Inside This Edition: Learning the Ropes: Attending a PCA Driver Education Event at Barber Motorsports Park, Spec Boxster - The Making of a Race Car Part II, Porsche’s Ongoing Quest for Victory at Le Mans and MORE!!!
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Der Porsche Brief
The Official Newsletter of PCA’s North Florida Region
January/February 2012 Edition Volume 40, No. 1

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I just Returned from a terrific week end spent at the PCA Driver Ed Program at Barber Motorsports Park near Birmingham. Registration couldn't have been easier. You just go to www.clubregistration.net and set up an account. The website handles club activities for PCA and many other clubs. One suggestion I have before you start out is to get some protective wrap or blue tape. Troy Fralick at Tallahassee Speed Shop suggested using a product called Track Wrap. He did a very professional job of installing the wrap over the front clip and headlights. It was virtually invisible. If I had done the installation, it
would have looked like hell, but would still have done the job. This product is not intended to be left on the car for the long-term, but it did a great job of protecting the finish from chips, hot metal particles coming off other car’s brakes, rubber chunks, etc. After I got home, I was able to remove it very easily and it left no marks.

I car pooled with Carlos Galavis who was towing his Z06. We left early on Friday to get to the track in time to go through the terrific Museum on the grounds and to go through Tech that evening. We stayed at the nearby Hampton Inn with all the comforts, and enjoyed a great group dinner on Saturday night. There were participants from all over the South, mostly with Porsches, but many other types of cars were also represented - a Viper, several AMG Mercedes, BMW’s, a Nissan GTR and even a Cadillac CTS-V Coupe (very fast).

The weather was clear, but cold. On Saturday, each of the run groups did three laps under yellow to warm-up the tires and the track. Sunday was cloudy and colder and you could really tell the difference – the tires definitely did not like the cold weather. I ran in Group 2 (advanced novice) and
had an instructor assigned to me. He was very knowledgeable about the track and my car, and was very helpful pointing out things I was doing right and wrong (mostly wrong!). Passing in my group was limited to the five straights, making it easier to stay out of the way.

I had a little excitement hitting the blind rise at Turn 4. I had finally screwed up my courage to keep the throttle on as you hit the peak of that blind rise, but when the car settled back down, it gave me an exciting squirm. The cars unload so much as you go over the rise that any steering angle is amplified when the car settles back down. I also had a very forgettable experience with reverse camber curbing on the rise at Turn 13. It was amazing how quickly that reverse camber curbing unsettled the car causing a near-spin. Obviously, I had plenty to learn, and my instructor was very patient with his learning-impaired student.

These PCA Driver Ed programs are not racing schools – they are intended to get the driver familiar with his and his car’s capabilities. Porsche North America does run their Sport Driving School at Barber (www.porschedriving.com), and they had an impressive inventory of cars on-hand for

“I had a little excitement hitting the blind rise at Turn 4. I had finally screwed up my courage to keep the throttle on as you hit the peak...”

Evan’s C4S awaits another session at Barber Motorsports Park. Originally designed as a motorcycle track, it serves cars quite well!
their students. Everybody involved with putting on the program was very friendly and very helpful. This is the second DE I’ve done (the first at Roebling Road) and I highly recommend DE’s to anyone wanting to try to learn how to drive their car more capably!

The Barber Motorcycle and Racecar museum is superb and worthy of a trip to Birmingham in its own right. The word is that all of the equipment is in running condition and could be on the track within a half an hour of being rolled from its display location.
This is the second in a series of articles that I have volunteered to do for Der Porsche Brief on a project by John Cawley and Troy Fralick to build a Spec Boxster race car. John and Troy are both Tallahassee residents with significant racing and race-prep experience. John runs Cawley Motorsports and has been racing in Spec Miata for 5 years, and before that he was involved with exotic cars and attending track events. Troy runs Tallahassee Speed Shop at 3690 Peddie Drive (intersection with Max off Capital Circle NW) and has significant experience race tuning all types of cars including Porsches and Mazdas. His shop works on everything from Nobles to Miatas. He has extensive racing experience with multiple Grand-Am and ALMS teams.

Spec Boxster (also referred to as BSR – Boxster Spec Racing) is for 986’s from 1997-99, with restrictions designed to keep the racing relatively inexpensive and competitive. For more details see [www.BoxsterSpecRacing.org/bsxrules.html](http://www.BoxsterSpecRacing.org/bsxrules.html)

“The major challenge so far has been the rollcage. Even though (they) are available commercially, they don’t meet racing standards...”
The major challenge so far has been the roll-cage. Even though roll-bars and minimal cages for Boxsters are available commercially, they don’t meet racing standards set by SCCA and NASA. It looks like most racing cages for Spec Boxsters so far have been one-off’s.

John and Troy have been researching the pros and cons of buying plans for the cage vs. designing the cage in-house. Negotiations to buy CAD plans for the cage from existing suppliers haven’t been fruitful. Doing the plans and executing in-house offers the advantage of potential future sales of cages that would offset costs and maybe provide some profit for the enterprise. The final decision on the roll-cage will be reported in the next issue.

I asked John about plans to respond to the Intermediate Shaft (IMS) Bearing issue that the cars are known to suffer from and he said that the IMS is stock. The car only has some 60,000 miles and is in good mechanical condition so they’ve decided to install the IMS Guardian detection kit from LN Engineering as opposed to replacing the bearing. The detection kit consists of two magnetic bars that collect debris in the oil passing by until the bars collect enough metallic debris to
close a switch that activates a warning light on the dashboard. Catching the problem early saves big bucks in the rebuild. Later they plan to consider installation of the IMS RetroFit Kit, also from LN Engineering.

As you can see from the photos, the clean-up is done – it’s hard to imagine this is the same car we saw pictured in the last issue. All fluids have been changed and the engine is in good shape. The required hardtop has been located and installed. The racing seat and a slick, easily removed and reinstalled steering wheel are all set. John has decided to stick with the stock wheels since they meet class rules for weight and size, and are as good as any on the market. Troy has designed, built, and installed a custom exhaust system. While dyno tests to verify improvements to performance are still pending, the new system sure does sound great!

All in all, John and Troy figure about 100 hours of skilled labor to complete the build-out. Not cheap, but the finished product is a competitive and safe race car. The target date for the car’s first race is June, 2012 for Road Atlanta. If you are interested in seeing how the build-out is progressing, feel free to drop by them at Troy’s shop.

If you’d like to rent some seat time in John’s Spec Miata, or the Spec Boxster, or get personalized high-speed race-coaching, call John at Cawley Motorsports at 850-580-7768.

Visit PCA’s North Florida Region on the Web at http://nfl.pca.org
Come see how we're making history.
For the seventh time.

The golden age of the sports car is here. Again. And we're inviting you to usher it in with us as we unveil the next Porsche 911. The sports car that is every bit a part of the legendary lineage, but is also everything we envision for the future. So join us on February 4, 2012 at 6PM, so you can witness all the race-bred performance, the new interior and exterior styling, and the executive class comforts that the next era of the sports car has to offer. Drinks and hors d'oeuvres will be served.

The next Porsche 911. Forever the sports car.
See it for yourself on February 4, 2012, 6 o'clock PM
at Capital Porsche: 3963 W. Tennessee St, Tallahassee FL
Please RSVP to Michael Ludes: mluodes@crowncars.com

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Porsche recommends Mobil II
Porsche’s Quest
Win at Le Mans
A Short History of the Factory’s

Winning Le Mans has always held a special significance for Porsche. It is very difficult to contest that they are not in the position of having expended more time and effort than any other manufacturer in accomplishing their goal of total domination over the French classic. Many manufacturers have entered and left the fray over the years (with several of them taking home the 'Gold') but only a handful have exhibited the kind of staying power that Porsche has at Le Mans. While both corporate and world economic conditions over the years have impacted all of those who compete for victory in motor racing, Porsche has consistently been in the mix more often than not and with good reason - racing is a seminal part of Porsche’s heritage and, as any automotive enthusiast can tell you, an extremely large component of the brand’s technological success and appeal.

So it is with great expectations that we hear the news that Porsche will once again seek the top spot at Le Mans with its decision to develop a prototype for the LMP1 class and go head-to-head with the reigning masters at Audi and Peugeot in an effort to capture the overall win. This bodes well not only for the Le Mans aficionado, but for

Story by Barry Waters - Photos by Bob Jones and Barry Waters
international sports car racing in general as the new cars will most definitely be raced at other prestigious venues around the world. Places like Sebring and Road Atlanta come immediately to mind for the U.S. enthusiast and then there are the numerous events in Europe and other regions where the cars are sure to appear. With all of this in mind it’s probably a great time for a quick review of Porsche’s past stars of the international prototype racing stage, so here we go.

Porsche’s first real steps towards the top ranks of racing can arguably be traced to the mid 1960’s and the development of what many term the ‘Plastic Porsches’. The factory’s motorsports department, under the direction of Ferdinand Piech, produced a mind boggling array of them at a time when expense seemed no object. Taking a cue from Butzi Porsche’s beautiful fiberglass bodied 904 Carrera, Mr. Piech launched a series of competition cars designed but for one reason — to win races. In racing parlance a ‘prototype’ is a machine that is not intended to serve as, or be based on, a production road-going automobile and Herr Piech became quite adept at turning them out.

Beginning with the Carrera 6 (also known as the 906) Porsche went about the task of setting the
‘Plastic’ Porsches

A 910 is backed by a 908/2 Spyder in the old garages at Daytona. Porsche’s Racing Department was unquestionably working at a frenzied pace in the late 1960’s. Barry A. Waters Photo.
road racing world on fire and by the end of the 60’s had worked its way through the development of a number of prototypes: 906s, 907s, 908s and 910s. Many of these cars appeared in multiple forms - short tails (for tight, handling oriented circuits), long tails (for circuits where long straights and high speeds prevailed), coupes (closed cockpits) and spyders (open cockpits) to name just a few. This has contributed to much confusion over the years as to what a particular photograph from the ‘old days’ may actually show. With a host of engine (flat 6 and flat 8 configurations were tried), chassis and bodywork modifications constantly being applied to the cars during that period, it’s a wonder that anyone except the most experienced Porsche historian can reliably identify many of them. It was a time of experimentation and fast-paced learning and many of the cars were used by the factory only once or twice and then sold to private entrants. The factory always seemed to have a replacement in the pipeline with the latest ‘improvements’, a process that ultimately, in mid-1969, led to the debut of Porsche’s most potent weapon yet - the venerable 917. This was a prototype aimed squarely at Le Mans and it would indeed serve its purpose well. That the 917 was a product of the fast and furious development begun earlier in the decade is without question but this was a quantum leap in the process and not simply an incremental step forward. With a monster flat 12 engine generating between 500 to 600 HP mounted in the largest
prototype chassis produced by Porsche yet, the car was both a revelation and a handful for even the most experienced drivers. With the exception of the 908, the previous cast of prototypes had more or less served their purpose. Many would soldier on in the hands of privateers for a few more years but the factory was quickly settling into a two-card winning hand - the 908s for the tighter circuits and the 917s for the faster, more open ones. The 908 would soon evolve into its 908/3 variant, a short-tailed spyder with very utilitarian aesthetics but a penchant for winning the events it was entered in. The 917 would, of course, become the all-conquering champion we know it as today but only after frantic work succeeded in taming the original design’s unpredictable and dangerous handling characteristics. With that complete, the 917 was virtually unbeatable wherever it appeared throughout the world and Porsche saw back-to-back wins with it at Le Mans in 1970 and 1971. And then the curtain fell. A simple rule change on engine size limits and unrelated internal management issues at Porsche combined to end the 917’s reign over international prototype racing almost as soon as it had begun. Thankfully, the 917 itself was not dead, just its chances to compete for further Le Mans wins with factory backing. The 917, in its ultimate 1,000+ HP turbocharged version, would indeed enjoy a ‘second life’ in Europe’s Interseie competition as well as in SCCA’s Can-Am Series, where it essentially beat the competition and the series into extinction. This was an incredible accomplishment for the 917 but **what would become of Porsche’s prototype efforts with regards to Le Mans?** (To be continued next issue)
Jerry Shook really enjoyed automobilism. He especially liked the Porsche community (who wouldn’t) and loved to talk all things automotive. Originally, Rennsport was just an excuse for me to travel to California to visit with Jerry and our mutual friend Jim Johnston. The closer to the event it got, the more challenging became the issues related to Jerry’s health. Rennsport became not just another Porsche event, but a particularly important opportunity to see Jerry. Jerry and I were friends for over 25 years, and I realized the Rennsport Reunion IV was that last event to be able to visit with him.

When it became clear that Jerry’s life expectancy was measured in months, his wife BJ assured him that he could do whatever he wanted. He wanted to see Rennsport at Laguna Seca Raceway. She, along with help from one of Jerry’s professional associates, Judy Favell, made the trip possible. Jerry was transported in a limousine from his home in Auburn, CA to Laguna Seca Raceway in Monterrey, CA (about a 5-hour drive). When he arrived, BJ had arranged with the raceway personnel for Jerry to have his own golf cart, and BJ drove. She drove him wherever he wished to go, and friends and I followed on foot. Jerry arrived on Saturday, saw qualifying laps, visited various track sites, stopped for track food, and thoroughly enjoyed himself. He had a big smile the whole time. Despite his limited energy, his enthusiasm was limitless for the Rennsport day. After a few hours at the track, the limo picked him up, and he stayed near Carmel that evening.

The next day, Sunday, Jerry had signed up for the

“When it became clear that Jerry’s life expectancy was measured in months, his wife BJ assured him that he could do whatever he wanted. He wanted to see Rennsport…”
Porsche Race Car Classic at Quail Lodge, a special fund raising benefit for the Bonnie J. Addario Lung Cancer Foundation and the UCSF Thoracic Oncology Program. Jim and I attended also and followed as Jerry and BJ drove around the grounds in another golf cart, looking at a great collection of classic Porsche race cars. Jerry visited with many friends from the Porsche community in California. I was with him when he got out of the cart and took a closer look at a light green America roadster, originally restored by Gary Kempton - a very special Porsche. He and BJ stayed a few hours, soaked it all in, visited with friends, and then said goodbye. Despite his limited energy, he was in the midst of the people and things that he valued. His smiling face never changed, nor did his intense gaze taking it all in. I will miss Jerry. He was my best friend. I am sure his other friends feel as I do. He was one-of-a-kind in the kindest way.

A Memorial Service for Jerry will be held in Tallahassee on January 21st, 2012 at 11:00 AM at Culley’s MeadowWood Memorial Park. Please join the many friends of Jerry and BJ’s at this gathering to honor his memory.

Jerry (at left, with back to camera) gives the $10 Tour to admirers of his and BJ’s 356 C Coupe at a PCANFR event at Tallahassee’s Tom Brown Park in 2008. Always ready to talk ‘Porsche’, Jerry’s unique and affable presence will be sorely missed.
It’s hard to believe that the New Year is upon us and I always wonder where all the time actually goes. If anyone knows the answer, please share with the rest of us! The dawn of a new year causes most of us to reflect upon the past and set forth resolutions to improve ones’ future. In retrospect, I find it unbelievable that 10 years have passed since Barry and I purchased our first Porsche and joined PCA. Our involvement with PCA and, in particular, our local North Florida Region has introduced a great deal of pleasure into our lives. It has also induced interest in activities we never would have dreamed of participating in back in 2002. Many of the friendships we have forged through this fine group of people will endure through our lifetime and I look forward to the future friendships we will make.

Membership in PCA can of course be different things to different people. Some people love it purely for the social aspect, others for activities such as club racing and yet others enjoy the periodicals provided by the club. From a national perspective, I would highly recommend that you review the PCA Membership Benefits page on the PCA Website to ensure you are obtaining everything you are entitled to as a member. I’d also suggest that you log into the PCA website in order to verify that your personal information is correct and up to date, especially your email address. We relay much information about the region’s events...
to folks via the PCA Email mechanism and we want to make certain we can contact you! If you need any assistance don’t hesitate to reach out to me or someone on the Board of Directors as we are here to help you make your membership experience with PCA the best possible!

As many of you know, membership in PCA offers many great opportunities to get out and enjoy your Porsche in the company of fellow enthusiasts. Porsche Parade, of course, is the largest and offers a fantastic experience for those who can attend. The location of Parade changes each year and sometimes we are lucky enough to have it nearby so more of our region’s members can attend. PCA’s Escape is also coming into its own as a must attend affair. Intended to serve as a more socially oriented (as in less competitive) ‘Mini-Parade’, it alternates from one side of the U.S. to the other to provide an option for folks who may find themselves too far from Parade for a given year. If Parade is sited in the Eastern half of the country then Escape will be in the Western half and visa-versa, you get the idea!

Another great source of events stems from PCA’s other regions. Our sister regions throughout the U.S. and Canada sponsor many events that are open to all PCA members. Club racing and DE’s are very prevalent in this category and since PCANFR is not active in this area we urge you to get out there and attend - schedules are published each month in Panorama. On vacation or otherwise away from your home region? Use the PCA Website to seek out Board of Directors and Officer contacts for the PCA region at your travel destination and see what they’ve got going on while you’re there. They’ll be glad to hear from you and you can make even more friends!

The main reason for this article, however, is to urge those of you who can to take advantage of our local PCANFR activities. During 2011 there were a number of events which were heavily attended and we are seeing interest increase significantly. Our monthly socials in Tallahassee have consistently filled the available space to the point that we’re looking for a larger venue, so please keep coming! The 40th Anniversary Celebration Weekend featuring Vic Elford was extremely successful and enjoyed by all who attended, as were the numerous other parties and gatherings the region held throughout the year.

For 2012 we are anticipating further success and growth as a club. Through the efforts of numerous members, sponsorship has increased to include two Porsche dealerships within the region which is a win/win for all concerned and helps make the region that much better. A direct result of this enhanced dealer involvement is that our mission and publications now reach more individuals and we hope to see our membership increase as a result. At this point, 2012 is in the planning stages, but we can assure you there will be a lot to look forward to in the coming year! Also know that we are always open to ideas for activities and events as well as to any comments you have concerning improvements we can make. Please send any suggestions or thoughts you have along these lines to our Board of Directors and Officers - they really do want to hear from you because, after all, this is YOUR club too!
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 PCANFR Elections Chair Steve LaRosa:
The results of the election are in and it gives me great pleasure to inform you that the following members constitute PCANFR’s Board of Directors for the two-year term covering 2012 through 2013:

Russ Aldrich, Don Boggs, Craig Lewis, Scott Roberts, Bill Stewart, Charlie Stratton, Tom Vlasak and Mindy Waters

Additionally, in accordance with the bylaws the new Board has met and selected the following Officers for the same two-year term:

President: Charlie Stratton, Vice President: Tom Vlasak, Secretary: Bill Stewart, Treasurer: Don Boggs, Destin Chair: Scott Roberts, Membership Chair: Mindy Waters, Safety/Insurance Chair: Danny Fuchs, Webmaster: Vacant, Newsletter Editor: Barry A. Waters.

Please join me in thanking all of these folks for their willingness to serve the region and in wishing them the best of luck over the coming two years!

From Steve LaRosa: Once again the region is assisting with the hosting of PCA’s Porsche Corral at the Daytona 24 Hours and we are looking for folks to help out with the 8:00 AM to 10:00 AM shift on Sunday morning (the 29th). If you are going to Daytona and are interested in helping, please contact me at (850) 264-2892 and I’ll get you in the mix. I’ll see you there!

Webmaster Needed: The region is in need of a Webmaster so if you have the skills, drive & desire here’s your chance to help PCANFR in a very big way! Contact President Charlie Stratton 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.
You move fast
So do we

Almost twenty years ago, we pioneered limited-pleasure-use insurance in a program exclusive to PCA members, nationwide. Over time our offerings have grown.

They have grown again. A lot.
- Want to commute occasionally? Fine.
- Want unlimited mileage? No problem.
- Don’t want to pay a deductible? Ok.

Don’t need all this fancy stuff? Pile savings on top of savings. Set some limits for even bigger discounts.

There’s more. Our new Florida program also covers: race cars, trailers, classic and custom motorcycles, street rods, special interest vehicles (yes we want that Porsche tractor!), kit cars and replicas.

One thing that hasn’t changed is our personal service. We’re here to help you, and we like our jobs. Give us a call or stop by our web site and get an instant quote.

Insurance for your classic and exotic vehicles. Get your Instant Insurance Quote at porscheinsurance.com or call 800.237.4722

Visit PCA’s North Florida Region on the Web at http://nfl.pca.org
**1999 996 Carrera.** VIN # WPOAA2991XS623978.
66,800 miles. Silver on Black with sunroof, manual transmission, Michelin Pilot Sport tires and Cold air conditioning. Immaculate condition. Competently maintained by owner and always garaged. Requests for additional information welcome. This car is located in Thomasville, GA and can be viewed by contacting Mary Earle at (229) 226-0355 or via email at eblm@rose.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.

**2004 C4S Cabriolet.** Guards Red. Maybe the only Red one for sale! 38K, still under factory warranty. Dealer maintained; Excellent condition - needs nothing $46,500. Trades considered. Contact Jack at jackeroberts@hotmail.com or via phone at (321) 506-3838

**1986 911 Carrera.** 3.2 liter, Air Conditioning. Probably less than 200 miles on a transmission refresh by Vernon, 1st and 2nd gear synchros, bearings, seals. New CV axle boots. Benny Lesch refreshed the interior. Everything works on the car (including clock) except the horn, just haven't chased it down. Good tires on RUF Speedline wheels (a recent ad had a set of these wheels for $3500). Asking $16,000. Contact Sam at (850) 933-6687 cell, (850) 893-8731 home or via email at sam911@embarqmail.com
1975 911 Carrera Targa. Black/Black, 51,000 miles, all maint records, COA, window sticker. Factory gold Fuchs (7x15/8x15) and factory Carrera script delete. 74-75 Carreras are a separate model from 911/911S - After 1983 all 911s are Carreras. The US Carrera has same body, wheels and tires as the European Carrera RS, with the S engine. Only 1,179 74-75 Carreras were imported to the US (vs. approx 8,000 other models). Original engine/trans, custom a/c system. New top and many upgrades. Rare and beautiful. Price reduced, $42,000. Contact Jack Skelding Tallahassee, FL, (850) 510-6555 or jmskelding@comcast.net.

1984 911/993 Wide-Body Racecar and Parts Collection. Semi-tube frame, full race 3.2 eng, 915 LSD trans, 935 susp, all FRP body, Fuel Cell, fire system, two sets Kodiak 10 and 12 X 16 wheels, many spare parts. Email for spec sheet. Qualified last 4 years for the SCCA Runoffs National, finished all races over past 7 yrs. Make an offer. Local assistance and Trackside support/coaching available. Spare Parts for misc Porsche models. Too many/varied to list (does not include spares for car listed above). Email for complete list. Make offer & take ALL! Contact Tom Vlasak via email at vlasakte@earthlink.net or (850) 508-6107

1988 911 Cabriolet Turbo-Look w/Supercharger. 2nd owner since ‘89. 52,000 miles. Mint/Perfect all original paint/leather. Factory Loaded options. Original MSRP was $71k+, since my ownership I’ve invested over $22K. Special order Champagne (light tan) Leather Sport Seats and door pleats, not-a-scratch, always covered & garaged. At 1.5 psi boost car produces 319 hp to rear wheels! Rises to 349 hp at 3.5 psi boost!! Confirmed on a chassis dyno. Original unused spare, tool kit, all receipts, manuals, window sticker, air compressor/ pump. Asking $42,900. Contact Rick at (850) 896-0155 or rick@flagulfrealty.com

1987 924. 125K miles, good condition...some paint chips and minor body work to make it "show" condition. Runs GREAT! Doesn’t burn oil and clutch was replaced about 5K miles ago. See the pic attached. Thanks for any help you can give me selling this great classic car. Asking $4000. Contact Karl Marusak at marusak1@cox.net.
PCANFR’s 2012 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: Charlie Stratton - css964@gmail.com
Vice President: Tom Vlasak - vlasakte@earthlink.net
Secretary: Bill Stewart - bstewart74@hotmail.com
Treasurer: Don Boggs - dhboggs912@earthlink.net
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Membership Chair: Mindy Waters - mwaters32327@yahoo.com
Safety/Insurance Chair: Danny Fuchs - dmfuchs@comcast.net
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Bill Stewart - bstewart74@hotmail.com Charlie 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!

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<th>Name</th>
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<td>George Bonk</td>
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<td>Jason Boxerman</td>
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<td>Bob &amp; Kate Franklin</td>
<td>Tallahassee, FL.</td>
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Region Calendar - JANUARY thru MARCH 2012

JANUARY

18 - PCANFR Social at Milano Pizzeria, corner of Tharpe and MLK Blvd in Tallahassee, FL. Socials are the third Wednesday of each month at 6:30 PM.

21 - Memorial Service for Dr. Jerry Shook at Culley’s MeadowWood Memorial Park, 700 Timberlane Rd., Tallahassee, FL. 11:00 AM

26/29 - Grand-Am Rolex 24 at Daytona, Daytona International Speedway, Daytona Beach, FL.

FEBRUARY

4 - Capital Porsche 991 Unveiling, Capital Porsche, Tallahassee, FL. 6:00 PM. RSVP to Michael Ludes. See advertisement on Page 9 for additional information.

8 - PCANFR Deadline for RSVPs to Danny Fuchs for the After The Holidays Party.

11 - PCANFR After The Holidays Party. The Boatyard Restaurant, Panama City, FL. 6:00 PM. See Page 20 and our facebook page for additional information.

15 - PCANFR Social at Milano Pizzeria, corner of Tharpe and MLK Blvd in Tallahassee, FL. Socials are the third Wednesday of each month at 6:30 PM

16/19 - HSR Palm Beach Grand Prix, Palm Beach International Raceway, Jupiter, FL.

MARCH

1/4 - SVRA Sebring Endurance Classic, Sebring International Raceway, Sebring, FL.

14/17 - ALMS 60th Anniversary 12 Hours of Sebring. Sebring International Raceway, Sebring, FL.

21 - PCANFR Social at Milano Pizzeria, corner of Tharpe and MLK Blvd in Tallahassee, FL. Socials are the third Wednesday of each month at 6:30 PM.

29/1 APR - HSR Roebling Road Historic Races, Roebling Road Raceway, Bloomingdale, GA.

30/1 APR - GRAND-AM Rolex Series. Barber Motorsports Park, Birmingham, AL.

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