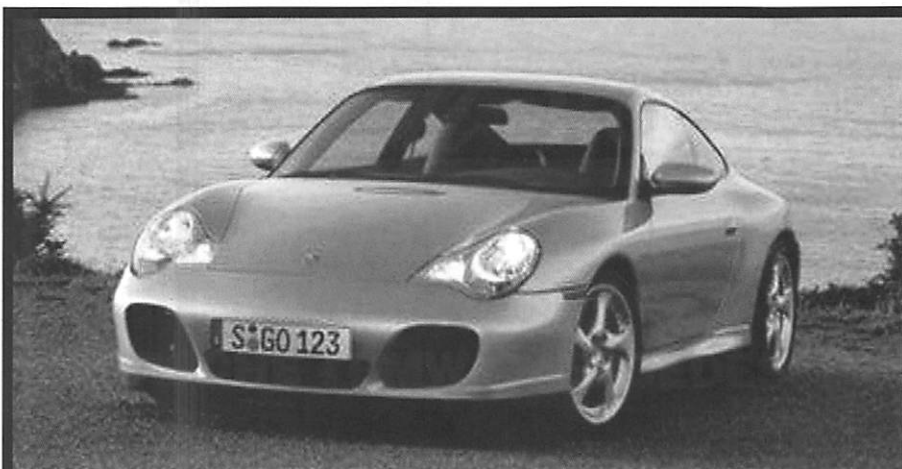
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Automobiles

■ **2007 BOXSTER S**, 7900 miles, like new condition. Meteor gray metallic/sand beige, tiptronic s., heated power seats, bi-xenon headlamps, auto climate, 19" Carrera S wheels, Bose sound, windstop, self dim mirrors, rain sensor, K-40 radar and laser warning, warranty until 2/11 or 50k miles. \$44,900. Richard Smith, Osprey, 941-966-6949.

■ **2008 BOXSTER, LIMITED EDITION** #105 of 250. The Limited Edition includes the stunning orange paint from the GT3-RS, Sport Design (aero) Package, sport exhaust, special wheels, Alcantara interior trim, etc. This one also has Sport Chrono package with PASM, heated seats, Bose Surround Sound, and Bi-Xenon headlights. Only 13,000 miles. Porsche Parade concours trophy included for \$43,500. Dan Shields, Valrico, FL 813 681-5378 FastDan5@aol.com.

■ **1996 911/993 CARRERA 2 COUPE** - Guards Red with Black leather interior. Only 53,000 miles, 6-speed manual transmission, factory radio with CD player, factory 17" cup wheels, owner's manual, radio manual, warranty information, dealer brochures, and original car cover. I'm the second owner, since 2007. The car has always been garage kept, has never been smoked in, never been in an accident, recent mechanical and A/C service. The car is located in Clearwater. \$39,900 OBO. For more info, email: mariocaruso@verizon.net.

■ **2003 BOXSTER S**. Guards red/black, 10,000 miles. 6-speed, ABS, 17" wheels w/ colored crests, auto temp A/C, power windows, power top, cruise control, digital radio w/ CD and Hi-Fi sound package, rear window defogger, roll hoops, windstop, CD storage in console, color-keyed seat belts, Porsche crest headrests. Like new inside and out, always garaged, \$27,000. Email Peterstock@Verizon.Net or call 813-431-4025 for pics and more info.

■ **73.5 911T PORSCHE-S** equipped coup, no sunroof, arctic silver/black ducktail, restored 8 years ago, 5000 miles on rebuilt 2.5 liter motor balanced and ported, Webers, hotter cans, electronic ignition, sport exhaust, trans rebuilt, new everything. Fun and quick, drive anywhere, no air condition, recent oil change and valve adjustment. \$15,000. Call Henry Hicks, Homosassa, at 352-628-0288.

■ **2008 997 TURBO CABRIOLET**, Cobalt Blue/Black/Black, 3400 miles, a striking performer in perfect condition, special paint, sport chrono turbo, full leather interior, navigation, heated sport seats with painted seat backs and center console, deviated stitching in

white throughout interior, multifunction steering wheel, ultrashield applied, car in Virginia, can make arrangements to deliver. \$119,000. Contact Tom Bobbitt, 757 719-0153 or tom.pca@cox.net.

■ **2007 997 GT3 CUP CAR**, White w/Blue/Red graphics, purchased new from PMNA and never raced, 55 hours of DE only, Sequential gearbox freshened at 30 hours, never scratched, upgraded Motec, Moton adjustable shocks, set up for radio and coolsuit, extra set of wheels and spares. Special tools and trailer available if needed. \$155,000 Contact Tom Bobbitt, 757 719-0153 or tom.pca@cox.net.

■ **2006 CAYMAN S** - Excellent cond., attractive metallic seal gray with soft black leather interior, 19" Champion rims, Michelin Pilot Sports w/good rubber, H & R springs-lowered 1 1/2", tinted windows, all maintenance records, no accidents, 10,959 miles, asking \$37,500. Call Gary in Bradenton at 941-720-0700.

■ **1987 PORSCHE 928 S4**, VIN WP0JB0924HS862379, Exterior Color Diamante Blau (Diamond Blue Metallic), Interior Color Black/Blue, 113,000 miles, 5 Liter V-8, 4 Speed Automatic, A/C (works), Leather Seats, Electric Sunroof, Extended Steering Column (rare), Rear Muffler Bypass (have original muffler also), Polished Wheels, Bridgestone Potenza Tires, Collapsible Spare with Original Porsche Pump, Original Tool Kit, Great Paint and Interior. Have rear wing also, just not mounted at present. Well maintained, smoke free and very clean car inside and out as this has been my daily driver. Runs strong and reliable. Have maintenance records and clean Car Check for your perusal. Have too many cars so this one has to go. Member Suncoast Porsche Club and 928 Owners Club. Car located in Seminole, FL. Special Profile price - \$9,950. Contact Joe Celeste 727-946-1711 or email jceleste@tampabay.rr.com. row.com.

■ **1989 944 S2** Glacier Metallic Blue/ Blue interior, 131,000 mi. Great DE/autocross car. Street legal, but used mostly for DEs. New waterpump, timing belt, balance shaft belt rollers and acc. belts. Resealed front end. 10,000 mi on total top end rebuild. New Spec stage 3 clutch. New front Koni adjustable shocks. Also has older Koni adjustable rears. Car lowered with H&R lowering springs. 944 turbo S wheels. Custom Sparco steering wheel with timer built in. Relatively new Pagid Black pads. Turns consistent 2.42s at Sebring. Ready for a track weekend. Asking \$6,000. Great first/inexpensive track car. David or Hays Bassett 941-720-1964 or 941-448-7945.

■ **1986 PORSCHE 944**, 58,000 miles, red with black interior. Serviced at 57,009 miles, replaced all belts, flushed and replaced all fluids, new water pump, new plugs, injectors, fuel regulator, and

complete service by Alan White/Vortex. Car is in A-1 shape, just replaced by unexpected win of '09 Boxster. Email RBarr75066@aol.com for pictures or questions. \$12,000.

■ **1969 PORSCHE 912 TARGA**, all numbers match. Original paint and interior. 82K original miles. No rust. Plum, hard rear window, good tires and wheels. Engine, tranny and clutch recently rebuilt, locally (Tampa) and professionally. Zippy, solid and spirited, a wonderful automobile. Serious buyers only, please. Photos available upon request. \$17,500. contact Michael English, (813) 505-4892, menglish4@gmail.com.

■ **1987 911 CARRERA**, 72K Miles White ext. Black leather int., Sunroof, white gauges, 5 point harness. Aluminum clutch, B & B exhaust, 7 + 9 Polished Fuchs with crests. Dual power seats, power windows and mirrors. Air conditioning, adjustable spring plates, new torsion bars, new axles. Weltmster sway bars, strut brace, brake cooling kit with Brembo. Great DE car. Asking \$25,000. Dave Galon 727-858-1256, dgalon@tampabay.rr.com.

■ **1959 356 A CONVERTIBLE D**. Red/beige leather int/black top (colors as the prototype Convertible D (Speedster D). With only 1331 built the Convertible D is one of the rarest 356s. This is a very good, fully restored car. One owner for the last 27 years. \$89,500 (941)350-7055.

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■ **1997 993 CARRERA TARGA**. Show condition, only 17,000 miles. Silver exterior with grey leather interior. 6 speed transmission. Investment quality. \$52,500.00 Contact Scott Tyler at 727-403-7664 or styler@tylernet.com.

■ **1969 PORSCHE 912 TARGA**, all numbers match. Original paint and interior. 82K original miles. No rust. Plum, hard rear window, good tires and wheels. Engine, tranny and clutch recently rebuilt, locally (Tampa) and professionally. Zippy, solid and spirited, a wonderful automobile. Serious buyers only, please. Photos available upon request. \$22,500. contact Michael English, (813) 505-4892, menglish4@gmail.com.

■ **1983 911 SC**, white/maroon, latest updates on a/c and suspension, 65k miles, garaged,

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■ **SET OF 4 OEM POLISHED FUCHS WINDMILLS** for '74-'89 911s (6jx15 fronts, 7jx15 rears), excellent; no curb rash, center caps included. \$1200 for the set. Contact David at 813-653-4757 or farcydc@earthlink.net.

■ **RED TAIL LIGHTS** 005-2008 Boxster or 2006-2008 Cayman. Like new. Paid \$360+ at Suncoast Porsche. Both \$180. 813-633-1832 or cullrich1@tampabay.rr.com.

■ **FOR SALE: FRONT BRA**, fits '89-'94 964. \$50 obo. Contact Jim at 727-698-1754.

■ **993 FACTORY WORKSHOP MANUALS** - 8 Vol. set (never used), \$500; Colgan 911 rear service cover, \$50; '78-'81 911SC Spec. book, \$10 obo. Ken Jardine, 863-937-8226, or email: kjardine@tampabay.rr.com"

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■ **2008 CARGOMATE 24-FT ENCLOSED TRAILER**, white ext and int., 5 spoke aluminum 6 lug wheels. Spare tire rack, storage box on tongue, generator box, 12 volt & 110 lighting, 50 amp prewire, outside flood lights. Asking \$10,000. Dave Galon 727-858-1256, dgalon@tampabay.rr.com.

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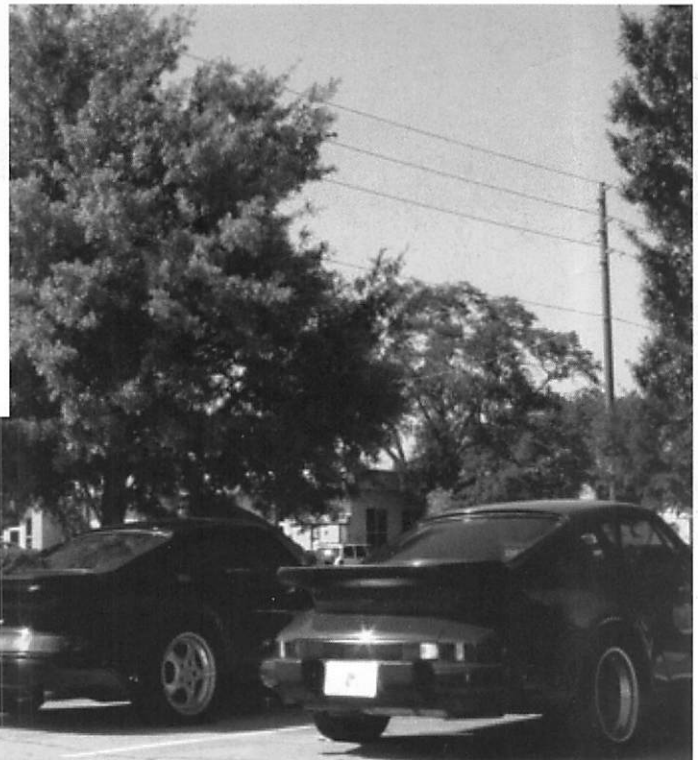
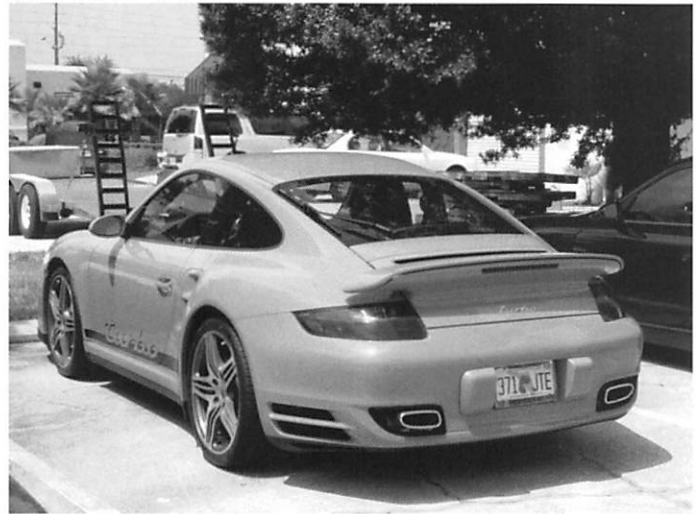
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