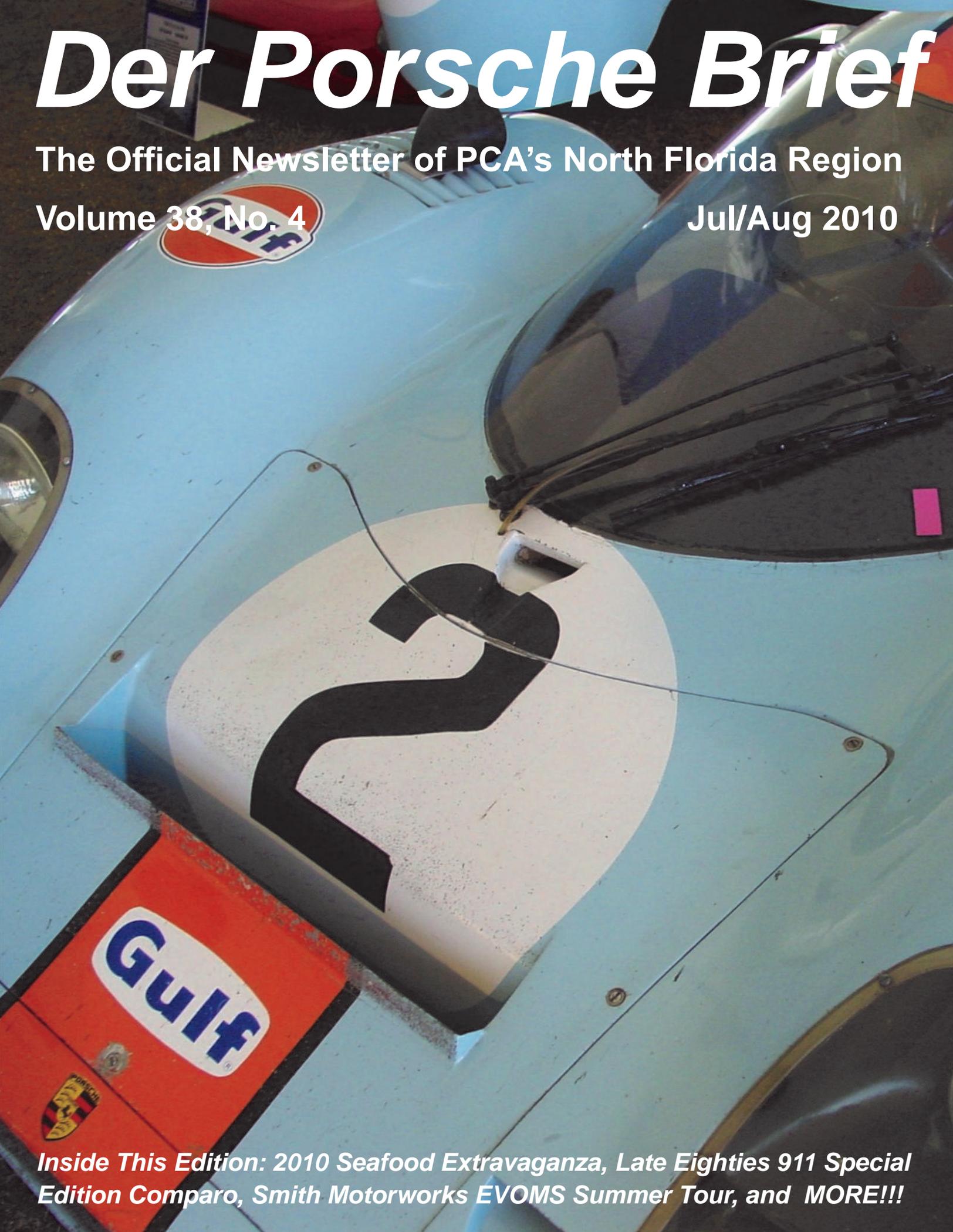


# *Der Porsche Brief*

The Official Newsletter of PCA's North Florida Region

Volume 38, No. 4

Jul/Aug 2010



*Inside This Edition: 2010 Seafood Extravaganza, Late Eighties 911 Special Edition Comparo, Smith Motorworks EVOMS Summer Tour, and MORE!!!*



## **Somewhere out there, a 911 just did a double take.**

The new 2011 Cayenne has been completely reengineered to resemble only one thing: nothing you've ever seen before. Catch a glimpse, and see each of its lines redrawn to connect more strongly to over 60 years of racing legend. Enter its more luxurious interior and be quickly reminded of how that legend lives on, as it takes your breath away while using less fuel. So come in for a test drive. The all-new 2011 Cayenne feels as great as it looks. Porsche. There is no substitute.

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**PORSCHE**



# Der Porsche Brief

The Official Newsletter of PCA's North Florida Region  
July/August 2010 Edition Volume 38, No. 4



**Cover Photo**  
A close-up of one of Porsches most recognizable icons - the 917K in Gulf-Wyer colors. This and other famous liveries are making a comeback in HSR's Cayman Interseries. See this month's *Hey! Check THIS Out...* column for details.

*Der Porsche Brief* is published bi-monthly by the Porsche Club of America's North Florida Region (PCANFR). See back cover for contact and submission information.



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Mix great seafood with great folks and wonderful cars and you might just end up with something like this

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# 2010 Seafood Extravaganza

*PCA Members gather to pass the cocktail & tartar sauce with a bit of sunscreen to boot!*



*Story by Barry Waters*

*Photos by David Meade and Barry Waters*

**Every summer** the North Florida Region of PCA gathers at Tom and Evelyn Vlasak's house on the Ochlockonee River for a delicious feast of fresh Florida seafood and this year was no exception! Combined with a wonderful array of great folks, conversation and Porsches what better way could there

be to while away a sunny Saturday in North Florida?



Tom getting things fired up!

The event never fails to attract a large turnout and has truly become one of the region's most anticipated affairs. While

the weather is usually rather 'warm' there's always a cooling breeze flowing and plenty of shade available so guests really make the most of the day by viewing the large selection of cars and catching up with fellow Porsche enthusiasts from across (and beyond!) the region.

For our hosts Tom & Evelyn, the day (and the week prior!) is a hectic one filled with all the planning and preparation necessary to convert their home into a 'water-side restaurant' for the Porsche faithful. They pull out all the stops and provide a vast assortment

***"... I don't see how Evelyn and Tom find time to eat..."***

of food and beverages to assure that no one leaves hungry. With so much work to do I don't see how Evelyn and Tom find time to eat their own cuisine but I'm told they manage it somehow!

This year's fare included fresh oysters, shrimp and delectable grouper backed up with a slate of sides and desserts that rivaled the best that any 'full-time' restaurant in the area has to offer. This is indeed a

banquet beyond compare, where 2<sup>nd</sup> and 3<sup>rd</sup> helpings are the norm. With Evelyn in charge, Tom serves as 'chief cook and bottle washer' with an élan that suggests a possible career alternative should he ever decide to 'turn pro'!

The region also takes the opportunity to open the 'Door Prize' closet wide for this gathering with this year's result being that it took us the better part of an hour to conduct the drawing. We had quite a crowd packed into the upstairs living room as we

drew for everything from paintings and cologne to model cars and clothing. Many thanks to President Danny Fuchs for coordinating this effort and making sure we had such a wealth of 'goodies' for the folks!

Hats off to Tom and Evelyn for hosting (and working!) yet another Seafood Extravaganza! I know that everyone who attended had a grand time and enjoyed the chance to practice their oyster shucking skills in preparation for next year's event!

**Want to see more GREAT Photos from the 2010 Seafood Extravaganza?  
Check out PCA North Florida Region's facebook page at the following URL:  
[www.facebook.com/pages/PCA-North-Florida-Region/163041718029](http://www.facebook.com/pages/PCA-North-Florida-Region/163041718029)**



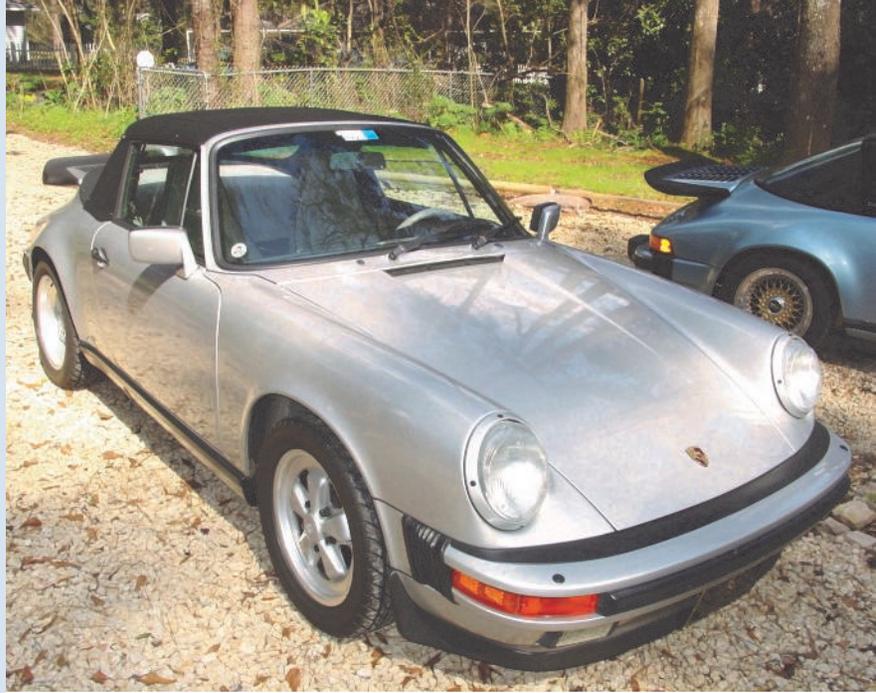
**PCANFR's 2010  
Seafood  
Extravaganza!**



# Something Special!

*A comparison of two Special Edition Carreras*

*Story and Photos by Alan Berg & Bob Rasmussen*



**Do you have trouble** remembering anniversaries, birthdays and other special occasions? Porsche helps us remember these milestones by producing Special Edition Cars to commemorate the occasion. Three of these Special Edition 911 Carreras are in the hands of North Florida Region members. Neal Porter and Alan Berg each have 1988 Special Edition 911s commemorating the production of the 250,000th Porsche 911 (The Signature Edition). Bob Rasmussen has a 1989 Special Edition 911 commemorating the 25th Anniversary of the beginning of production of the Porsche 911 (The Anniversary Edition).

for painting the 1988 car Diamond Blue for its “Silver Anniversary.” Of course the car it was describing was commemorating the 250,000th 911, not the 25th Silver Anniversary of the 911.

***“... the two cars are often confused in most publications.”***

Bruce Anderson in Excellence has managed to accurately distinguish between them, along with a few other writers, but the two cars are often confused in most publications.



Past Der Porsche Brief Editor Cindy Hatcher's Special Edition 911 Cabriolet preparing for battle in 2003 with SCCA

The 1988 and 1989 Special Editions have been confused for one another from the outset by both Porscheophiles and some prominent writers. One newspaper, in describing the 1988 car, chided Porsche

Just a note before beginning, Special Edition 924s and 944s were also produced to commemorate the 250,000th Porsche 911. These cars are different colors and have different interior colors than the 911 Special Edition and do not have signatures embroidered on the seats. The 924 and 944 Porsches won't be discussed further here but, if you have one of these cars, we will publish your article and pictures of the car. If you have a unique or special Porsche, ***Der Porsche Brief*** would like to hear about it as we're looking to do more articles on member's cars and would welcome your submission!

# Comparison

## Signature Edition - 1988

### Exterior Color

All 825 cars produced of this 911 had a unique exterior color—Diamond Blue Metallic accented by Fuchs wheel centers of the same color.



### Production Numbers

A total of 825 911s of this edition 911 were produced. 300 were imported to the US. 120 Coupes, 100 Cabs, and 80 Targas.

### Interior

A blue metallic supple leather interior with the embroidered F. Porsche name in white on the headrests were the major distinguishing features of the interior. The leather was set off with a grey silk velour carpeting. The same leather covers the steering wheel, shift knob and center console.



## Anniversary Edition - 1989

### Exterior Color

Of the 500 cars produced of this 911, 400 were Silver Metallic and 100 Satin Black Metallic accented by Fuchs wheel centers of the same color as the car.



### Production Numbers

A total of 500 of this edition 911 were produced. 300 were Coupes and 200 Cabs. It does not appear that any Targas were made. Import figures are not available.

### Interior

Silk grey supple leather seat upholstery with black accent seat piping grace the interior of the Anniversary Edition. The same leather covers the steering wheel center console and shift knob. Carpet is grey silk velour.



# Comparison

## Signature Edition - 1988

## Anniversary Edition - 1989

### Interior (continued)



### Other Special Features

Power top on the cabs. Commemorative medallion. Many of these were engraved with the original owners' name and were kept when the car was sold. Few remain with the cars. Carrera on rear deck omitted.

### Other Special Features

Power top on the cabs. Front and rear spoilers. Outside temperature gauge.



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# Smith Motorworks hosts the EVOMS 2010 Summer Tour



*Story by Alan Berg*

*Photos by Rick Casey and Alan Berg*

**June 19th, 2010** was a very hot day in Panama City - the only things hotter were the Evolution Motorsports tuned cars on display at long-time North Florida Region Sponsor Smith Motorworks' shop!

The Cars included The EVOMS 1200HP 2007 Porsche 997.1 (pictured above), which was described to me by long time NFR member Rick Casey as the fastest street legal Porsche in the world with a top speed of about 215 MPH.

A Tech Presentation was made by Todd Zuccone. Also on display were the Gumpert Apollo (the Orange car in the pictures), which is one of the two Gumpert Apollos in the North America. A Porsche-philie's favorite had to be the Silver Porsche Carrera GT with a Terra Cotta interior. I don't know if it was tuned or not, but it was great looking. Nu-

merous other custom Porsche Twin Turbos, GT2's and other cars were on display. The spectator parking areas were pretty interesting also - see the picture of the Ruby Red 356C coupe parked across the street.

The hot cars were much easier to view on a hot day with the very cold drinks supplied by Goldring Distributing, great food from Smitty's BBQ and live music by Recoil.

Thanks to Dave Smith of Smith Motorworks for all the work arranging the event and inviting North Florida Region Members!



EVOMS 997.1 engine bay

# EVOMS 2010 Summer Tour Photos:



# Hot Enough for Ya?

*An older 911 gets an A/C and oil cooler upgrade to help beat Florida's heat...*

*Story and Photos by Jack Skelding*

## **All 911 (air-cooled) enthusiasts**

have most likely wrestled with the problem I will address today...heat. Two kinds of heat in particular; oil temperature in summer traffic or on the track, and the efficiency, or lack thereof, of '70-'80s 911 air conditioning systems in removing heat from the cabin in the summer.

When I purchased my black '75 Carrera Targa in Feb. '09, I already knew that there was no hope that the original air conditioning system would cool the car, even if it was in operating condition (it wasn't). I immediately ordered a "Dual Kuehl" system from Griffiths Technical Inc.

The founder of Griffiths has been working on Porsche A/C systems since the time when all 911 A/C systems were installed by the dealer. He is very knowledgeable and always available for advice.

I purchased their complete system (excluding the evaporator and expansion valve which were useable). The system is composed of a new compres-

sor, 40 ft. of new barrier hose, a new drier and, two new condensers, plus all necessary hardware, fittings, brackets, etc. The two condensers are mounted in the rear wheel well and both have their own fan. Some of their systems even add 3 con-

***“The stock condenser is a joke. It does not have enough surface area to cool the car...”***

densers. The new compressor is about one half the size of the old York unit. Yorks were primarily truck compressors and they put too much strain on early 911 engines. 911 hoses need to be replaced because they all were made with tiny holes; they will not hold a charge for more than 2-3 months. There is 40 feet of hose in a 911 which means there is plenty of area for the refrigerant to escape.

The stock condenser is a joke. It does not have enough surface area to cool the car, even with a new compressor and hose. The two condensers in the rear wheel well double the condenser surface area. My 911 now pumps cold air (32 degrees), even on the hottest Tallahassee day. My parts cost \$2,200.00. It is basically a bolt in system and could be installed by most Porsche enthusiasts.

I had Mark Hunt at Classic Motor Repair install my system. He said that the Griffiths system was the best Porsche aftermarket piece he had ever installed and that the directions were excellent. He did a great job and is very knowledgeable about 911s. My system works especially well because my car has the dealer installed Behr kneepad vent system which has much more vent area than the normal vents in the dashboard. (See picture attached). All new a/c is not an inexpensive fix, but it certainly lengthens my driving season and the comfort quotient of my 911.



My next heat problem, common to all early 911s, was excessive oil temperature in summertime driving. My car already had the "trombone" cooler in the right front fender. However, I still had what I considered to be excessive temps in city driving (over 230), and I wanted more efficiency (better cooling), so I had a Mocal unit installed to replace the trom-

bone. It was early spring when that project was finished so I did not install any fans with the cooler, although I did install one of those scoops that is supposed to direct air through the bumper to the cooler (don't waste your money). When summer arrived with 90+ degree weather I again had excessive oil temps.



It was obvious that fans were needed. Two very powerful six inch fans were mounted on the cooler and promptly cured the problem. There is also a thermostat that turns the fans on at the proper time and turns them off when things have cooled down. A good indication of how much heat is trapped in the oil is that the entire right front fender becomes very warm to the touch when the system is working.

On a 90+ degree day oil temp is about 220 in normal city driving. I haven't hit a total bumper to bumper traffic jam yet, but I know I won't see 250 (time to turn off the engine), as I did in the past.

Now that I have 4 new fans on my car, please be sure and ask me about having to install a 95 amp alternator to keep my battery charged so I can ride around town in a cocoon of cold air in my black 911. But that can wait for a later article since all 911 stories are *never ending*...!

Visit PCA's North Florida Region on the Web at <http://nfl.pca.org>



# Where'd You Get That?

Story by Barry Waters  
Photos by Alan Berg

**Oh, to be on Porsche's** mailing list in the summertime! Or anytime for that matter if, like me, you never grew up and are an unabashed collector of, well..., *things*, you know, *stuff*! My wife will tell you that I have *too much* stuff but I would argue against that even being possible, much less true.

That's why I'm so pleased that Porsche's Marketing folks appear to really understand a person's need for 'stuff' and are happy to oblige by sending out all kinds of interesting items at various times throughout the year. These items are posted from locations in both the US and Europe and, like a good little pack-rat, I save it all in the interest of historical preservation!

**“...anything that comes in a box is 10 times better than anything that comes in an envelope.”**

The majority of this in-flow is paper-based, ranging in content from simple announcement letters to fold-out posters of new models, which is all well and good. “Hey,...” I announce to anyone that will listen, “Porsche sent ME the latest specs on the new GTRS-675RSR..., yep right to my house!”. Yes, I've come to realize that I am indeed held in high regard by the powers that be at Porsche and that they con-

sider it critical to keep me 'in-the-loop' on all of the important stuff. It's a measure of fame and I handle it with poise and grace.

There are times, however, when I am *totally* awed by what the postman or delivery service driver deposits at my door... *packages from Porsche*! The rule here is that *anything* that comes in a box is 10 times better than anything that comes in an envelope.

With that in mind I thought I'd share with you a few of the more interesting items Porsche has sent my way and will start with one I *didn't* get, the personalized poster of this-or-that Porsche model where the license plate displays your last name. Alan Berg *did* get one of these and it's shown above in all its glory. Obviously, Alan is well thought of in Stuttgart!

Next up is the old standby from Porsche, the wall-size Calendar with Collector Coin. It's BIG on photos and small on 'calendar' type info so it's best to just think of it as 12+ posters wired together. It's the only calendar I know of where your next move is to go out and buy a 'real' calendar, go figure...



Then there's the Porschestrasse Street Sign! I received this in honor of the Cayenne GTS introduction. Very cool and it also comes with a highly ques-



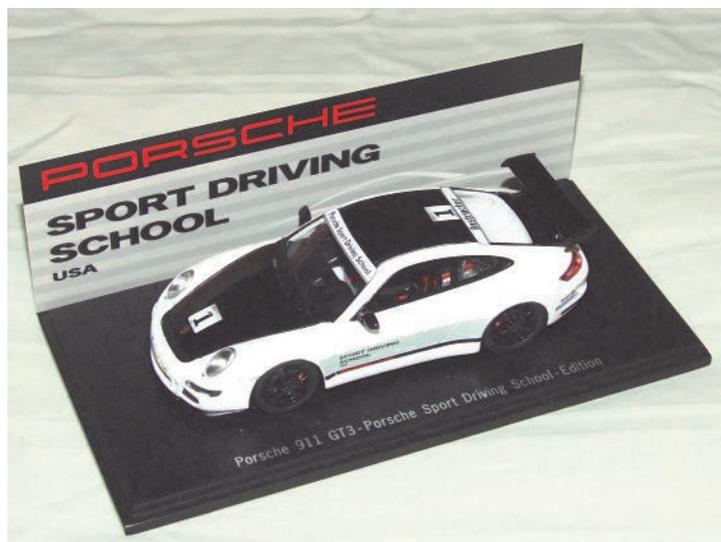
tionable map of the Leipzig area to help you get around the next time you're in that neck of the woods. Those Germans... they're something!



When the new Porsche 911 GT3 RS debuted, Porsche equipped me (via express mail no less!) with a magical box with operating center-lock wheel hub 'opener' that contained not only four very nice glossy photographs of the car, but a scale model of the car's rear-wing and its supports. This is just *too cool*

and a real keeper! *Who* dreams up these things?

Lastly, what better way to keep the dear folks at the Porsche Sport Driving School in mind than to have your own 1/43 scale Porsche 911 GT3 in PSDS liv-



ery? Just the thing to have on your desk to remind you it's time for another trip to Birmingham!

As you can tell, Porsche must think pretty highly of me and the feeling is indeed mutual. The fact that I also truly enjoy receiving 'toys' in the mail is just icing on the cake! I'm just waiting for the day the UPS Tractor-Trailer rig pulls into the drive-way and the driver announces "Hey, ya got something from, hmm..., says 'Porsche Cars North America' here...!"

	<h1>Lesch Designs</h1> <p>Old World Craftsmanship in Today's Fast Lane</p>	<p>Be sure to support our sponsors: Lesch Designs at left, Porsche of Destin (inside front cover), LELANDWEST (page 9) and Smith Motorworks (back cover). Their support helps fund Club activities and both Benny Lesch and Dave Smith are North Florida Region members.</p>
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# Hey! Check THIS Out...

If you know of an interesting Porsche oriented book, magazine article, news happening or web-link, let us know about it and we'll mention it here.

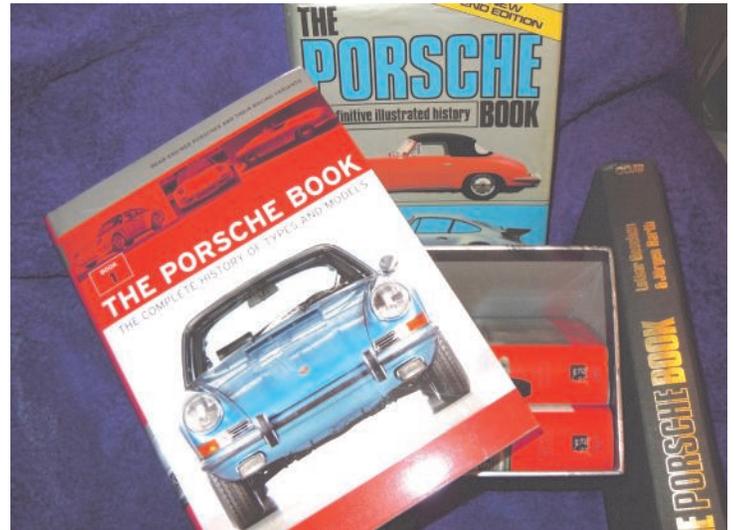
**From Evan Hume:** Evan has run into a few things on the web and has submitted some videos for your perusal. The first is a stellar advert from the UK that advocates seat-belt usage (always a *GREAT* idea!). Word has it that the guy filmed it at home, giving new meaning to the phrase 'Home Did'! Search YouTube's video section for 'seat belt embrace life'.

While you're there, search for 'Porsche Amish Commercial' for one of Porsches more humorous advertisements! Evan also claims the science behind the PDK transmission can be revealed by searching for 'Entabulator' - look for the guy in the white coat!

**From Co-Editor Alan Berg:** in 1977 Lothar Boschen and Jürgen Barth produced The Porsche Book which provided information on every Porsche known to that date. It is a nice book of 472 pages - lots of text, pictures in black and white, and charts. Most of the pictures are cars and engines, so if you are into interiors, try elsewhere.

In 1983 the two authors came out with a "New Second Edition." Another nice book of 584 pages, lots of text, black and white pictures, and charts. In 2009 Jürgen Barth and Gustav Büsing have updated the book again. Now it is three volumes with lots of text, pictures in color and black and white, and charts. It is subtitled "The Complete History of Types and Models." It is expensive - \$200+. Book 1 (704 pages) covers Rear Engine Porsches and their Rac-

ing Variants. Book 2 (400 pages) covers Mid and Front Engine Porsches. Book 3 (400 pages) covers Porsche Race Cars.



The three books come in a nice slip-cover case. I would describe the books as more a reference source for particular models than something to sit down and read from cover to cover. Of course, most Porscheophiles are interested in all models.

**From the Editor:** If you love the old Porsche racing liveries HSR's Cayman Interseries will make you smile. Search YouTube for 'Porsche Cayman Interseries - Road Atlanta 2010' for a great video intro to the series. These folks are having way too much fun!

**Webmaster Needed:** The region is in need of a webmaster so if you have the skills, drive & desire here's your chance to help the club in a very big way! Contact President Danny Fuchs for details.

**Author! Author! - Have a Porsche tip or experience to share with us? Der Porsche Brief is always happy to receive submissions from the region's members. Text must be submitted in MS-Word format with accompanying photos in .JPG format. Questions? Contact the Editor via email at [barry\\_a\\_waters@yahoo.com](mailto:barry_a_waters@yahoo.com).**

## PCANFR For Sale Listings

**1978 911SC.** Dark Brown/Tan. Turbo body. Newly rebuilt trans, new clutch, brake pads, half-shafts, 205-55/16 fronts, 245-50/16 rear Z-rated Fuldas mounted on Fuchs. Momo wheel, AM/FM/CD, factory tool kit, original spare, and sunroof (needs new cable kit). Strong engine and pinpoint handling. Minor paint chip on L/Rear fender above tire. Turbo tail w/front splitter. Front oil cooler. Approx. 135,000 miles (shows 133,500 and works intermittently). I have receipts for the work I've done. Needs t/signal switch and driver's seat rebuilt. \$13,200 obo. Eddie 850.408.0703.



**1973 914-4 2.0 L Roadster.** Chrome Yellow with Black interior. All rust repaired w/new panels. Rebuilt engine w/Weber 40 DCOE Carbs, Petronix ignition, New Sebring Exhaust, New Brakes, 15"x6" Fuchs w/Yokohama AVS ES 100 Tires, Sony AM/FM/CD, Momo steering wheel, Harness Bar w/5 point Belts, all new interior, new spare tire, Two Targa Tops (Yellow & Black), cover, some spares. Not matching numbers, No Heat/Defrost. Drive anywhere Street or Track. More Photos on Request. Asking \$7,000.00 OBO. Don Lykins at 904-940-8779 in Saint Augustine, FL or email dlykins@bellsouth.net.



**1989 944S2.** White, black interior. Odometer shows 97,966; actual is perhaps 3,000 or 4,000 more due to a broken odo drive. Michelins have around 1,000 miles on them. M030 suspension (from 951S) installed about 2004. Has an electrical drain that neither Vernon nor the dealer could find, and the battery won't hold a charge for long. If you drive it every few days, it's OK. Paid \$7,100 when I bought it back a year ago and have put about \$2,000 into it since. Looking for reasonable offer. Don Boggs 850-386-2321.

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PCANFR is now on facebook at [www.facebook.com/pages/PCA-North-Florida-Region/163041718029](http://www.facebook.com/pages/PCA-North-Florida-Region/163041718029) with photos, a calendar and more! No need to be a member of facebook but if you are **do** become a fan!

## PCANFR's 2010 Officers and Board of Directors

These are the folks that handle the 'day-to-day' operation of PCANFR. They serve as the 'ground pounders' of the club so they need your input to make sure they're doing what they can to help you make the most of your PCA membership experience. Never hesitate to contact them if you feel the need – they are indeed here for **YOU!**

**President:** Danny Fuchs - dmfuchs@comcast.net  
**Vice President:** Charlie Stratton - css964@gmail.com  
**Secretary:** (Temporarily Vacant)  
**Treasurer:** Don Boggs - dhboggs912@earthlink.net  
**Destin Chair:** Scott Roberts - scottandjan@cox.net  
**Membership Chair:** Mindy Waters - mwaters32327@yahoo.com  
**Safety/Insurance Chair:** Tom Vlasak - vlasakte@earthlink.net  
**Webmaster:** (Temporarily Vacant)  
**Newsletter Editor:** Barry A. Waters - barry\_a\_waters@yahoo.com

### **Board of Directors:**

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Danny Fuchs - dmfuchs@comcast.net              Scott Roberts - scottandjan@cox.net  
Charles Stratton - css964@gmail.com              Tom Vlasak - vlasakte@earthlink.net  
Mindy Waters - mwaters32327@yahoo.com

## **New Members from Membership Chair Mindy Waters**

The North Florida Region of PCA is pleased to welcome the following folks into the PCANFR fold. Look for them at upcoming events and make them feel at home!

<u>Name</u>	<u>Locale</u>	<u>Car</u>
Bill and Reed Burchette	Ponte Vedra Beach, FL.	997 Carrera
Clarence H. Case	Tallahassee, FL.	911 SC
Marc J. and Melissa Inglese	Tallahassee, FL.	997 Carrera
Mark A. and Alison Riley	Tallahassee, FL.	986 Boxster S
David Riska	Miramar Beach, FL.	997 Carrera S

## Region Calendar - JULY, AUGUST and SEPTEMBER 2010

### JULY

2 - 3 - Grand-AM Brumos Porsche 250, Daytona Beach, FL.

8 - PCANFR *Special Change for July Only!* Social at Johnny O'Quigley's Restaurant, 34940 Emerald Coast Parkway in Destin. Starts at 6:00 PM.

9 - 11 - ALMS Utah Grand Prix, Miller Motorsports Park, Tooele UT.

15 - 18 - SVRA Kohler International Challenge, Road America, Elkhart Lake WI.

16 - 18 - Grand-AM NJMP 250, New Jersey Motorsports Park, Millville NJ.

21 - PCANFR Social at Logan's Roadhouse Restaurant, 750 Apalachee Parkway in Tallahassee. Socials are the third Wednesday of each month at 6:30 PM.

23 - 24 - ALMS Northeast Grand Prix, Lakeville CT.

### AUGUST

5 - PCANFR Social at Johnny O'Quigley's Restaurant, 34940 Emerald Coast Parkway in Destin. Socials are the first Thursday of every month at 6:00 PM.

5 - 7 - ALMS Sports Car Challenge, Mid-Ohio, Lexington OH.

6 - 7 - Grand-AM, Crown Royal 200, Watkins Glen, Watkins Glen NY.

18 - PCANFR Social at Logan's Roadhouse Restaurant, 750 Apalachee Parkway in Tallahassee. Socials are the third Wednesday of each month at 6:30 PM.

20 - 22 - ALMS Road Race Showcase, Road America, Elkhart Lake WI.

### SEPTEMBER

2 - PCANFR Social at Johnny O'Quigley's Restaurant, 34940 Emerald Coast Parkway in Destin. Socials are the first Thursday of every month at 6:00 PM.

9 - 12 - SVRA U.S. Vintage Grand Prix, Watkins Glen, Watkins Glen NY.

10 - 11 - Grand-AM Miller Motorsports Park, Tooele UT.

11 - PCANFR's 2010 Charity Car Show for Sacred Heart Hospital, Destin FL.

15 - PCANFR Social at Logan's Roadhouse Restaurant, 750 Apalachee Parkway in Tallahassee. Socials are the third Wednesday of each month at 6:30 PM.

17 - 19 - HSR Atlanta Historic Races, Road Atlanta, Braselton GA.

19 - PCANFR assists with Annual Drive Your 356 Day - See facebook page for details.

29 - 2 Oct - ALMS Petit Le Mans, Road Atlanta, Braselton GA.

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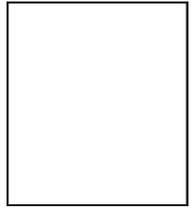
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**Submissions Welcome!**



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