

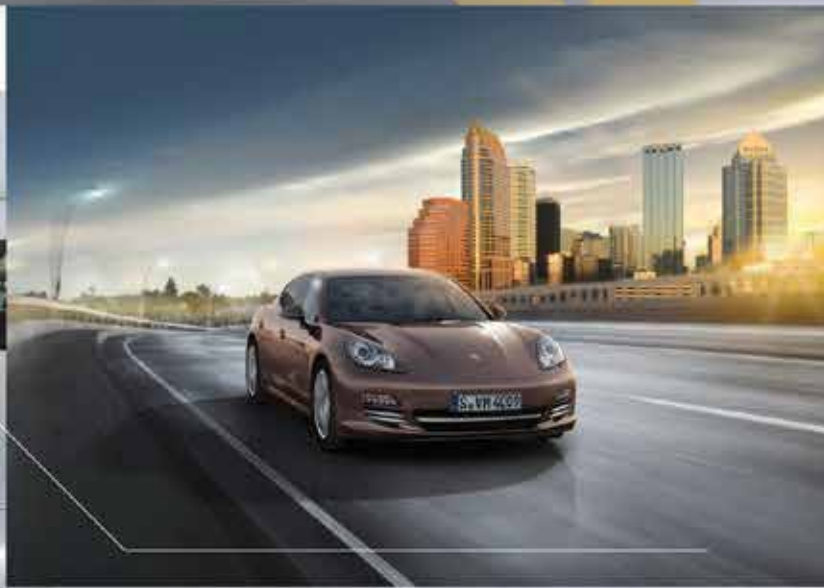
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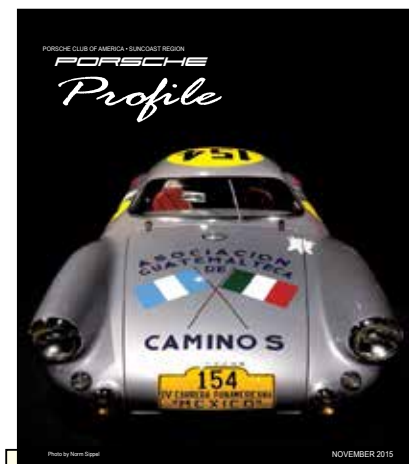
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ON THE COVER

1953 Porsche 550 Coupe, s.n. 550-01 as shown at the Revs Institute, Naples, FL just back from Rennsport Reunion V. Photo by Norm Sippel with iPhone 5S.

Do you have a photo you think is worthy of a *Porsche Profile* cover?

Send your high-res vertical images in PDF or JPEG format to: nsippel@mindspring.com

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The President's Message



By JILL PERRY
2015 Suncoast PCA President

November is a big month for Suncoast PCA kicking off the month with our second annual Wine Tasting & Dinner to benefit Ready For Life being held at Mike Kwasin's beautiful home in South Tampa with the Instructor's Weekend at Sebring the following weekend.

We have much for which we can be thankful in our Region! Every year there's a group of dedicated volunteers who spend many hours brainstorming, planning, tweaking, and executing a wonderful experience for Driver's Education Instructor Weekend and 48 Hours – both of which are offered in your back yard.

Both of these programs are an extension of our National programs. The following are highlights published by National on these programs; I thought they are beneficial for newer members and a great refresher for those of us who have been around for awhile.

Overview of our 48 Hours at Sebring race:

The basic structure of Club Racing involves a national PCA Club Racing Committee, the PCA National Office, and the Regions. The PCA National Office provides administrative support and establishes/maintains all activities associated with the national licensing of Club Racers. In addition, the National Committee includes a group of Chief Stewards, Chief Scrutineers, and National Time Techs. One, or more, of each group is assigned to each Club Race, and the assigned individuals function as the chief operating officials for that race.

Club Racing was established around several guiding principles. First, there should be a class for all Porsche sports cars,

including both street and modified cars. Second, the racing is to be fun, safe, and clean. This principle is embodied in the strict enforcement of the "13/13 Rule," which provides for immediate sanctions against any driver at fault in any incident involving car damage. Third, the organization and operation of Club Races is to be uniform, so that any racer may attend any Club Race and know exactly what to expect.

Driver Education:

The Porsche Club of America also offers an alternate on-track driving experience called Driver Education (DE). The mission and purpose of the DE Program is to provide a safe, structured, and controlled teaching and learning environment. The PCA DE Program is designed so the participant can improve his or her driving abilities and acquire a better understanding of vehicle dynamics and driving safety at various tracks around the country.

The mission and purpose of the Porsche Club of America's DE Program is to provide a safe, structured, and controlled teaching and learning environment. The PCA DE Program is designed so that participants can improve their driving abilities and acquire a better understanding of vehicle dynamics and driving safety. Participants will experience firsthand the capabilities of high-performance automobiles in a controlled, closed-course environment, and acquire skills that will enhance safer vehicle operation in all driving situations.

This adventure can become very addictive. Our instructors will teach you to drive your Porsche the way Stuttgart designed it to be driven. PCA DE schools are run in a safe and controlled environment on a closed course. Like in any new sport, your instructor will guide you into this exciting world of high performance driving. These weekends are great sources of stories. You will have dreams about various turns and wake up with memories of your instructor yelling "BRAKE" or "DON'T LIFT." These schools are truly the only safe way to learn the engineering dynamics that went into the development of this famous racing marque.

I hope to see you at Mike Kwasin's for our Wine Tasting & Dinner to benefit Ready For Life, and at Sebring the following weekend. It's also time to sign up as a volunteer for 48 Hours which will be here before you know it.

Happy Thanksgiving to you and yours. I hope it is blessed and filled with love.

*ELECTIONS FOR SUNCOAST PCA OFFICERS Please watch for an e-Blast about elections.
It will direct you to suncoastpca.org. Follow instructions there to cast your ballot.*



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IN THE CORNERS

By MISSY TEASLEY

Fall weather is here and, with it, come many changes. The leaves start to change colors and fall from the trees. The trimming of landscaping happens in preparation of cold days ahead. Our northern friends return, and the Walmart, Publix, and other parking lots have cars with tags from all over. Welcome back to Florida our northern, Canadian, and European friends.

I love to decorate for the season and to start thinking of the food items the holidays give me the opportunity to make. There is nothing to ease the soul like the aroma of food being prepared coming from the kitchen. Thanksgiving is the time for good food with family and friends sharing and enjoying. I wish for us all, a healthy happy Holiday Season.

November 7 will be the Wine Tasting Dinner—a charity event for Ready For Life. See the ad in this issue, and check the Club Website for more information about this fun-filled evening of food and drink.

December 5—Get ready for Christmas Breakfast Buffet at the St. Petersburg Yacht Club, located at 11 Central Avenue in downtown St. Petersburg. Time to start the feast is 8:30 a.m. The Yacht Club really decorates for the holidays. Bring your cameras to catch these extraordinary

displays of holiday cheer. The breakfast buffet has many choices to enjoy including an omelet station. It makes me hungry just thinking about it. Price is \$16.00 which includes breakfast drinks, tax, and tip. Valet parking is available for \$6.00. There are many things going on this first Saturday in December in St. Pete: the Santa Christmas Parade, the Saturday morning market, museums, and maybe just a nice walk in the park after enjoying the breakfast buffet. Register and pay by November 30 on www.ClubRegistration.net to be included in this wonderful event.

December 13—The Holiday Gala: the Gala is our time to gather to recognize folks that have gone a bit overboard for the club during the year, and in years past. Ladies, get out your dressy outfit and insist that your partner dress to suit your attire and come for a fun evening with other Porsche friends. See the ad in this issue of *Porsche Profile* and on the Website.

The 2015 Gala will be held at the Museum of Fine Arts in downtown St. Petersburg.

The thought for the day—“Life is too short to be anything but happy, falling down is a part of life, getting back up is living”

SCHEDULE OF EVENTS

2015

- **Nov. 7:** Wine Tasting & Dinner to benefit Ready For Life, Kwasin's, South Tampa
- **Nov. 13-15:** Driver's Education and Instructor's Weekend, Sebring Int'l Raceway
- **Nov. 14-15:** Classic 24 Hours at Daytona*
- **Nov. 22:** AutoCross, Brooksville Tampa Bay Airport - Porsche BMW Challenge #1 (run by FSC BMW CCA)*
- **Dec. 5:** Holiday Brunch, St. Petersburg Yacht Club
- **Dec. 6:** AutoCross, Brooksville Tampa Bay Airport- Porsche BMW Challenge #2*
- **Dec. 12:** Porsches in the Park, St. Armands Circle, Sarasota*
- **Dec. 13:** Holiday Gala, Museum of Fine Arts, St. Petersburg *DATE CHANGE*

2016

- **Jan 20:** Date Your Porsche Night, Colonnade, Tampa
- **Jan 30-31:** Rolex 24, Daytona International Speedway
- **Feb 4-7:** 48 Hours at Sebring
- **Feb 21:** Porsches and Polo, Sarasota Polo Grounds, Lakewood Ranch*
- **Feb 27-28:** Driver's Education, Sebring
- **March 16-19:** 12 Hours*
- **March 20:** Karting 4 Kids*
- **April 3:** Porsches on Parade
- **April 16-17:** Driver's Education, Sebring
- **May 7:** Driver's Education, Sebring
- **Sept. 17-18:** Driver's Education, Sebring
- **Nov. 18-20:** Driver's Education, Sebring

*Non-PCA Events; PCA insurance does not apply

Stay tuned! The Suncoast Region calendar is updated monthly with new events and changes as they occur. For more info, contact:

Autocross: Brian West
bwfst84@gmail.com

Drivers Ed: Amy Riches
Amy@autoquestcars.com

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The Membership Starting Line

By LARRY MENDEZ
Membership Chair

Once again we have had a very busy and successful year, and our membership continues to grow. In January we had a total of 2,117 members. As of this month, our membership has grown to 2,300 active and affiliate members. If you have attended or tried to attend some of our events, you know to sign up early, as they quickly fill up. Missy has once again done a great job this year arranging a great variety of social events each month. As the ranks grow she tries to find a little something for everybody to enjoy. If you have any ideas or would like to get involved, please contact



Missy. I'm sure she would love to hear from you.

Our Driver's Education program continues to expand and get more members involved with the club. The free pizza and beer on Friday night has been a great success, offering new drivers the opportunity to meet and talk about driving and cars in a relaxed atmosphere. If you have never had your car on the track or at an autocross, you really don't know the capability of the vehicle that you drive. I would recommend you try it at least once and can almost guarantee that you will leave the track with the biggest smile on your face from such an exhilarating experience!

Welcome Our Newest Members

NaChristian Bose	Clearwater	2007 Cayman S Black
Paul Bowman	Tampa	2012 Cayman R Coupe Red
Lamont Calandros	Hudson	1998 Boxster Arctic Silver
Chuck Colley	Tavares	2013 Boxster S
Tobyn Deyoung	St Petersburg	2009 911 Carrera S Cabriolet
Fernando Diaz	Lutz	1995 911 Carrera
Don Edwards	Palm Harbor	2013 Boxster
Kent Eppley	Week I Wachee	2006 Cayman S
Paul Fraleigh	Tampa	2008 911 S
Bernie Gaydos	Odessa	2002 911 Turbo
Bernie Gaydos Sr	Odessa	2014 Panamera Turbo
Gerry Gersten Blith	Riverview	2016 Macan S Agate
Javier Gonzalez	Lutz	2013 911 Carrera Coupe
Bradley Hahn	University Park	2010 911 Carrera Cabriolet
Dino Hoylman	St. Petersburg	1999 Boxster
Keith Joos	Venice	2012 Boxster 2
Gary Knuckles	Bradenton	2015 Cayenne
Cliff McIntosh	Apollo Beach	2005 911 Carrera S
Hector Morejon	Tampa	2006 911 Carrera 4S
Luda Orlova	Tampa	2014 Cayman S
Robert Palcher	Odessa	2012 911 Turbo Cabriolet
David Pero	Dunedin	1969 911E
Jeffrey Peterson	Brandon	1989 911 Carrera
James Settimi	Tampa	2005 911 Carrera S Cabriolet
Glenn Shane	Safety Harbor	2014 Cayenne
Francisco Valdes	Doral	2013 Cayenne
Jeromy Waite	Tampa	1983 911 SC Targa
Karen Wells	Tampa	2015 Boxster
Dwyer Wetzler	Parrish	2012 911 Turbo S



Primary
Members
1,437

Affiliate
Members
863

Total
Members
2,300



And New Members Who Transferred In

Michael Conroy	New Port Richey
2014 911 Carrera Cab	
Mary Delong	Sun City Center
2005 Boxster	
Craig Nattkemper	Belleair
2006 Boxster	
Charlie Scott	Parrish
2008 Boxster	

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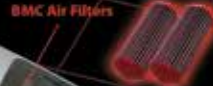
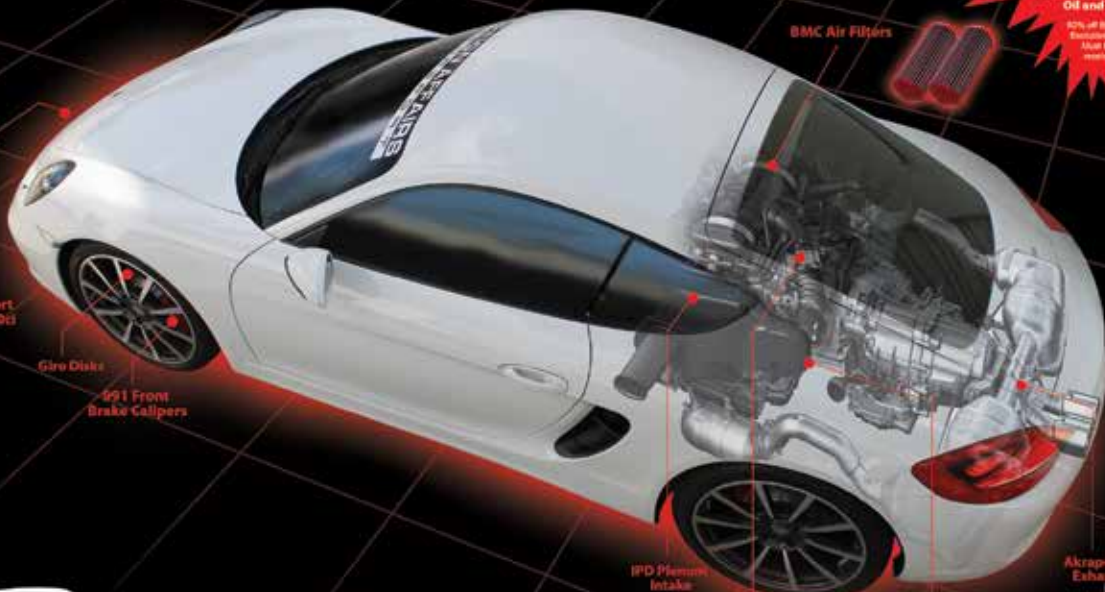
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TECH TIDBITS



Replacing your Porsche's battery

By CARLOS DeBONIS, DE Tech

Replacing a battery in modern cars has become an adventure. It used to be just unbolt the hold-down bracket and loosen the cable connectors and repeat in reverse order.

When fuel injection became standard, if the key was left on, connecting the cables usually burned out the EFI or Injection Control Unit. It wasn't long before the manufacturers built "power protection" into the control units. This helped some, but not always. Another danger was battery chargers. Most chargers "leaked" AC current that can also damage the electronics!

Fast forward to the current state of technology in

cars... now cars have as many as 40 or more control units that operate everything from the windows to monitoring the tire pressure. When you press a button on your car, you are "asking" the car to do something! If the computer that controls the function you are requesting, decides it will comply, then the function is activated, if not, you are out of luck!

So, it has become a more intricate a task to replace a battery. Here's the procedure: remove the key completely from the ignition and have it in your pocket or on the workbench, not inside the car! Connect the positive cable first, negative cable next. Then the fault memories in all the systems control units need to be scanned and erased. Several will need to be "re-initialized" or coded. Most often, when a battery goes dead this sets a low voltage or "Under Volt" fault that can scramble the computer's software.

I tend to interchange the terms; ECUs, Control Units, ECMs, and Computers because they can all be PAINS!

Questions for Carlos? Email carlosdebonis@gmail.com.



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If so, plan to join fellow Porsche fanatics for the second half of the Autocross series, which will begin September 20 when we set up in the paddock area at Sebring in conjunction with our Drivers Education event.

Exercise your Porsche the way it was designed to run, and meet some friendly new folks at the same time! For more info, email Brian West at bwfst84@gmail.com and visit SuncoastPCA.org.



L · O · O · K !

Getting Quicker and Smoother by Looking Farther Ahead

By DANNY SHIELDS

Looking far ahead when you drive sounds easy, but it is critical skill that a driver must develop. It is important in any kind of track or racing event, but especially so in autocross, and there are several reasons for this.

First, it can be hard just to be sure where you need to go on an autocross course. On some courses, the “sea of cones” can be intimidating. You have to bring your intended path into focus before you can drive it. Maneuvers that seemed clear when you walked the course can become hard to follow when you arrive at speed.

Secondly, autocross maneuvers demand that you change direction abruptly, as opposed to the smooth higher-speed turns on a racetrack, and you won’t have much time between maneuvers to get the car aimed for the next one. You have to leave each maneuver already pointed in the right direction for the next one. That will demand a great memory, or looking ahead to the next maneuver, or both.

Third, if you are looking way ahead and setting up for what is to come, you will naturally be smoother and quicker. It will be easier to have the car in the right place for what is ahead, and at the right speed. The course will start to “flow,” as they say. Flow is good.

You may have heard instructors talk about looking where

you want to go, not where you don’t want to go. Prevailing wisdom says you will go where you look, so look to the space next to the cone (or tree, or whatever).

I am not really convinced that we are drawn toward whatever we look at, like moths to a flame, but I do think it helps to visualize your path through the course. Picture you and your car slicing through each maneuver and blending them all together.

It is easy to talk about looking ahead, but when you are in the middle of a corner and fighting the car and trying to stay off the cones, it is hard to look past that next threatening cone, right? Well, with time and practice, it gets easier.

When you are going fast, it is hard to do much about the cones that are just beyond your hood. By the time you make inputs to steering, throttle position, and braking, it will be a few car lengths before you can really make much of a correction. So if you can focus on cones that are farther ahead, maybe ten or fifteen car lengths instead of one or two, you stand a better chance of placing the car accurately for them.

Looking ahead to go faster isn’t something you just go out and do, it is something that you strive to do, and practice doing. After a while, maybe you will win a trophy for doing it better than your competition!

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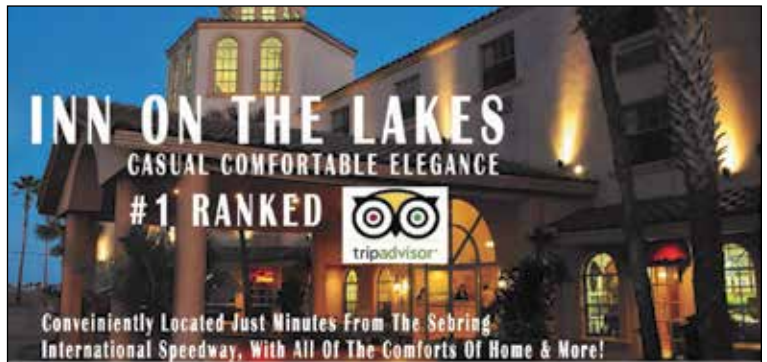
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Why?

Rennsport Reunion V

Does it get any better?



What?

By RICH TILLOTSON

Rennsport Reunion V was held September 25-27 at Mazda Raceway Laguna Seca in California. Those who were there we were treated to the world's largest gathering of historic Porsche race cars ever assembled. The event had the historic race cars divided into seven run groups, all the way from PCA racers like those you can see at our 48 Hours of Sebring club race each February to the mighty 917, 908, 910, 935, 911, and many Porsche GT cars from all the past historic years. There also was a run group which was an IMSA-sanctioned GT3 Cup Challenge race. The estimate was that there were 350 historic Porsche race cars in attendance and close to 2,000 Porsche street cars parked in the corrals and in the other parking areas.

With drivers in attendance such as Patrick Long, Hurley Haywood, Jacky Ickx, Jochen Mass, David Murray, Jackie Oliver, Hans Stuck, David Donohue, and many others, this made the cars and drivers truly the stars of the event.

We were among the 57,000-plus people in attendance. I have attended all five Reunions starting in Lime Rock years ago and, for Diane, this was her first. There were a number of on-track highlights like four 917s roaring up the front straight in formation just like in the 1970s.

We also had some personal highlights while in attendance. My friend Chuck Harris arranged for us to be part



of his "crew" for his 1968 historic 911 and his 906. Don't worry—he wasn't crazy enough to let us touch the cars mechanically. Being "crew" gave us wrist bands which allowed us access to the hot pits and the starting grid, so we were really close. In addition, Chuck offered us his 1968 911 to drive the parade laps. Now, that was fun. I also got to meet David Donahue again. He drove one of my Cup Cars in the Porsche

Supercup series race at Indianapolis in 2001. Not only did we get to meet David but he was also kind enough to sign a few pictures of him driving my car back in 2001.

Diane did get to meet someone all of you might not know but he is a kind of cult hero in the 911 community, Magnus Walker. If you don't know him, Google him. He is a really interesting guy. I saw Magnus walking in the pit area and told Diane to go over and let me take a picture of her with him. Her response was, "You mean the homeless guy?" Magnus is a really nice guy and very friendly, just a little unique looking!

Wherever you went at the event, there were PCA folks ready to be your new best friends and share good Porsche talk and experiences. To all who went to Rennsport Reunion V, I hope you enjoyed the event as much as we did. If you missed this one, stay tuned as RR VI is going to happen in about three years from now; so start planning to be there.



T.R.S.S. Teen Driving School in Sebring

By JOHN VITA

Teens love to sleep in on Saturday mornings, especially during the school year. It takes a lot to get them motivated to get up before dawn, jump in a car, and travel hours upon hours for an activity. That is, unless, it is something they think is cool.

Well, we have just the thing teens are looking for on Saturday, and we just happen to save lives at the same time. The Tire Rack Street Survival (TRSS) Teen Driving School is a mix between behind-the-wheel live driving and classroom activities. Thirty-two teens from all over the state converged in Sebring at the International Raceway Skid Pad Facility to participate in the 3rd annual event hosted by your Suncoast PCA. Throughout the day, the students were guided through obstacles on the skid pad, got a bird's eye view from the cab of an 18-wheeler, and got to see firsthand the impact of a live airbag deployment. In addition, our classroom instructor, Bill Rowell, taught them the concepts they need to understand of what "safe driving" means. For some of the students, this was their third time participating in the event, a true testament to the quality of the program!

Special thanks to those who made the event possible, including the committee chairs Danny Shields, Brandon Porter, Brian West, and Bill Rowell. We had 16 awesome instructors and Anne Carter was our unbelievable registrar! Mark Lasota helped as our logistics coordinator and did an outstanding job. Beall's Department Stores provided us with the semi-truck and an able driver to teach the students about the blind spots on the rig and how truckers avoid accidents. Reeves Import Motorcars stepped up and provided a great lunch as well as goodies for all the students. Reeves also provided information on distracted driving and had all participants sign a pledge that they would not participate in activities that promote distracted driving.

Planning is underway for the next event. We are considering doing two events a year. Stay tuned for more details and dates!





Reeves Social

By NORM SIPPEL

As we arrived at Reeves Porsche social event, a purple Carrera GT3 RS was being moved into the showroom. While a bit wild for our taste, we will soon have an orange one in our club. It is scheduled for delivery on Halloween—perhaps along with a pumpkin.

Our friends Kelly, Chris, Bill, Jeff, and their people created another epicurean evening at their Porsche store for our Regional Social. From wandering wait-staff proffering hors d'oeuvres, to a chef preparing sauerkraut with apples, bacon and thyme with grilled Knockwurst, to more

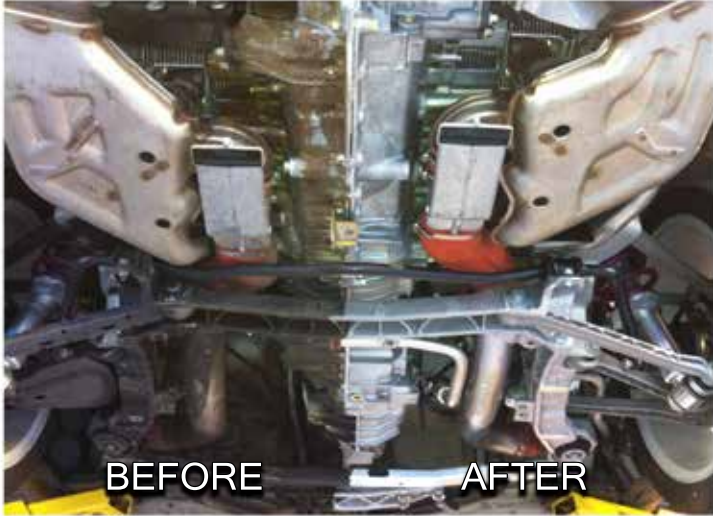
apple strudel than all of us could consume, it was a gastronomic delight.

Later in the evening, it was “Prize Time.” The holders of winning numbers took home goodies like Porsche coffee cups, rucksacks, license plate frames, Griots car care products, and one of the Suncoast Region’s best Concours-prep people, won a free detailing for her car. Hmm? Will it meet her very high standards? We’ll see.

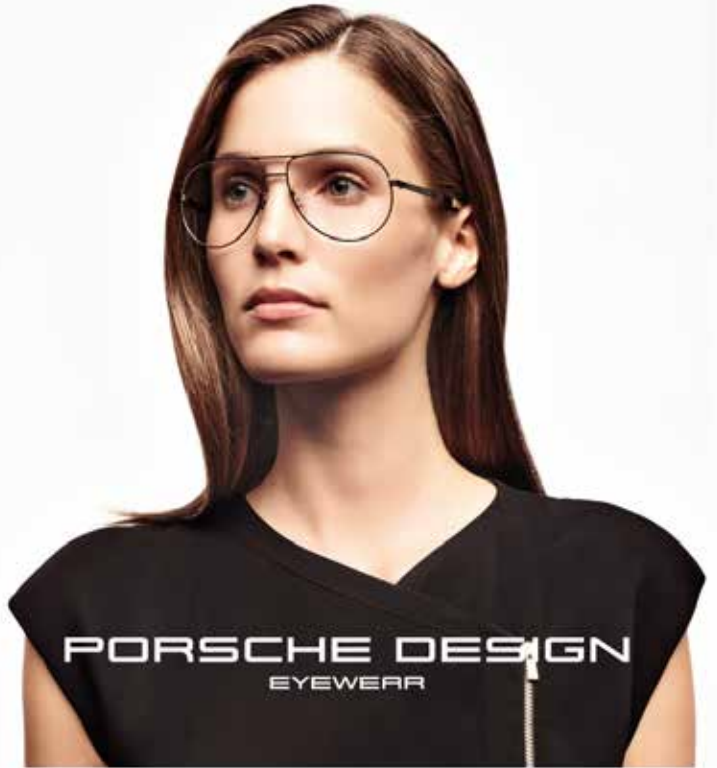
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My First PCA Autocross

By NORM SIPPEL

Suncoast Porsche Club is about Porsches and what we can do with them while also socializing with our fellow members. One of our club's regular activities is Autocrossing. As a former vintage racer, I just HAD to try it. The proximity of Tampa Bay Downs to my home brought me out to try my hand at it recently.

Thanks to Danny Shields' track walk prior to the runs (See his article in last month's *Profile*.) all participants got a good intro to the course. After his track walk and instruction, I walked the course again. Each time I did that I saw a

different way to approach gates. After everyone cleared the course, we were ready for a "reconnaissance" drive. Since this course had a cross-over, it had elements of a traffic jam. But, it still allowed drivers the opportunity to put their cars into the turns and feel how their car would be positioned.

Then came the runs: Mine were a bit tentative and slow at first. But each run was quicker. Ultimately, I cut 10 seconds from my first run, with each run being faster. Now if only I could keep my Tiptronic transmission in first gear!

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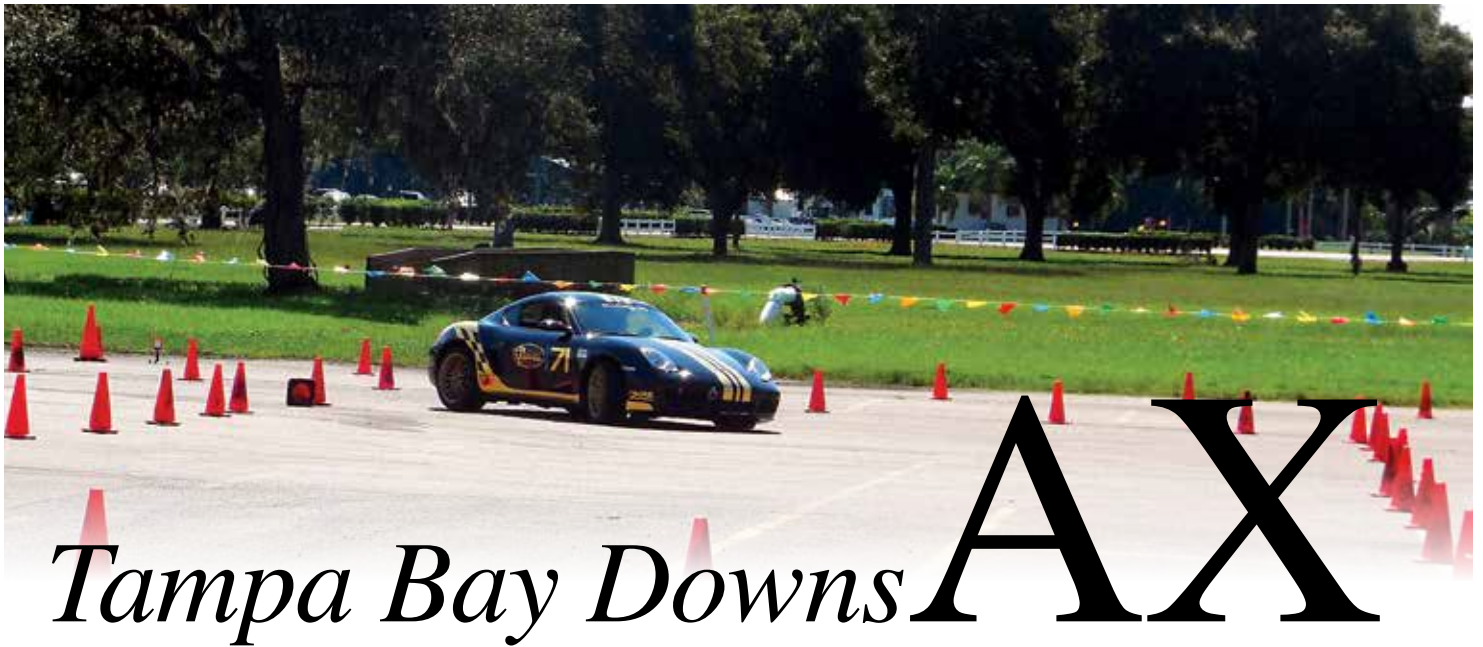
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Tampa Bay Downs AX

By BRIAN WEST

The Suncoast PCA 2015 autocross series continued in October with an entertaining Ladies' Day event at the Tampa Bay Downs in Oldsmar, FL.

The large parking lot on the south side of the horse track was the driving venue and canvas for another artfully designed Mark Lasota course. The clutch-saving soft start gave way to immediate, hard acceleration through the first few gates. A bit of lift or braking was required to turn toward the large carousel, which challenged drivers to maintain speed while staying close to the cones. Exiting the carousel led to a hard right turn where a wide setup paid dividends in exit speed leading into the first pass through a short slalom, then two consecutive turnaround boxes, followed by a second pass through the slalom and across the finish line. Clever use of the space allowed fast speeds to be attained while lengthening the run times and allowing multiple cars to safely drive on the course simultaneously.

Veteran Suncoast Region autocrosser Sharron Shields, fresh off a first-place autocross finish at the Porsche Parade, lent her support by leading a course walk geared toward our lady competitors, providing expert in-car coaching, and supplying prizes to our top lady drivers. Will Reilly and the team from Motorsports by Reeves also sponsored the event, with a fantastic breakfast and beautiful Porsche-themed prizes for our lady competitors. Big thanks go out to Sharron, Will, and Motorsports by Reeves for all that they contribute to autocross and our region!

After the tire squealing abated, Soraya Juarbe-Diaz stood at the top as the fastest veteran lady autocrosser of the day. Tori Lewis and Heather Broadbent were close behind in the



veteran ladies' category. Heather Hamil, daughter of Suncoast regular and multinational champion autocrosser Maury, took home the prize for fastest rookie lady, just ahead of Miel Iles and Terri Grist.

In the men's category, Danny Shields delivered the fastest Porsche time of the day in his Boxster S on high-tech street tires, with Will Reilly just tenths of a second off Danny's pace in the Reeves Cayman S on R-compounds. (For complete results, see: SuncoastPCA.org/wp-content/uploads/.)

We will finish out the 2015 season with two autocrosses at the Brooksville Airport, and as is tradition, both will serve as our Porsche vs. BMW Challenge events. The first will be held on November 22nd, and will be put on by the Florida Suncoast BMW Club. The second will be on December 6th, and will be run by Suncoast PCA. Online registration is required for drivers and spectators at least ten days before each competition, so please sign up early! Surf over to suncoastpca.org for information on each event, including how and where to pre-register.

See the latest AX results on page 28

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Dave White: Our friend has passed

By RICH TILLOTSON

Just wanted to let the club know that our friend Dave White, long-time Porsche pro-racer, owner of Dave White Motorsports, Tampa and a long-time friend and member of Suncoast PCA passed away on October 24, 2015. Dave hosted many PCA events over the years particularly board

meetings and the annual Suncoast Swap Meet at his shop in Tampa. Dave had a passion for Porsches and the people who love them, and his passion was what drew us to him and kept us close over the years. Those of us who shared time with him will always feel fortunate to have known him and to have a little of his passion rub off on us.

Rest in Peace my dear friend.

Remembering Mike Joffee

By GERRY CURTS

Mike Joffee passed away on September 21, 2015. He was 74 years old and had been a member of PCA and Gold Coast Region for 45 years.

I first met Mike at the 1979 CitrusFest multi-regional event in Orlando. I was new to PCA and anxious to make new friends outside Suncoast Region. The folks from Orlando seemed okay, but those “Miami Guys” seemed a little less friendly than most, especially this Mike Joffee fellow. I subsequently learned that I was completely wrong. Mike became one of my dearest friends.

Back then, Zone 12 had not yet been formed and Florida was still part of Zone 3. Driver’s Ed was years away so multi-regional events were the big deal. These were all great events, similar to a mini national Parade with a Concours, TSD Rally, Tech Quiz, Autocross, and lots of social stuff. Mike was the perennial Chairman of SonnenFest. He received the prestigious national award of “PCA Enthusiast of the Year” in 1999, recognizing, in part, his long history as SonnenFest Chair.

Somewhere in the late 1990s, Driver’s Ed was started on a national basis. PCA in Florida had grown so much that the state became the new Zone 12. As DE became more popular, the classic multi-regional events in Florida started to wane. Eventually, the Zone 12 presidents got together and chose to combine the Suncoast and Gold Coast multi-regionals into the new “ZoneFest.” Mike and I became the ZoneFest co-chairs and remained so for several years until the interest in attending a competitive multi-event weekend finally dwindled.



Although ZoneFest was brought back a few years ago, it has never been the same.

Mike was always a familiar face at national PCA events, especially at National Parades. As a 45-year PCA member, he rarely missed a National Parade. He always served as both a Concours judge and Protest Committee member including Protest Chair at the 2003 Florida Parade. His level head and thoughtful knowledge of the rules was an enormous asset in resolving the heated protests that sometimes occur at Parade competitive events.

Mike and I were both members of the National Parade Competition Rules (PCR) committee for many years and Mike continued serving until this year. This is the group that writes the national rules which govern all PCA competition events including Concours, Rallies, Tech Quizzes, and Autocross.

The process of writing and maintaining these rules may seem relatively simple, but that is far from the truth. The nuance of the rule book is complex and it seems someone is always trying to find a way to shortcut the intent of the rules. The PCR’s as they exist today are largely a product of Mike Joffee’s intellect and thoughtfulness.

Mike’s expertise in Concours judging went well beyond PCA. He became an invited judge for the prestigious Winter Park Concours d’Elegance in 2004, and was active with the WPC for ten years. Mike’s contribution to the Winter Park event will be recognized and honored this year when the 2015 Winter Park Concours Spirit Award will be renamed to the “Mike Joffee Spirit Award.”

We all have many friends in the PCA family. Those who knew Mike Joffee were especially blessed. Mike was dedicated to the idea of what a complete car club is all about; he was a “car guy” in the best sense. Not once did I ever see Mike do anything that was not in the best interest of PCA. He could always be counted on to do things right, and everything he did was done with integrity and honor. Mike Joffee will be missed.



FROM THE CTI *Sebring DE*

By AMY RICHES



September started off the fall Driver's Education track season at Sebring. There were over 180 participants for the weekend and it was evident by the smiles on everyone's faces that they were all happy to be back at the track.

The weather was not quite what we could call "Fall" yet by any stretch of the imagination, nevertheless it was well worth a little sweat. Of course the Porsches didn't mind, they just kept going and going and going in true to form Porsche reliability. Joining us for the event was the Autocross group who kept the back paddock filled with squealing tires and what looked to be a great course layout. We also had a fantastic turnout for the Teen Street Survival Course. A huge thank you to all that made that event possible and for helping our teens learn so much about safety and car control. Keep it in mind as a must-do for anyone you know with a teen driver for next September.

We are now prepping for the instructor training and DE the weekend of November 13-15. Come on out and take a peek even if you are not signed up to participate.

See you at the track!

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By MIKE MACKENZIE

The 48 Hours at Sebring Club Race committee has begun making plans for the 2016 race to be held February 4–7, 2016.

It's time for all Suncoast and Gold Coast members to start planning how they can get involved. It is your opportunity to give back to your region and be involved with the most successful Club Race in PCA and help raise money for region activities and The Ronald McDonald House charity. Start making plans and reservations to make it a weekend of fun and excitement.

Where will you be? What will you be doing? What could you be doing that would possibly equal spending a weekend at world-famous Sebring International Raceway with about 500 Porsches? Talk about a car show: This is the largest Porsche-only racing event in the world—in fact, it is the largest single-marque automobile racing event in the world! How could you miss it, especially when it is almost in your back yard!

Last year's 21st anniversary event was a great success: We had over 450 participating Porsches. Now, as we are starting on our third decade of hosting 48 Hours at Sebring, along with our friends in the Gold Coast Region, the 22nd edition will be even bigger and better. The 48 Hours at Sebring has grown into the largest PCA Club Race in the country. We expect to sign up over 350 racers and Advanced Solo drivers in the first two days of registration. This means we will need volunteers more than ever to help us run this huge event. Why should you care?

If you are a PCA member who has been standing on the sidelines, wanting to become involved, but unsure of actually attending your first event, this is a perfect opportunity to see what PCA is all about, and meet a group of really nice people! You will be asked to work for a few hours at a job that is actually more fun than work; you get a nice T-Shirt, free lunch, and free Friday-night beer and wine party. You also just might meet someone who just won the Daytona 24 Hour Race, or past winners of Daytona 24, Sebring 12 Hour, or Le Mans 24 Hour—or maybe someone who has won them all. For sure you will not find a better gathering of Porsches and Porsche people anywhere.

The Club race raises thousands of dollars for Ronald McDonald House each year and provides the Gold Coast and Suncoast regions funds to support Socials, Drivers' Ed and AutoX programs, and helps local charities.

What can you do to help?

TRACK REGISTRATION: We need 4 or 5 people to assist with getting the drivers checked in; this is an indoor sitting job that begins at 7:00 a.m., on Thursday, Friday, and Saturday. The first couple of hours are the busiest, so you need to be a morning person.

THE GRID: We have a lot of people returning from last year to work the grid, but we still need a few more for each day. You need

to be in good shape as it entails a lot of standing and walking. Your primary responsibilities are:

1. Helping get each car in its assigned spot, based on information on a timing sheet provided by Timing & Scoring.
2. Doing a quick check of the car to make sure that it is not dripping any liquids, engine & trunk lids are closed and secured, etc.
3. Checking the driver to ensure that he or she is buckled in, with helmet on and secured.

TIMING AND SCORING: We need about 5 volunteers each day. You will assist the stewards in identifying the cars as they go past the start/finish line to verify that their timing equipment is working properly. You will also assist in the preparation of the timing sheets for distribution to the grid. This is a nice comfortable inside job but it is the heartbeat of the race.

TECH AND SCALES: We need volunteers each day to help check the Advanced Solo group cars for tire pressure, Torque lug nuts, and to check helmets and brake lights. Thursday and Friday are the busiest days for tech. Scales are open Friday through Sunday. The race cars are weighed on the scales to make sure they are the proper weight for their class. Volunteers are needed to push the cars on the scales.

THE CORNERS: We need volunteers to assist the SCCA corner-workers at each corner. This is truly where the action is! Working the corners is a fun and action-packed assignment. Each corner throughout the track is manned by 1–2 professional SCCA corner workers. For each corner, we assign a maximum of 2 volunteers to assist the SCCA corner workers. We have many volunteers who return each year and request a specific corner or corner worker. It's amazing how much you can learn while watching skilled drivers go through a corner lap after lap. There is no better way to get closer to the action unless you are actually driving!!

The responsibilities for the corner are: **1.** You are an extra set of eyes and ears for the SCCA corner worker, helping observe the activities on the track. **2.** In the event of an incident, the corner worker may ask you to hold or wave the appropriate flag. **3.** You may be asked to assist with any reporting of an on-track incident.

NOTES: At no time would you go over the wall!

Long pants and closed-toe shoes are required.

Please do not wear colors that would be confused as a flag, for example red or yellow. White or the 48-Hour T-shirt are perfect.

Pit Marshalls: This is a Sunday-only job which starts around 10:00 a.m. with a meeting with the race steward.

This position is needed during the Enduro. Each driver is required to make a 5-minute pit stop during each Enduro. We need at least 12 people to observe the pit stops.

The responsibilities for Pit marshals are: **1.** Observe and report to PCA scrutineer any spilled fuel, etc. **2.** Observe and report any crew member over the wall without proper equipment **3.** Make sure that the maximum number of crew over the wall is not exceeded. **4.** Enforce all rules as instructed by PCA Scrutineers.

NOTES: Long pants and closed-toe shoes are required.

Training will be provided by PCA officials.

Traffic Control: This position is needed to control traffic to allow the racers easy access to the grid before each run and back to their assigned area after the run.

MISCELLANEOUS POSITIONS: We need volunteers to help with the Friday- and Saturday-night activities. This is where we raise the most money for the charities. We need a few other volunteers to take on whatever task that may come up. To Volunteer go to 48hour-satsebring.com. For more information please contact Jerry Daily Poorish993@gmail.com or Mike Mackenzie gmike997@gmail.com.

Sebring AX

By BRIAN WEST

Suncoast Region served up a one-two-three punch during the weekend of September 19-20 at Sebring International Raceway, with a Saturday and Sunday DE, a Saturday Teen Driving School, and a Sunday autocross.

After a day helping to educate teen drivers, the orange cones got stacked and packed from the skid pad area Saturday afternoon, trailered over to the paddock area adjacent to the back straight, and carefully repositioned to help guide eager autocross participants through another inspired Mark Lasota-designed course. A big thank you goes out from the autocrossers to the DE faithful for surrendering a large swath of the popular paddock to allow room for Sunday's event.

Thirty-two drivers were able to record up to nine runs, including several new autocrossers and five 2015 Parade autocross medalists. A few Suncoast veteran autocrossers came dressed to impress in shiny new rides, including Steve Parrish in a sharp 991S, Richard Grist in a heavily modified 981 Cayman S, and Cory Corona in a sleek 987 Cayman S.

Competition was tight on a warm and sunny day, and after all the tire squealing abated and the results were tallied, Dan-

ny Shields came out on top with the fastest time of the day in his blue 986 Boxster S. Cory Corona was right on Danny's heels in second, and Ken Marion was not far behind in third place in his black 996 GT3. Dottie Kidd posted the fastest ladies' Porsche time of the day in her and Steve's 944S2.

Our next event will be the first of two season-ending Porsche vs. BMW challenge autocrosses, and will be held at the Brooksville Tampa Bay Airport on Sunday, November 22nd. The Florida Suncoast BMW Club will be hosting us, and pre-registration on motorsportreg.com is required 10 days prior to the event. Come out and support your marquee; every participant will earn points toward the challenge cup! Please email me with questions or to just to say "hi" at bwfst84@gmail.com. Hope to see you and your Porsche at an event soon!

PCA Autocross 2015 SEBRING

Class	#	Name	Car	9/20/2015 best time	Overall place
Expert	5	Shields, Danny	986 Boxster S	42.895	1
I-2	50	Corona, Cory	987 Cayman S	43.535	2
P-8	60	Marion, Ken	2004 GT3	44.402	3
I-2	32	Sladek, Jerry	997 C2S	45.189	4
.Open-S	221	Vance, Joseph	MX-5	45.702	5
P-5	28	Sumansky, Bill	986 Boxster S	45.709	6
P-6	84	West, Brian	996 C4S	45.989	7
.Open-S	204	Levy, Ben	2006 STI	46.046	8
I-2	25	Byram, Tod	986 Boxster	46.061	9
S-4	678	Drake, Michael	991 C2S	46.258	10
.Open-S	908	Diruzzo, Lauren	2005 WRX STI	46.528	11
BMW	267	Wright, Donald	Z4	47.098	12
P-4	33	Kidd, Steve	944S2	47.200	13
S-4	44	Parrish, Steve	991 C2S	47.464	14
S-2	123	Tamandli, Bob	986 Boxster S	47.485	15
.Open-S	161	Juarbe-Diaz, Soraya	Honda Fit	48.899	16
S-3	9	Riley, Bill	996 C2 Anniv	49.211	17
M-2	61	Grist, Richard	981 Cayman S	49.364	18
S-2	6	Hamill, Maury	981 Boxster	49.543	19
I-2	13	Lasota, Mark	986 Boxster	49.781	20
I-2	55	Fogleman, Ross	987 Cayman S	51.264	21
P-4-L	33	Kidd, Dottie	944S2	51.894	22
.Open-S	1	Pamer, Walter	Mustang	52.191	23
BMW	6	Alessandri, David	435i	52.364	24
S-2-L	42	Carter, Annie	987 Boxster	52.586	25
S-2	71	Frings, Gary	986 Boxster S	52.632	26
.Open-S	21	Pamer, Evan	Mustang	53.406	27
S-2-L	82	Lewis, Tori	986 Boxster S	54.652	28
BMW	723	Martinez, Ray	323is	56.136	29
S-3	14	Morejon, Hector	997 C4S	57.524	30
BMW	12	Alessandri, Peter	135i	59.469	31
S-2-L	4	Hathaway, Valerie	981 Cayman	65.418	32

TAMPA BAY DOWNS

Class	#	Name	Car	best time	place
.Open-R	66	Wright, Paul	2015 Scrap Metal	38.090	1
Expert	5	Shields, Danny	986 Boxster S	39.919	2
M-1	71	Reilly, Will	Cayman S	40.281	3
I-2	50	Corona, Cory	987 Cayman S	40.922	4
P-5	28	Sumansky, Bill	986 Boxster S	41.129	5
P-7	27	Lowrey, Russ	997 C2S Cab	41.460	6
S-2	123	Tamandli, Bob	986 Boxster S	41.636	7
M-2	61	Grist, Richard	981 Cayman S	41.958	8
BMW	90	Cassidy, Bill	328	42.046	9
.Open-S	91	Tang, Peter	FRS	42.152	10
BMW	12	Santiago, Jorge	M4	42.339	11
.Open-R	25	Byram, Tod	MX5	42.382	12
S-3	10	Swope, Russell	996 C2	42.688	13
S-2	129	Fluitsma, Ray	987 Boxster	42.813	14
P-6	84	West, Brian	996 C4S	42.820	15
.Open-S	8	Laggan, Russ	Lotus Elise	42.990	16
P-6	30	Alaisa, Rene	Cayman S	43.264	17
.Open-R	13	Lasota, Mark	MX5	43.359	18
S-5	460	Prince, Travis	991 GT3	43.672	19
I-2	528	Tilton, Russell	986 Boxster S	43.736	20
.Open-S	161	Juarbe-Diaz, Soraya	Honda Fit	43.838	21
I-2	528	Tilton, Brice	986 Boxster S	43.841	22
S-4	99	Santos, Tony	Boxster Spyder	44.232	23
P-5-L	82	Lewis, Tori	986 Boxster S	44.670	24
S-3-L	101	Broadbent, Heather	996 C2	45.300	25
.Open-S	17	Jackson, Dustin	Audi TT RS	45.439	26
.Open-S	7	Bates, Sean	Audi TT RS	45.513	27
S-2	6	Hamill, Maury	987 Boxster	45.539	28
S-2	71	Frings, Gary	986 Boxster S	45.642	29
.Open-R	168	Carr, George Ralph	Dodge Neon	45.777	30
S-2	111	Krekorian, Mark	993 C4S	45.849	31
M-1	171	Medina, Eli	Cayman S	46.125	32
S-2	9	Saubert, Zac	987 Boxster	46.214	33
.Open-S	29	Wojkiewicz, Jason	RX8	46.225	34
P-2	204	Leach, Al	944S	46.360	35
P-4	26	Griffith, Brad	944S2	46.420	36
S-2-L	42	Carter, Annie	987 Boxster	46.504	37
S-2-L	6	Hamill, Heather	987 Boxster	46.863	38
I-1	98	Trainor, Ed	914	46.978	39
.Open-R	142	Hilsenrath, Matt	Dodge Neon	47.095	40
P-6-L	19	Iles, Miel	996 C2 Cab	47.120	41
S-1	1	Thomas, John	986 Boxster	47.813	42
S-2	47	Sippel, Norm	993 C2	48.455	43
S-2-L	412	Grist, Terri	981 Cayman	48.496	44
S-4	278	Vacca, Billy	Boxster Spyder	49.256	45
.Open-S	1738	Skapik, Sean	WRX	49.455	46
BMW	231	Herndon, Steven	Mini	49.664	47
S-2-L	349	Carlisle, Shirl	987 Boxster	55.171	48



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EDITOR'S NOTES



By Norm Sippel

So much going on: Pick and choose from among so many great events. And, I'm only talking about OUR events. Then there are the others. On September 22–25, there were a few: Rennsport Reunion V at Laguna Seca; the SCCA Runoffs at Daytona--Porsches ran in E, & F Production including Sid Collins (Troysport, Orlando) in his 356; the VIR Gold Cup vintage race (a washout from what I hear), where Todd Trefert of Sarasota beat the Mustangs, Corvettes, and Camaros, and more in his Porsche. Next month we have the Classic 24 Hour at Daytona, once again a huge Porsche event. Join us in the Car Corral there on November 14 & 15. Email for details.

We like to cover as broad a spectrum of Suncoast events as possible. In order to do that, I need your help writing articles and taking photos. When sending articles, please remember that we can only fit about 500 words on a page

with one photo. So, please be concise in your writing. When you do send photos, please select the best four or five. We can only use a few photos per article or event. The file size should be no more than 2MB per photo unless it's a "cover" shot. In that case 5MB at 300 dpi is great. Don't forget, the cover shots should be vertical format and colorful.

Speaking of your involvement in Suncoast *Porsche Profile*, let's hear from you, the members. Beginning with the next issue, we are open to letters to the editor. What's on your mind? What would you like to see in *Profile*? What other events would you like Suncoast PCA to put on? What would you like to share about Suncoast PCA? Let us know. Write us at: nsippel@mindspring.com.

Until next time....

Policies & Procedures

- *Porsche Profile* is the official newsletter of the Porsche Club of America Suncoast Region. Alicia Nordquist, Editor, Melissa Schneider, Graphic Artist. No portion of this publication may be duplicated without the written permission of the Suncoast Region Board of Directors.
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 - All submissions are subject to editing for space constraints, style and editorial consistency, and must be accompanied with name and contact phone number. Anonymous submissions will not be published. Photos, articles, letters to the editor are accepted by email to the editor, and by snail mail, returnable only with SAS envelope.
 - Address changes should be submitted to bajamar@aol.com.
 - Subscriptions to non-members are \$24 per year. Contact Larry Mendez, Membership Chair.
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Advertising Deadlines

All submissions, photos, ads, editorial and changes are due by the first of the month prior to the next issue, eg. Feb. 1 for insertion in the March issue.

Contact editor Norm Sippel,
nsippel@mindspring.com
with suggestions, comments, and further information

Porsche Profile is also on
the Suncoast Web site at
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Suncoast Florida PCA's official free classified section

Automobiles

- **1970 RS TRIBUTE 3.2L, 915 5sp.** Ex-Calif. car. Prof'l engine swap, total suspension upgrade by KWM. Built to be a reliable street hot rod and occas. DE car. Contact for pics & specs. Would take 993 Cab as partial trade. \$79,900 rsracing@tampabay.rr.com 727-460-7489 (1015)
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- **2006 CARRERA S CABRIOLET:** 19 inch wheels, new Michelin PS2 Pilot Sport, new headliner, black on black with sports chrono package, red instrument panel and red seat belts, carbon steering wheel, navigation, leather heated seats, garage kept, 52k miles, \$45,000. 2nd owner CPO car. Excellent condition. Call Marcus at 941-330-6073. (715)
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- **2007 PORSCHE GT3 ROLEX.** One of 11 Rolex spec cars built for the 2007 Rolex 24 Hours. Mint: extra wheels, fenders, front spoiler never used. White with yellow accent. In storage 4 years, used as DE subsequent to the 24. Spare RSR motor available, 16 hours. \$100,000. For more information, contact Bruce at 727-470-9080 or bdandrew2@gmail.com. (715)
- **1987 944 TURBO** - 128K+, Cup Wheels, Michelin Pilot Sport Cup (<1K miles), M030 Sway Bars, Oak Green (early 90s 911 color), great track car bones, good street car. Needs steering pump (just went). Reducing to 1 Porsche. Palm Harbor area. \$6100. lammerscj@yahoo.com. (715)

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Inside back cover (7.83" x 10")	\$1,950
Outside back (7.83" x 10")	\$2,300

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