

Der Porsche Brief

The Official Newsletter of PCA's North Florida Region

Volume 38, No. 5

Sep/Oct 2010



Inside This Edition: PCA's 2010 Porsche Parade, 2010 Le Mans Report, Let's Get Together, The 'Promised Land', The 'Fountain of Youth' Exists 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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Der Porsche Brief

The Official Newsletter of PCA's North Florida Region
September/October 2010 Edition Volume 38, No. 5



Cover Photo:

A parking lot shot taken at the Bald Point State Park near Alligator Point FL. The occasion was the 2006 Gary Kempton BBQ and what an affair it was! If you haven't been to an event in a while then **Come on Out!** We miss you!

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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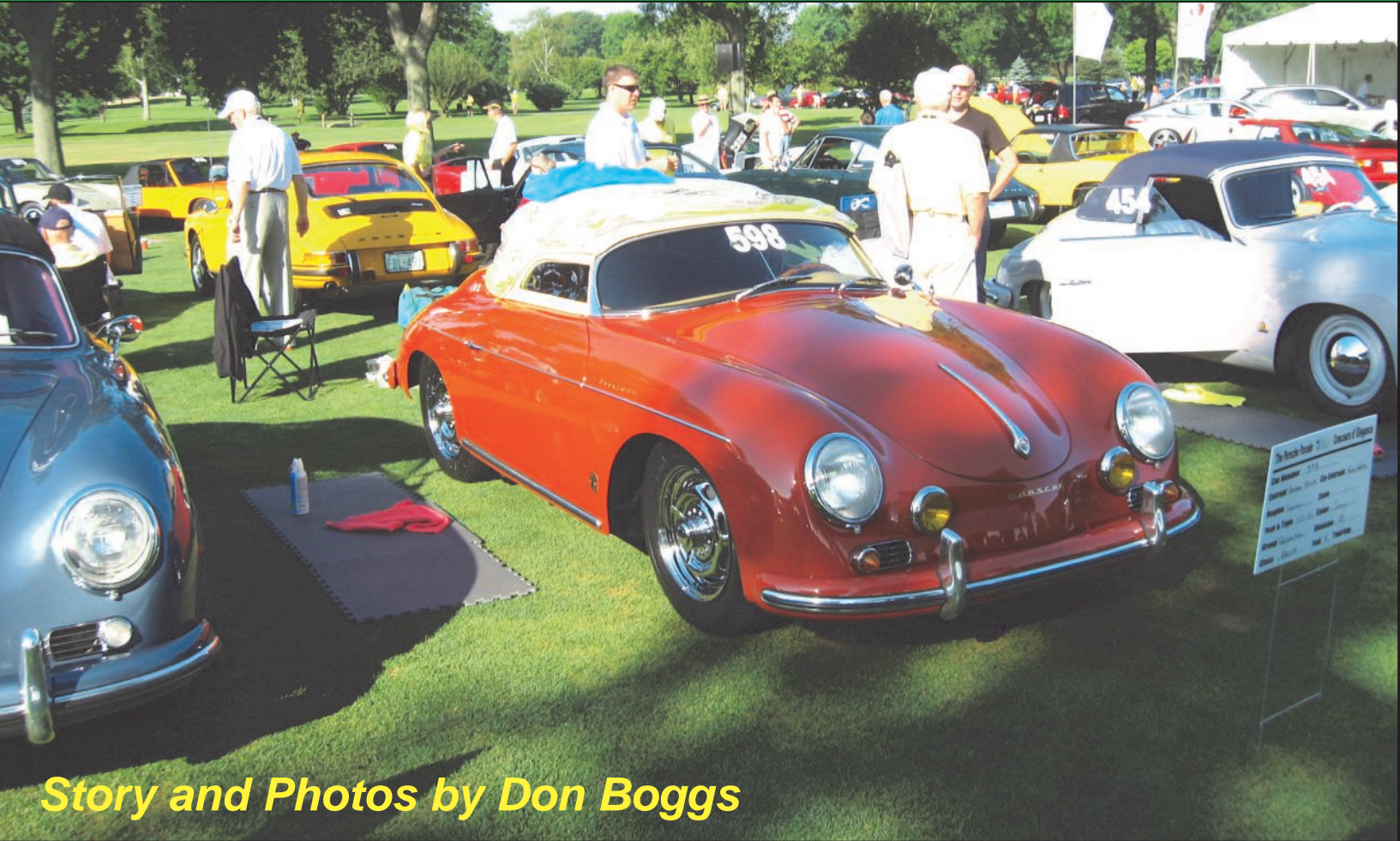
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PCA's 2010 Porsche Parade

The annual pilgrimage hits St. Charles Illinois in fine style!



Story and Photos by Don Boggs

It's a 2-day drive to St. Charles, Illinois, site of the 2010 Porsche Parade, but it didn't take me nearly that long to appreciate that I was driving up in the VW. It is a hot summer, and the air conditioning was essential. I was gladder still when less than 4 miles after exiting the interstate I was rear-ended by a local who must have had eye trouble, given that he couldn't see any cars between himself and the light that had just turned green. I was really happy not to have dents in the back of a 356 or the 912.

Shortly, I found my motel, across the street from Parade headquarters. I pulled in the day before check-in officially opened, so I got myself ensconced in the motel, got supper, and chilled until the morrow. Still

on Eastern Time, I got up early the next day to get myself checked into Parade, with special emphasis on the table selection for those dinners at which reservations are required.

“...less than 4 miles after exiting the interstate I was rear-ended...”

With most of the rest of the day free, I spent time with friends until the concours judges' meeting. My

assignment and class were pretty much the same as for the past few years, and I had worked with several of the judges before. The unfortunate news was that my judging team had the most ambitious schedule for the following day. We arrived at the judges' breakfast to find that we still had 13 cars in our various classes, plus I, two others from the same team, and three from the other preservation group judging team were the re-judge team for group winner. Except for a lunch break I was on my feet from 8:30 to 3:30 and was pretty well worn out by the end of the day.



A Cayman gets its engine compartment cover removed for the Concours

Being worn out did not keep me from the president's reception (thanks Danny) that night, so after another shower and a change of clothes I boarded a shuttle bus to the reception site. I chose to be polite and go through the receiving line, even though I know all but one of the national officers. I knew a number of the other attendees, as well, and had a good time meeting a couple from Colorado Springs who saw my name tag and volunteered that they had gone to school at Florida State during the early '90's. We talked of the town, football, and related subjects.

The reception was in a hotel downtown on the banks of the river, over which the 4th of July fireworks would be displayed. Several of us were not up to the wait for the fireworks or the shuttle bus, so we

pooled our resources and caught a cab back to the hotel. Best \$3 I spent the whole trip.

Monday was the TSD rally. I was there without Porsche or navigator and so did not participate. Perhaps this was just as well; everyone – and I mean everyone – came back with horror tales of complicated instructions and miniscule or invisible signs.

Any number of trophy winners actually maxed one or more legs; there were a lot of winning scores up in the 1700 range. That means a 17-minute error. I think in one of the classes, the winning score was over 1000, and J. Toney and his daughter, who have won maybe 7 or 8 times, had an overall-best score of 73. That is really high for them.

Monday night was the concours banquet. After years of frantic work trying to get the scoring done before the trophies are handed out, PCA has gone to holding the event-related banquet a night later. There are always a number of announcements, and there are a lot of concours classes, so Monday night tends to be a late one. Of course, this year we honored the tradition.



From TSD Rallies to Autocross competitions, driving events make up a large and enjoyable part of a Porsche Parade

On Tuesday, the autocross began. I wish I could report on it, but there did not seem to be a Jetta stationwagen class and I could not work up enthusiasm

to drive out to the site to spectate. I now wish I had for some of it. My friends Jack Baker and Ray Morgan kept swapping the class lead in their 912 and 356. Ended up with Jack winning, Ray in second, and Ray's daughter Katie – attending her first Parade after just graduating from high school – winning the ladies' class in her dad's 356.



The incredible GT3 R Hybrid - fresh from the Nürburgring

Thus, the rally banquet was on Tuesday night. This was held off-site, about 20 miles away, at an arboretum. It would have been more interesting had we had the opportunity to explore the grounds. Alas, it was not to be. As we neared the premises, the line of dark clouds got ever more ominous, and, by the time we parked and made it under the tent, the rains came. The food serving lines were in another tent, and the rest rooms were in the arboretum buildings much closer to the parking lot. Let's just say it was inconvenient. Ray was able to call his daughter back at the hotel and get her to close the rear vent windows on the 356.

Wednesday was a day to stay in. It was the last day of autocross and an evening free from formal eating events. This gave me a chance to hang out around the hospitality suite and find a local eatery for supper.

Thursday was also quiet. People were winding up the gimmick rally, in which I could have participated even in a Jetta, but I decided not to go. The auto-

cross award dinner was Thursday evening, with a large number of awards being given out. A good thing they consolidated classes a few years ago or we might still be there.

Friday was the last day of Parade, and this had a number of events. First off was the tech quiz. I still call it that, even though the name was officially changed. Missed a trophy by a couple points. Too bad, as this year they decided to give real trophies for all winners, not just for first place. Friday's lunch was the worker party. This was at a state park a little bit upriver from downtown St. Charles. It was a nice – if sunny and hot – setting. We kept moving the picnic table to stay in the shade.

As is my custom, I did not win any of the numerous door prizes at the Friday night Victory Banquet. Usually there are items given out to rouse enthusiasm for the next Parade. Maybe a couple sets of tires and the grand door prize given by Porsche AG: the trip to the factory. Missed again this year. If I were to win that one, I might have to break my rule of "no flying."

"I get to see friends from all over the country."

Saturday morning comes, and with it an early departure so that I can make it back to Georgia the first night. That was 700-and-some miles but didn't seem that short. Passed and was passed by a few Parade participants (I recognized some cars; some folks had left the registration numbers on their windows). Got home Sunday afternoon, once again grateful that I had had the sense to bring a car with air conditioning.

Besides the main competitive events and the meals included in the meal package, there's more going on than can be recounted here. There are the minor events, some of which I enter and some of which I

don't: the 5k walk-run, the golf tournament, the art show. There's a beer tasting which last year brought a souvenir stein but didn't this year. There's a wine tasting which did bring a souvenir wine glass. There were bus tours and driving tours, which I did not avail myself of.

So how was Parade? This one fell somewhere in the middle of the pack. Closer than some, farther than others. There were complaints from several sources about the HQ hotel, but I stayed in the motel across the street and had no problems. I thought it came in below average on the food, but that may be just me.

“Next year, Parade is the first week of August in Savannah. Have you thought about going?”

I get to see friends from all over the country. There's Burt Propp who is still spry as a cricket, and not much taller.; Jerry and Myra Sutton from Texas; Paul Young, who was a co-chair for the 2007 Parade and for the past 3 years has been the head judge for the concours judging team I'm on; Dave Seeland from Colorado who for years wrote a column for *356 Registry* and who I first met at the '79 Parade. More people than I can list, who prove the saying "It's not just the cars, it's the people."



A 1973 911 that Porsche AG will restore to original condition and donate for a PCA Member Only Auction

As long as my health holds, I'll keep going. Next year, Parade is the first week of August in Savannah. Have you thought about going?



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24 Heures Du Mans!



Story and Photos by Evan Hume

This year I was finally able to live out a long-time dream of attending the 24 Hours of Le Mans. It was made especially memorable by the good company provided by my friends at Mazars - Chartered Accountants. My 25-some hosts were mostly English, and England's first match at the World Cup was on that Saturday. Their draw against the US didn't improve their mood, and I have to admit that I didn't do anything to make them feel any better. The current issue of Road & Track calls it an English race that happens to be in France, and I agree.

It truly is a great spectacle with some 240,000 fans spread over a very large area. The track is an 8.5 mile lap, and runs almost 4 miles north to south. It makes walking the track very difficult, and many parts of the track cannot be seen from the viewing

areas. There was supposed to be a Porsche Platz and I knew I had gotten within a mile or two of their area, but I still couldn't find it. My lack of any French proficiency didn't help things at all.

"... Road & Track calls it an English race that happens to be in France, and I agree."

In contrast to Sebring and the ALMS series, access to the paddock is very restricted, and areas from which to watch the race are not very good. Unofficial photographers like me have a very hard time getting close enough to the track to take interesting photos. They do have many TV screens spread throughout the track so it is easy to keep up with

progress. And like at Sebring, the nighttime racing is very exciting.



Our Globe-Trotting Race Reporter in all his glory!

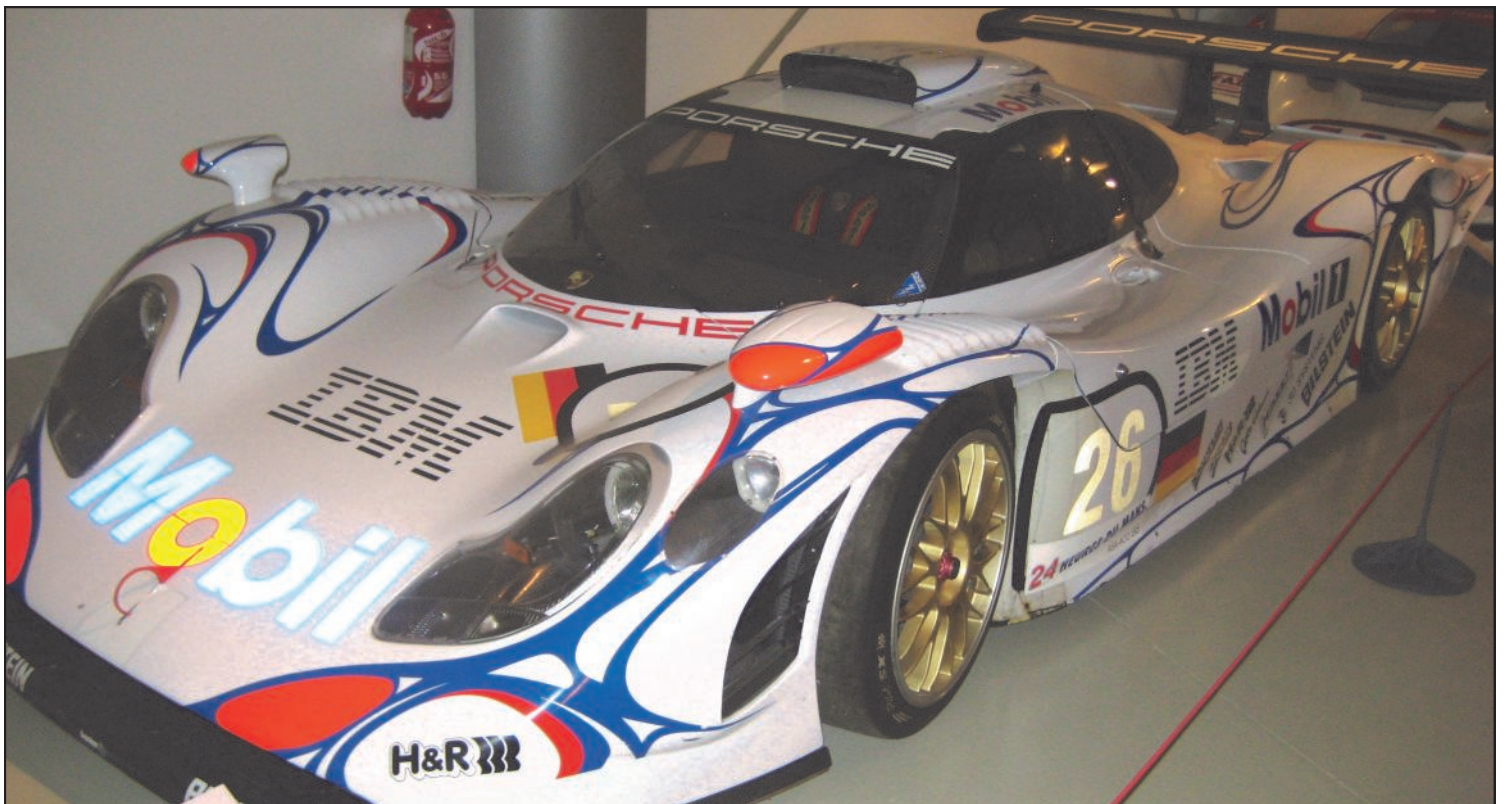
The lead shifted between the diesels from Peugeot and Audi until the final Peugeot dropped out at the 19-hour mark with a two-lap lead. You could almost hear the collective groan from the pro-French crowd. Audis took LMP1 and the first three places overall. Porsche 997 GT3 RSR's took first, third and fifth in GT2, with Florida's (and PCA's) very own Patrick Long in the 5th place car.

The atmosphere during the entire three days I spent at Le Mans was wonderful. I got to visit Arnage and Mulsanne, drank champagne at the Automobile Club de l'Ouest, toured the extensive Automobile Museum at the track, enjoyed great food and company with my hosts, and even got a day to visit Tours on the way back to the UK.

My suggestion to anyone considering going is to go with a group with an experienced tour leader. It's not the kind of event for the uninitiated. Also, don't forget the earplugs and aspirin!



Historic Porsches - a 917LH above and a 911 GT1 below...



There's plenty going on so...

Let's Get Together!

Text by Barry Waters

Photos by Alan Berg



With Summer coming to an end now's the perfect time to check out some of the upcoming PCANFR events and do we have 'em for you! In addition to our regular monthly socials at Logan's Roadhouse Restaurant in Tallahassee and Johnny O'Quigley's Restaurant in Destin, there are three special events on tap that are loads of fun and always have a great turnout to boot. The Region Calendar on page 21 (please see) shows these events but I'll give you a bit more detail on them here:

The 5th Annual Charity Car Show: Benefiting Sacred Heart Hospital on the Emerald Coast, this event is a 'Must Attend'! See the flyer and registration form on pages 12 and 13 and make sure you bring a camera with plenty of film or memory cards!

Porsche of Destin is once again hosting an open house w/refreshments at the dealership from 4:30PM to 7:30PM the Friday before the show so DO come by and meet the folks there. Please RSVP by the 6th of September to Bob Graubman via email at bgraubman@allproimports.com or by phone at (850) 650-0884. You can also RSVP to our own Scott Roberts at scottandjan@cox.net.

International Drive Your 356 Day: It's that time of year again so get that 356 ready to GO! Other cars are always welcome (especially Porsches) so don't worry if you don't have one of these incredible auto-

mobiles or are unable to bring it - you can still participate in the *Fun!* See the flyer on page 17 for details and contact information.

Oktoberfest!: Held on the grounds of the fantastic Tallahassee Antique Car Museum, this is always a great afternoon! We'll have burgers and brats with all the trimmings for a proper picnic in the park. Water and sodas also. We'll be there from 11:00AM to 3:00PM so bring your lawn chairs and radio control cars! RSVP to Steve LaRosa via email at stevela-rosa54@yahoo.com or by phone at (850) 264-2892. Steve says we'll also have the FSU - Miami game on the radio for the faithful! \$5.00 per person on arrival.

With so many wonderful opportunities ahead it really is a *great* time to pull those Porsches out of those garages and ***Get Together!***



PCANFR Members from across the region at the Mariana Picnic



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Name: _____ Date: _____

Your signature on this Registration / Waiver Form of 1 "per car" is mandatory

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SCAN and email to scottandjan@cox.net



The 'Promised Land'!

Jack and Alan find out where all the 'Toys' live...

Story by Jack Skelding / Photos by Alan Berg

If you type the words classic motor storage into your Google search-bar, the sites for classic car storage facilities in California, Michigan, Chicago and Reno pop up in the search engine as it tries to predict your target. That's because state of the art storage facilities for collector and classic cars are only located in big cities, right? Well, no longer! Welcome to Classic Motor Storage of Tallahassee, brought to us by the magic of Merlin.

Well, by the magic of (Mer)Lin Mitchell, who has brought to Tallahassee a 25,000 square foot architecturally designed and engineered state of the art building for the storage of up to 120 worthy cars in air conditioned, heated and de-humidified comfort. The building also houses a first rate repair facility and small machine shop. Fortunately, Lin has loved



A shot showing some of the very interesting cars in storage cars since grade school and dreamed of racing cars since age 10. He started Classic Motor Storage in order to share his love of fine automobiles with other collectors and racing enthusiasts. Classic is located near the airport on a large beautifully land-

scaped site that creates an overall atmosphere of quality and a sense of cleanliness not usually found in automotive facilities (eating off the floor would be ok). The building is completely fire sprinkled; it has 16 security cameras constantly recording all movement within and outside the building, and it is lightning protected.



Jack's 911 in the maintenance area of the shop

Of special interest to the Porsche aficionado is the fact that the mechanical expertise at Classic matches the rest of the ultimate car scene created by Lin. Mark Hunt has been a part of the Classic team since day one. Mark brings over twenty years of general car repair; body work; race car engineering; race car fabrication and tuning; racecar engine development and leasing; chassis setup; and even electric car construction and racing to Classic.

I have watched Mark work on Porsches since he had his own shop on West Orange Ave. When I purchased my '75 Carrera I immediately put it into Mark's care. He ordered and mounted the proper tires, expertly installed an entire new a/c system and

new remote oil cooler (detailed here in a recent newsletter). He also installed a new clutch; brake pads; turbo tie rod ends; turbo valve covers; electronic ignition; short shift kit (fabricating his own improved short shift parts) and a beautiful set of SSI heat exchangers. He also stopped all the oil leaks (almost). To say that I am pleased with the results would be the proverbial understatement. And, yes, I am just as anal as the rest of you.

Oh, I forgot to mention that Mark has been in charge of Lin's two HSR Nascar race cars since Lin started racing. If you can help Lin go faster, you must be good! Travis Collins, who worked with Mark for several years before they both came to Classic, has overall administrative responsibility for the entire facility. The only thing bad I can say about Travis is that he never forgets to send the bill. But hey, that's Porsche efficiency! And if you need some esoteric part researched on the web, Travis is your man.

The newest addition to the Classic staff is Troy Fralick, who not only brings many years of experience to Classic, but has spent the last four years of his professional career as the chief engineer of a nationally recognized race car team. He also brings experience from the American Le Mans Series' (ALMS) Petit Le Mans and the 12 Hours of Sebring. I am familiar with Troy's work and, trust me, your Porsche would be pleased to have him work on it.

A local Porsche owner recognized right away that Classic had the right stuff...the first car consigned for storage was a Carrera GT! That's hard to beat, but Mark and I are trying to convince Lin to add a few goodies for us die-hards, so stay tuned. And remember, everyone is invited every third Saturday, 8am-noon, for "Cars and Coffee" at Classic Motor Storage.

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!

The Fountain of Youth Exists!

Giving a rare 931 a new lease on life



Text and Photos by Wyndell Burden

Some of you may remember (our friend Don Boggs will) that I purchased my first Porsche, a 931 (924 Turbo), with approximately 11,000 miles, back in 1981. I was told many times by the original owner, a now retired Air Force Colonel from Maxwell AFB in Montgomery, that if I ever got rid of it he wanted it back.

To date the car has less than 59,000 original miles, revealing the fact that it has been sitting more than it has been on the road. It has been in many concours and I have been taking care to keep it in its' original condition.

Several years ago the paint began to crack and peel off as I was washing it. It continued losing more paint on the right rear fender, the hood, and the front end. It looked so bad I just did not want to drive it anymore.

A few weeks ago I completely removed all of the unpainted items, lights, rear hatch, windows, etc. and

took it to the local paint shop. All of the outside paint was completely removed down to the galvanized body. The car is now back home awaiting to be rebuilt.



A shot of the 931's body stripped to the bare metal

This is indeed a work in progress so you can mark this story with 'To Be Continued!'.

(Editor's Note: Keep us posted Wyndell!)

Drive Your 356 Day 2010

This car is lonely. Keep it company on Drive Your 356 Day on September 19, 2010.



When: Sunday, September 19, 2010, 12:30 PM

Where: Bradley's Country Store, 10655 Centerville Road, Tallahassee, FL 32309, for a photo, and then a drive on back roads to the Market Diner, at the Thomasville Farmers' Market, 502 Smith Avenue, #47, Thomasville, GA 31792, for lunch.

Who: Drivers of Porsche 356's (Other cars welcome, especially Porsches)

Why: A Picture of all the 356's that show up at Bradley's Store will be taken for submission for publication in the 356 Registry Magazine, The Southern Owners' Group (SOG) Newsletter, and the Florida Owners' Group (FOG) Newsletter. Last year's picture at the Saint Mark's Lighthouse was published in all three publications, and Der Porsche Brief, the Newsletter of the North Florida Region of the Porsche Club of America.

What: Celebrate Ferry Porsche's Birthday by Driving your 356 on the Internationally Celebrated Drive Your 356 Day. The picture will be taken at 12:30 PM and we will caravan by back roads to Thomasville for lunch at the Thomasville Market Diner at the Thomasville Farmers' Market, 502 Smith Avenue, #47, Thomasville, GA 31792.

Info: For additional information contact Alan Berg at berg43@aol.com or (850) 284-3741 or Don Boggs at dhboggs912@earthlink.net or (850) 386-2321.

PLEASE JOIN US FOR A GREAT DRIVE

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 the Editor: Things have been pretty quiet recently! The professional sports car (ALMS, Grand-AM, etc.) season is winding down (still a few key events to go though!), folks have been on vacation and it's been exceptionally HOT - I hope you've been COOL!

Please join me in welcoming dC Automotive to the

fold (see their Ad below)! A well known and long-standing operation that has helped many Porsche enthusiasts keep their cars on the road over the years! The next time you're looking for a replacement part, make it easy on yourself and give these folks a call. They'll be glad to put their expertise to work for you! Oh yeah, and tell 'em we sent ya!

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.

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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.



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.

2005 Boxster S. Atlas Grey Metallic, Stone Grey interior, 44,000 miles. Excellent condition inside and outside. Always garaged, never tracked. 3M clear bar. 6 speed manual. Factory warranty through 6/2011. Contact Danny at dmfuchs@comcast.net or via phone at 850-893-1621(Home) / 850-591-3877(Cell).



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



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

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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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>
Gary L. Weikel	Shalimar, FL.	997 Carrera S

Region Calendar - SEPTEMBER, OCTOBER, NOVEMBER 2010

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.
- 10 - PCANFR Porsche of Destin Open House, Destin FL. See page 10 for times and RSVP info.
- 11 - PCANFR's 5th Annual Charity Car Show, Destin FL. See pages 12 & 13 for details.
- 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 the Annual International Drive Your 356 Day. See page 17 for details.
- 29 - 2 Oct - ALMS Petit Le Mans, Road Atlanta, Braselton GA.

OCTOBER

- 7 - 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 - PCANFR Oktoberfest at the Tallahassee Antique Car Museum, Tallahassee FL. See page 10 for times and RSVP info.
- 14 - 17 - SVRA Season Finale at Road Atlanta, Braselton GA.
- 20 - PCANFR Social at Logan's Roadhouse Restaurant, 750 Apalachee Parkway in Tallahassee. Socials are the third Wednesday of each month at 6:30 PM.
- 21- 24 - HSR Sebring Historic Fall Classic, Sebring FL.
- 28 - 31 - HSR Savannah/Hilton Head Speed Classic, Savannah GA.

NOVEMBER

- 4 - 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.
- 17 - PCANFR Social at Logan's Roadhouse Restaurant, 750 Apalachee Parkway in Tallahassee. Socials are the third Wednesday of each month at 6:30 PM.

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**Official Publication
of the
North Florida Region
Porsche Club of America**

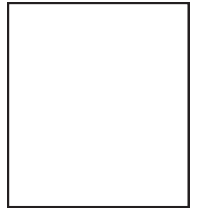
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Vol. 38, No.5
September/October 2010

nfl.pca.org

Submissions Welcome!



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