



Der Porsche Brief

**NORTH FLORIDA REGION
PORSCH CLUB OF AMERICA**



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PCANFR's 2009 "After the Holidays Party"

Article and Photos by Barry A. Waters

Apparently the carnage wrought by folks at the 2008 party in no way dissuaded Linda and Danny Fuchs from hosting the event once again. This was sheer luck on our part so everyone was on their best behavior this time around! With the weather intent on setting record cold temperatures for this part of North Florida, a large group of PCANFR's finest enjoyed a warm evening of wonderful food, drink and conversation as we reminisced about the past year's events and discussed our plans for 2010.



The Paella Man once again provided an outstanding feast while several of our multi-talented members insured that the dessert table was not lacking in homemade treats. Actually, some of those treats turned up in my coat pocket once Mindy and I returned home - how'd that happen? We had a great turn out and were able to do tremendous damage to our 'Door Prize' collection much to everyone's enjoyment!

The region also took the opportunity to present several awards to members who had worked hard to provide the great events of the previous year: Danny and Linda Fuchs for the prior "After the Holidays Party", Don Boggs for the infamous "Rainmaker" Rally, Tom & Evelyn Vlasak for the Seafood Extravaganza, Steve and Katherine LaRosa for the Oktoberfest Picnic with Russ Aldrich and Scott Roberts rounding out the field for their excellent work on the past two Charity Car Shows. The region owes a hearty *Thank YOU* to you all!

It was also a special night for Alan Berg. After being presented with an award thanking him for his past three years of service as Der Porsche Brief Newsletter Editor, he was kept at the 'podium' to receive the region's Member of the Year Award. This is a very old award of the region's that went missing eons ago and resurfaced a couple of years back. It's back in the mix now and Alan is the first recipient since 1976. Way to go Alan!

With such a great crowd, superb food and wonderful hosts the event was a much enjoyed evening for all and we hope to see *you* at next year's party!



More Photos from the “After the Holidays Party”



With everything from Great food to Great folks the evening was enjoyed by all. Make sure you join us next year!

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!**

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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>
David R. & Teresa A. English	Sneads, FL.	944, 911 Carrera
Edward R III. & Erin Lannon	Destin, FL.	996 Carrera
Taylor Paich	Hurlburt Field, FL.	987 Boxster

ROLEX at DAYTONA 2010

PORSCHE WINS!!! (sort of)

Article by Steve LaRosa / Photos by Greg Shlaf and Bill LaRosa

The Action Express Racing No. 9 Porsche Riley pulled off a huge upset to win the 2010 Rolex at Daytona 24 Hours. This team won in true Porsche fashion, not the fastest car on the track but the most reliable. It avoided crashes, spins, and mechanical failures.

Like famous giant killers of the past, such as the Porsche 904s, 907s, 908s and 910s, this Porsche Riley beat the giants in a 24 hour race that featured gloomy, rainy, windy and cold weather. The winning car completed a Rolex 24 Grand Am record 755 laps, just 7 laps short of the "modern" all time Daytona record 762 laps set in 1992.

The engine in this car was an "unauthorized" 5 liter Porsche V8 Cayenne that was rebuilt for racing by Lozano Brothers Engine Shop in Texas. It was not an authorized Porsche engine from the factory, so Porsche AG has not claimed this to be a "Porsche" win. But we all know it was.



This car was leased by Daytona Beach local businessman Bob Johnson. It was leased from Brumos Porsche of Jacksonville. It is actually last years winning car No. 58 with a Cayenne engine.

Turning lower revs and with more torque than the boxer 6s, it proved to be the reliable mix of speed and endurance. Most of the Brumos #58 crew was crewing for this car. It ran like a clock, qualifying 9th out of 12 prototypes and slowly climbed up the leader board as cars driven by Juan Pablo Montoya, Max Papis, Jimmy Johnson, Jamie McMurray (2010 Daytona 500 winner), AJ Allmendinger, Hurley Haywood and others failed.

So once again, PORSCHE WINS!!! (sort of)...



PCANFR Rules the Hospitality Tent at Rolex 24!!!

Article by Steve LaRosa / Photos by Evan Hume and Steve LaRosa

Well, maybe not. But our shift Sunday morning from 8 to 11:30 was a great success. With the cold wet weather, we hosted a very full tent from beginning to end.

We had two 50 cup coffee urns going, making 4 urns for the morning, we had great hosts including Evan Hume, Clell Routson, Scott Roberts, Russ Aldrich, myself, brother Bill LaRosa and my racing buddy Greg Schlaf. In addition we had our neighbors and friends from Sonnenschein Pete Mellin and Harry Williams to help us. We had donuts, danishes, muffins, bottled water, and sodas also. Another North Florida member Joe White was also in attendance.



Overall, the race weekend was great until the flag dropped to start the race, then the cold front came, then the bad weather came and stuck. The rain, mud, cold and wind did not hinder the consumption of great food and great drinks. A few cigars thrown in for good measure.

Having the "North Florida Region" Racing RV at Lake Lloyd and having Scott and Russ as RV neighbors made the event a lot more fun.

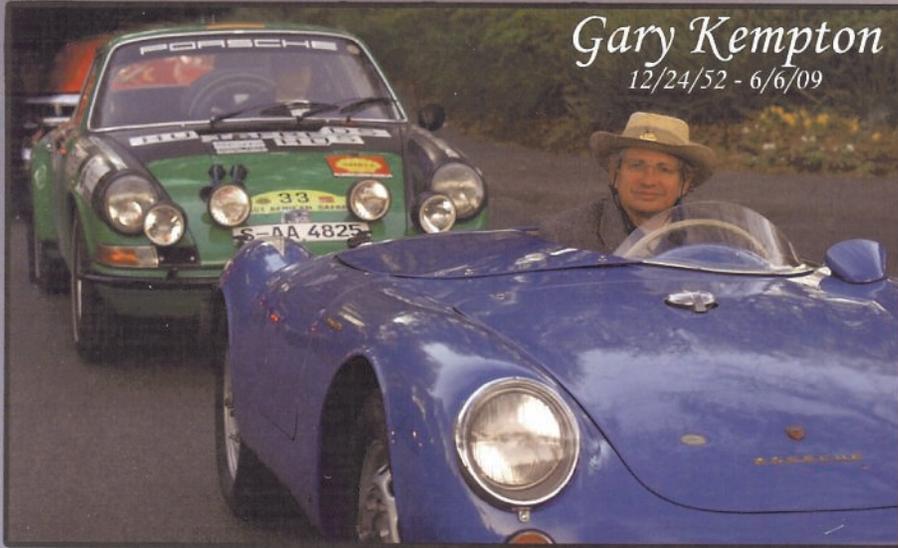
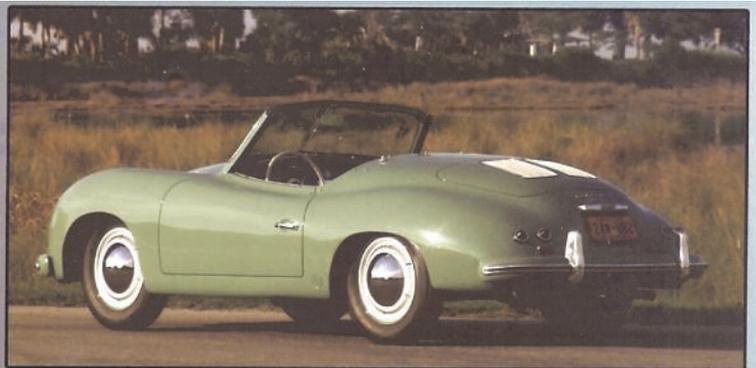
NEXT UP :::::::::: SEBRING!!!!!!!!!!!!!! Call me if you plan to go to Sebring. We will be in Turn # 5 with the NFR racing RV. Stop by if you plan to go.

Regional & National PCA luminaries abound! From left: Bill LaRosa, Clell Routson, Manny Albans, Jennifer Barrows and daughter, Kurt Gibson, Vu Nguyen, Pete Mellin, Greg Schlaf, Steve LaRosa



PORSCHE!!!





Gary Kempton
12/24/52 - 6/6/09

Please join us
April 24, 25, 26, 2010
Springtime GK Holiday

a memorial event
to celebrate the life
of our founder, Gary Kempton
with a unique Porsche experience.

Saturday April 24 Sunday April 25 Monday April 26

- | | | |
|---|---|--|
| memorial service | open house
concours | auction! |
| road rally/caravan
down north florida
scenic hwy 98 | live music, food
outdoor videos
auction preview | parts, cars, toys,
literature, radios,
vintage guitars, clocks |

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Evelyn Goes to Driver's School

Article and Photos by Tom Vlasak

In my previous article I wrote about getting some safe, non-competitive on track experience at Driver's Education events. At these events, often referred to as PDE or DE, a participant can use their street car on a dedicated race track to learn performance driving.

The next performance level is attending a driver's school sponsored (sanctioned) by one of a number of organizations that hold racing events. Some of these organizations are marque specific, such as the BMW or Porsche clubs. There is one club where the licensing process is recognized across the board and accepted by all, SCCA (the Sports Car Club of America; scca.com).

On February 11 through 14, Evelyn went to the Buccaneer Region, SCCA, "All in One" driver's school at Roebling Road (Savannah GA) and completed the requirements for her Novice racing license. This was a double driver's school over a four day period. Normally you attend two weekend driver's school, but there are several double schools held each year where you can get the requirements completed in one long, physically taxing weekend. I was an instructor at the school (3 assigned students), plus responsible for keeping her car running. Fortunately, other than adding gas and a quart of oil, the car ran great.



Evelyn went through the school in our 1960 Austin Healey Sprite (Bugeye). It is in the H Production class with about 80 hp. With the open cockpit and rain all day Friday and snow overnight into Saturday morning it was a challenge to keep warm. Sunday warmed up to the high 50s for the best day of the weekend.

Registration, tech inspection, and class room was held on Thursday. Friday morning started out cold and wet with a 45 min. on-track orientation, lapping in the instructor's street cars (or trucks) to show the students the line through the turns. Then the real track experience started with the student's cars divided into three groups and each group running 20 minutes on the track through out the day.

The 20 minute track sessions continued throughout the three days, with practice starts and 5 lap practice races on Saturday and Sunday afternoon's as the last part of each day. Students that completed the required six hours on the track and demonstrated safe driving skills received their novice licenses. Some students that had mechanical or personal difficulties would have to return to another school.

What it takes to go to Driver's School

A participant in a racing driver's school must have a car prepared with the minimum safety equipment. This generally includes a roll bar or cage, window net, fire system, racing seat, SFI or FIA seat belts (5 or 6 point attachment), a power cutoff switch, and racing tires.

Personal equipment that is required for the driver includes: a Snell Foundation **SA** approved helmet, generally not more than 10 years old; a driver's suit rated by SFI that is either 3 layers or one layer with Nomex underwear; Nomex racing gloves, socks and head hood (if you have a beard, mustache, or long hair); and shoes of leather or Nomex material.





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You must apply for a license to attend the school. This will include getting a physical exam and approval by your physician that you are capable of handling the environmental and physical challenges of racing.

SCCA requires two driver's schools for licensing, unless a person has documented recent racing history (you would still have to attend at least one school.) During each school the student must have a minimum of three hours of on-track experience, for a minimum of six total hours. Other organizations have other requirements, but their license may only be good for their events.

The school begins with class room sessions covering the rules of racing, flags and event organization.

Each student is assigned an instructor who observes on track performance and coaches the student. Emphasis is on safety, car handling, and track awareness. Students are expected to show progressive improvement based on their skill levels and the performance capabilities of their race car.



If you don't have a race car there are a number of vendors in the south east that will rent a car for the driver's school. They generally advertise in the back of the SCCA monthly magazine and other enthusiasts publications.

Other News of Note

We are buying a warehouse. It is located at 668 Peddlers Alley, Unit 10, just off Capital Circle across from the federal prison (turn by Jenkins Brick.)

Our race cars (Formula V, Porsche, Mustang and Austin Healy Sprite) will once again be housed and serviced in one location. We will also be working on restoring a '63 MG Midget for street use.

In the near future I plan to offer consulting services on driving, car preparation, and assistance to members wanting to attend events.

Hey! Check This Out...!!!

PCANFR member Evan Hume recently suggested that Der Porsche Brief provide a small column that could be used to point folks toward interesting articles that appear in other publications. We thought that was an outstanding idea so here's the first installment. If you know of an interesting Porsche oriented book or magazine article let us know about it and we'll mention it here.

From Evan Hume: *The March issue of "Automobile" has an article on the "10 Greatest 911's (Let the Fistfights Begin)." I think it will prove to be entertaining!*

From Barry A. Waters: *The book "Racing in the Rain" by John Horsman. An extremely insightful look at the Gulf-Wyer days by the team's engineer himself.*

356 Cabriolet Top Replacement

Article By Alan N. Berg

Photos by Benny Lesch and Alan N. Berg

Rain drops were not exactly falling on my head, but water was seeping in from somewhere and getting the headliner and insulation padding of my 1964 356C Cabriolet very wet. As a result of seepage and years of use, the headliner was pretty ratty looking, although the outside of the cabriolet top was still pretty presentable. Unfortunately, you cannot replace the headliner on a 356 without removing every other part of the top first. So I decided to replace the top and headliner.



For those of you who are not conversant with 356's, the open cars came in several versions - the Speedster, the Roadster and the Cabriolet being the most well known. The Speedster top is the simplest with just a rudimentary frame covered with some canvas. The new Boxster Spyder recreates this minimalist approach. The Roadster is similar, but a little more substantial. The luxury car was the Cabriolet with an insulated top with four major elements: 1. a substantial frame, 2. a headliner, 3. padding for insulation and 4. a canvas top.

My 356C was restored in 1980 (thirty years ago), and I believe the top and headliner were replaced at that time. One factor in deciding to have the top refurbished again was the proximity of a craftsman with extensive experience with 356 tops and upholstery. I asked Benny Lesch of Lesch Designs to let me know when he had time to do the job. He called a week later and came by my house. We took the top off the 356 in about 20 minutes and put it in Benny's car for the trip to his shop. Benny made clear he would need the whole car to fit the top, but could begin with just the top.

The next time I saw it, Benny had disassembled the top and had bead blasted and painted the frame. He had already ordered a top and material for the headliner, and after disassembling the top decided a new wooden rear bow was needed along with a short list of other parts. Almost all of the parts were available from Stoddard's Porsche in Ohio, where my car was originally purchased, and which still stocks many 356 parts.

356 Cabriolet tops have three areas of the frame made of wood. The front bow (it is called a bow because it looks like the bow used for shooting arrows) which is located where the top attaches to the windshield, some wood parts which are located on the top frame where the back of the side windows meet the top frame rubber seals, and the curved rear bow which attaches to the rear metal bow which goes above the back window. The old rear bow was pretty worn out with a multitude of staple, nail and trim piece holes, several of which were in the joints in the bow on both sides where the bow curves down. The chrome aluminum strip on the outside rear of the top attaches to this wood bow. The new bow was one piece with no joints. It was cut and then steamed to get the right curvature. The new bow should be much stronger than the old one.



At this point, I had to deliver the car to Benny's shop. The first step was to reinstall the top frame and refit it

to the car. This requires a lot of adjustment and some reshaping to get a perfect fit. In my case, it also required cutting and re-welding one of the main attachment points at the rear of the passenger side door. The new rear bow was fitted at this time and the other wood parts refurbed.

Once the frame was fitted perfectly, it was time to install the new headliner. The headliner attaches to the frame from the inside, covering and concealing the frame from the inside of the car. In a Speedster the frame is visible from the inside of the car. The new headliner was the same herringbone pattern and the same color as the old headliner minus the water, dirt and oil stains. Adjusting and fitting the headliner is a job requiring some skill and experience to get a perfect fit. The headliner cannot be fitted without removing the top and insulation padding.

When the headliner was in, the insulation was installed above the frame. The padding itself is either horse hair or hog hair, which type hair is in dispute, but it is not foam rubber as in more modern cars. The padding was enclosed in a cloth cover, which appeared to be cotton material much like a bed sheet. The cover from my car was very soiled and very frail. You cannot buy the padding covers. Benny bought a bed sheet that was the same color as the original cover and made a new cover for the padding. If you see a 356 Cabriolet with a lumpy looking top, the lumps are caused by the padding moving around between the headliner and top as the top is opened and closed. A technique Benny uses here is to stitch the padding so it does not move around inside the cover or between the headliner and top as the top is opened and closed.



The horse/hog hair insulation without the cover.

With the padding in place, the canvas top can then be installed. This requires a lot of tugging, pulling, gluing, fastening, and (to my dismay) cutting. I never thought the plastic back window would be anything but a creased and rippled piece of plastic, but after a couple of days of pulling, tugging and fitting the top, the window lost all its creases and ripples. At this point things were looking pretty good to me. I thought the project was near the end. But wait there is more.

All the trim pieces, latches and seals around the side windows must be reinstalled. New trim and seals were used. This is not just screwing on or nailing on a few parts. The latches have to be lined up with the catches, the rubber seals around the windows have to be fitted to make a weather tight seal, and the

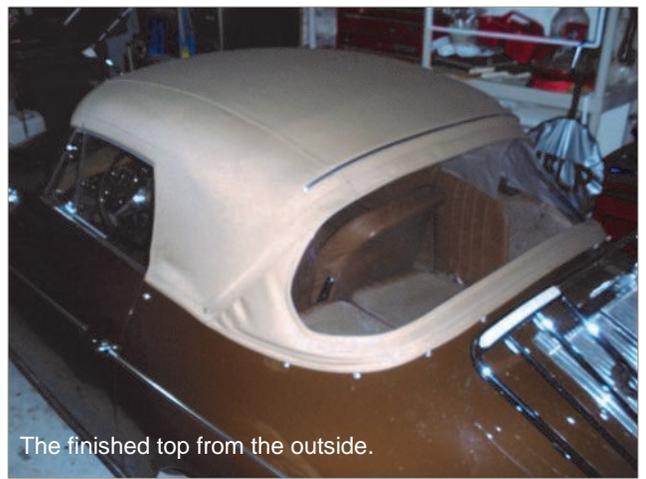


The finished top from the inside.

chrome trim pieces fitted on the back of the top and behind the side windows. The strip that goes on the back bow is one step that takes a lot of technique and skill if it is going to stay in place and not pull out. Two turnbuckles and attaching points beneath the rear window and two hog leg shaped attachments on each side about half way between the back window and side windows also need to be installed. The hog legs were missing when we took the top off my car.

The top was finally done. It looked great. Of course for me the hardest part was paying for it, but I was there to see the work, skill and technique that go into refurbishing a Cabriolet top.

After having been through the process, I do not think it is something you should try to do yourself unless you have done it before! The skill and knowledge in doing everything right comes only from experience. You need someone who knows the problem and frustration areas you will encounter *and* their solutions. I am very happy to have had someone with Benny's experience do the job!



The finished top from the outside.

Save That Date!

PCANFR's Annual Seafood Extravaganza ***Saturday May 8th 2010***



We're once again nearing the time of year when Tom & Evelyn pull out the stops and host this wonderful event at their home in Ochlockonee Bay FL. The menu has not quite been set but if you've been to one of these in the past you know it will be ***GREAT!***

With a large and varied attendance,

you can see many different Porsches on display and catch up with friends you might not have seen in a while or might not have yet met! As usual Tom and Evelyn need your RSVP so contact them at vlasakte@earthlink.net or (850) 508-6107 to let them know you're coming!



PCANFR For Sale Listings

1988 Porsche 944. Guards Red/Blk Int. Man 5-Speed Trans/LSD. 148,000 mi. Owner and Carrerasports maintained since 2004. Water Pump/Belts/Seals/Motor Mounts Jan '09. Records to 1988. Very nice example w/great interior/engine. Needs AC Work. Must see. Asking \$5500. Contact Barry A. Waters at (850) 926-8810/(850) 544-9424 or via email at barry_a_waters@yahoo.com. Photo/Information CD available to interested parties.



1978 911SC. Dark Brown/Tan. Turbo body. Newly rebuilt 5-speed 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 mounted 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.



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Region Calendar - MARCH, APRIL and MAY 2010

MARCH

4 - Social at Cuvee Beach Bistro and Wine Bar in Destin. Socials are the first Thursday of every month at 6:00 PM at Cuvee Beach in Destin.

12 - 14 Amelia Island Concours Event, Amelia Island FL. See www.ameliaconcours.org for details.

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

17-20 - The 58th Annual Mobil 1 12 Hours of Sebring ALMS Race. Sebring International Raceway, Sebring FL. See www.sebringraceway.com for details.

APRIL

1 - Social at Cuvee Beach Bistro and Wine Bar in Destin. Socials are the first Thursday of every month at 6:00 PM at Cuvee Beach in Destin.

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

24-26 Springtime GK Holiday. Memorial/Rally/Auction/BBQ. Navarre and Crawfordville, FL. See ad on page 7 and www.gkrestorations.com for details

24 - Central PA PCA Porsche-Only Swap Meet, Hershey Park, Hershey PA.

24 - PCA's Florida Crown Region's 50th Anniversary Brumos Swap Meet/Rally/Concours. Jacksonville FL. See www.pcafcr.org for details.

29 - HSR's always popular Walter Mitty Weekend. See the [Classic Motorsports](http://ClassicMotorsports) website for details.

MAY

6 - Social at Cuvee Beach Bistro and Wine Bar in Destin. Socials are the first Thursday of every month at 6:00 PM at Cuvee Beach in Destin.

8 - PCANFR's Seafood Extravaganza, Ochlockonee Bay FL.

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

Join PCA's North Florida Region on facebook !

PCANFR is now on facebook at 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!

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Submissions Welcome!



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