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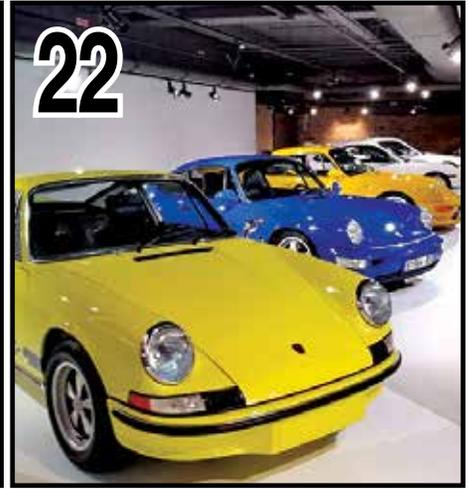
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ON THE COVER

“Contrast” A GT 2 “Tribute” at Zonefest. Photo by Norm Sippel.

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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President's Message



Great events coming up

We have had a very busy spring in the Suncoast Region, and a number of very successful events. Our Autocross program, under the very capable leadership of Brian West, has had many very successful events, and Brian also ran the autocross at Zonefest over Memorial Day weekend, which had participants from all regions in Zone 12, and some guests from outside our zone. Our Driver's Education program is going well with many exciting changes introduced by Amy Riches, significantly improving what was already a very solid program. Our social events were very well attended, and we even had an overflow social at Sharky's in Venice. We thank Hans and LaDonna Krenz for planning and hosting this event.

The point of all of this is that we have events of all types, appealing to not only the track junkies among us, but those of us who want concours events, such as at Zonefest, and members who want rallies, or tours, and of course, social events. If there is a type of event we don't offer, or don't offer enough of to suit your preferences, it might mean that we really need YOUR help in producing and running that event. If you have experience or expertise in one of these areas, or if you just have a strong interest in a particular type of event, let

me know about it, or if you like, come to one of our Board meetings and discuss it with the Board. As you should know, Board meetings are open to all members: I do ask that you let me know that you are coming, and if you want to discuss something in particular, let me know that as well so that it may be added to the agenda.

Your Board of Directors consists of people from all walks of life, various ages, men and women, and with a variety of interests. What is consistent among them is that they are young at heart, are flexible, and certainly welcome positive change, and want to keep the club moving forward. Just as Porsche keeps producing more and better cars, we want to keep pace with that by offering more and better events to our members.

As we move into summer, we traditionally have fewer events: For driving events, it is brutally hot at Sebring and on any of the autocross tracks, and for other events, many of our members head up north to cooler weather. We do have a few events, so keep an eye on our website, suncoastpca.org and this edition of the Profile.

Enjoy your summer. We combine the July and August issues of the Profile, so we will be back with you in September!



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IN THE CORNERS

By MISSY TEASLEY

Summer is here. The warm days turned into hot days with afternoon thunder showers. We watch the weather forecast and we know it may be right or it may be wrong. It's just how it is this time of year. The afternoon showers help to cool the area somewhat and water our lawns and gardens. A good thing...

A great time was had by all at the Bert Smith Poker Run. It was a great ride, good food with entertainment, prizes for the best hand. There were prizes for the winning ticket and, to top off the day, the ice cream truck. Walking around and looking at the "toys" was just a lot of fun and we thank Bert Smith for putting this together for us and the Ottos for letting us enjoy their beautiful area for this event. As I look at the calendar of things to do, I acknowledge with a smile that we are graciously entertained by the dealers in our area. We very much appreciate and enjoy the effort and the socials put together for us the Suncoast PCA members.

We tend to slow down a bit this time of year because of the heat; however, we do have many things planned or are in the planning stage. Always a good idea to check the website from time to time to see what has been added and what has been filled. Suncoastpca.org is the site for what is happening.

July 20th is "Date your Porsche" night at Salt Rock Grille in Indian Shores. Come meet and visit with old friends and meet a new friend or two. We gather starting at 6:00 p.m. for those that want to come early. Come

casual from home or work. RSVP missyteasley@aol.com and please indicate the approximate time you plan to arrive, 6:00 – 6:30 or 7:00 p.m. (A request from the folks at Salt Rock Grille for staffing.) For menu selections go to www.saltrockgrille.com.

August 6th, Saturday, at 4:00 p.m., Bar BQ for all at Mike Kwasin's home in Tampa. Bring a dish to share. Your choice; make anything you want to bring and see what others choose to bring too. Always a fun time to see how many dishes are duplicated and what is new for the table. The pool will be opened and kids are welcome for this day of food, visiting, and fun. Check the website for more information and sign up with clubregistration.net. This is space limited and you must receive a confirmation from clubregistration.net to attend.

August 17th Social at Bert Smith Dealership. Come in where it's cool and enjoy the evening with other club members. Space is limited. To register go to clubregistration.net. Registration opens July 8th and closes when filled or on August 14th. You must be registered and confirmed to attend.

If you have a recommendation for a restaurant for our "Date your Porsche" nights, please let me know. We are going to have to find a replacement for The Colonnade--sad but true. Any and all suggestions will be appreciated for restaurants or anything that you might think club members would enjoy. Email me at missyteasley@aol.com with your ideas.

SCHEDULE OF EVENTS

2016

- **Aug. 6:** Mid-Summer BBQ at Mike Kwasin's. RSVP to missyteasley@aol.com
- **Aug. 17:** Bert Smith Social.
Register at: clubregistration.net
You must receive a confirmation to attend.
- **Aug. 21:** AX at Sarasota Technical College - Non-points event
- **Sept. 17-18:** Driver's Education, Sebring
- **Sept. 18:** AX, Sebring
- **Oct. 9:** AX, T.B. Downs Ladies Day
- **Oct. 16-20:** The Fall Tour, GA, NC, TN*
- **Nov. 13:** Brooksville Porsche BMW Challenge event #1, put on by BMW FSC
- **Nov. 18-20:** Driver's Education, Sebring
- **Dec. 4:** Annual Suncoast PCA Gala, Sarasota Yacht Club.
- **Dec. 1-4:** The Classic 12 Hours of Sebring, Pistons and Props*
- **Dec. 11:** Brooksville Airport Porsche BMW Challenge event #2

*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

Driving events slow as well, due to the heat but some are scheduled, such as August 21st AX at Sarasota Tech College; September 17 – 18 Driver's Education, at Sebring.

Stay cool, check the website often, and enjoy all that life has to offer. The quickest way to double your money is to fold it and put it back in your pocket. That, my friend, is easier said than done. Do your best.

~Missy

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The Membership Starting Line

By LARRY MENDEZ
Membership Chair

It feels good to know that the heat of summer is half over and we will be getting back to an eventful fall and winter season. Once again, Mike Kwasin is kind enough to offer his house for two functions this year. The Bar-B-Q in August and a wine tasting fund raiser, Ready for Life. Keep your eyes out for articles related to this November event, as it's one you don't want to miss!

Porsches are the common denominator which brings us together as a club but it really is the people that make our chapter so special. We have our Driver Education, Autocross, and rally events that allow us to exercise our cars as they should be driven. At DE events we typically have free beer and

pizza the night before which has really grown in popularity. It gives the newcomers a chance to meet and greet in order to find out what to expect the next day. The simple answer is "the most fun you have ever had with your car"! Our local dealerships have become very involved with our Autocross groups in addition to providing events at their places of business.

What you don't hear about enough is all the fund raising throughout the year by the club and outside of the club. All Children's Hospital, Ronald MacDonald House, and new for the last couple of years, Ready for Life are a few that we support. We are always looking for volunteers, so please contact any board member and see how you can get involved.

Welcome Our Newest Members for July and August

Dewey Bracy	Tampa	2015 Cayman Silver
Rocky Burke	Sarasota	2003 911 Carrera 4S
Ross Crosby	Tampa	2000 911 Carrera 4
Warren Eisenhower	St Petersburg	2008 Cayman S
Neil Jacques	Palmetto	2000 Carrera 4
Jamie Knupp	Tampa	2014 Cayman S Race
Todd Lindsey	Tampa	2016 Cayman GT4
Michael Macoubrie	Tampa	2016 Cayman GTS
Kenneth Ouellette	Tarpon Springs	2013 911 Carrera S
Edward Page	Tampa	2008 911 Carrera
Rob Plainte	Sarasota	2006 911 Carrera S
Nick Ribaldo	Sarasota	2002 911 Targa
Sheldon & Janene Silver	St Petersburg	2015 911 Carrera
Charles Van Sistine	Riverview	2006 Cayman S
Aaron Watanabe	Sarasota	2002 Boxster S
Tom Wilson	Lakeland	2015 911 Carrera
Allen Armatis	Venice	2015 911 Carrera S
Larry Bishop	Lakewood Ranch	2015 Cayman S
Bill & Terrie Byrne	Clearwater	2017 911 Carrera

Jai Cho	Tampa	2017 911 Carrera
Dawn Fox	Oldsmar	2000 Boxster
Rainer Fruechticht	North Venice	2016 Boxster GTS
Greg Kasel	Madeira Beach	2008 911 Carrera S
Robert King	Lithia	2015 Macan S
Theodore McMullan	Sarasota	2000 Boxster
Julie Nielsen	Tampa	2016 Cayenne S
Sharfaraz Patel	Bradenton	2016 Macan S
Vince Pavese	Tampa	2015 Macan S
Heather Perez	Lithia	2016 Cayenne
Stephen Saft	Tampa	2014 911 Carrera
Per Samuelsson	Stockholm	2007 911 GT3
Kathy Servidio	Sarasota	2014 911 Carrera
Lisa Spralding	Tampa	2016 Cayenne
Sven Teuber	Dunedin	2016 Cayman S
Steve Urquhart	Tampa	2017 911 Carrera
Michael Willey	Palm Harbor	2006 Cayman S
Jay Wolf	St.Petersburg	2002 Boxster S

Suncoast PCA Member Anniversaries

5th Year Anniversary

E. P. Leader & Marcy Barrick
Kenneth & Mardale Gustke
Richard L. Hoskins
Tom T. John
Steven St John
Todd & Eva Treffert
John D. Tynefield
Mark & Leslie Urso

10th Year Anniversary

Charles & Susan Barnett
Peter J. Vosotas
Robert Jeffery & Sally Zimny

15th Year Anniversary

Daniel & Gail Beese
Russell & Diane Lee
Jack B. Winters

30 Year Anniversary

Craig & Larry Langway



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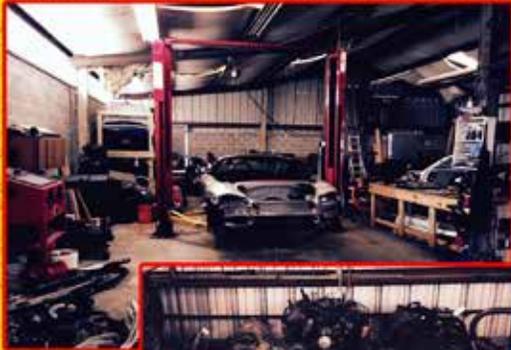
“Date Your Porsche Night” at Sharky’s in Venice

By HANS-JOACHIM KENZ

On May 18, the Suncoast PCA “Date Your Porsche” event moved south--to Venice Beach. Club members and guests dined in our reserved “pavilion” at Sharky’s, and, of course, enjoyed a favorite beverage as well. As expected, the weather cooperated with moderate temperatures and a pleasant breeze off the Gulf. Regrettably, Jimmy Buffett was unable to join us due to a prior engagement (Maybe next time, Jimmy!), but for some members, the girls’ beach volleyball team practice right next to our dining area provided alternative entertainment. This event may possibly become an annual May outing for the Suncoast Porsche socializers, so members who missed out this year may get more opportunities to enjoy this great beach venue in the future.



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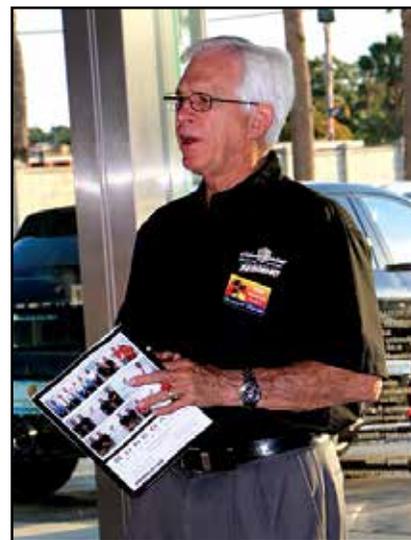
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June Suncoast Porsche Social

By NORM SIPPEL

On June 15, Suncoast Porsche in Sarasota hosted a social at which Mike McKenzie presented General Manager, Mark Cobb with a supply of the “Wrapped” special *Profile* issue for the dealership. Mark was gracious in welcoming us to their dealership.

We were also treated to a talk on tires and tire care by Chris Welty, Ultra-High Performance Tire Education, Marketing and Training Specialist at Bridgestone America Tire Operations, LLC. One lucky attendee won a digital tire pressure gauge courtesy of Bridgestone.

Our thanks to Suncoast Porsche for their hospitality and continuing support of Suncoast Region PCA.



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Zonefest 2016 Experience for a Newbie

By PENNY SIPPEL

As a first-timer at this “mini-Parade” weekend, as described by the representatives, at Sebring on Memorial Day weekend, I was apprehensive, and expected it would be the usual Porsche event with stuff to do with all the Porsche aficionados, but nothing too exciting for the spouses. Was I ever surprised! First of all, we checked into the Chateau Elan and were greeted by the Kidds—Steve & Dottie, the hosts and organizers for the weekend. Norm then rushed to wash off the dirt & bugs collected in our 2+ hour drive getting there while I oversaw his actions. (Pen actually helped dry the Targa. Shocking for a Greek American Princess!—Ed.) Immediately, we met some couples—many were also “first timers”—and made plans to go to a highly

recommended restaurant in the area called “The Cowpoke’s Watering Hole.” It was good grub. That evening we all hung out at the Hospitality Suite where lots of drinks and snacks were enjoyed.

We planned to participate in everything the weekend offered, much to my chagrin: the concours, the gimmick rally, and the autocross—all of which were brand new to me. The concours “staging” started early Saturday a.m. While I relaxed in the room, Norm wiped and fussed with the Porsche before the judging began. This was a very social time for me, as we all admired and checked out the other cars entered in the competition as we met a few more new people. Awards were to be presented at the final dinner.

After a nice lunch at the Chateau, we set off for the gimmick rally—also our first. I had great trepidation about this as when we were first married we did a few TSD rallies. While we never came to blows, we knew we couldn’t continue to do them if our marriage was to survive as it has for 49 years. (Ed. Note: Pen was always spot-on with how many seconds we were off our time, but couldn’t quickly tell me if we were fast or slow!) We were assured it was only for FUN, no pressure. But tell that to my competitive husband! (Moi? —Ed.) He was serious about this rally. Unfortunately, our LED odometer is dim and hard to read, which made it a challenge to follow the route. We did complete it, some-





times following a Porsche ahead, sometimes losing a Porsche behind! And, we only raised our voices once during the drive—a far cry from 49 years ago. Then back to the Hospitality Suite to join the others to turn in our answers and photo identifications and share our experience. People actually got more than 3 of 12 photos! Wow! The dinner was a delicious buffet with shrimp and prime rib with lots of veggies and salad, followed by the raffle drawings assisted by Olivia and Megan West.



Sunday morning was prep and tech time for the autocross, which was beautifully prepared and run by our own Brian West. There were 78 cars entered, so Brian had his hands full to keep everything moving along smoothly—and he did. Lunch was a cookout by Chef Paul right at the track



of pulled pork, hot dogs, soda, watermelon, and ice cream for all! That afternoon included a tour of the Renzetti private car collection that some enjoyed while we attended a seminar on website design and creation and social media put on by Don Roof from PCA.

The banquet in the evening was a sit-down event followed by the awards and more raffle prizes. Since we hardly ever win anything, I was shocked when we won a few nice items—including some fine wine donated by Klotz Racing, a Porsche Cayenne cover for the Cayenne we don't have, and some Brumos goodies. Even more shocking to Norm was a 2nd in class at the Autocross. For all who still had energy, we moved back to the Hospitality Suite for more drinks and tidbits, and chit chat.

Monday was departure day as we bid farewell to old friends and new friends. Everyone had as much fun as we did, and we were home in about 2 hours—an effortless short drive. A perfect holiday weekend.





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Salvadoran Autocross. Or, Hog Wild in El Salvador!

By GEORGE RALPH and ALBERT CARR

Membership in PCA and participation in its events can lead to opportunities to go places you would never dream of going and doing things that you would never dream of doing. This was never more true than on April 28 when your Spanish-Speaking Rednecks, George Ralph and Albert Carr, traveled to El Salvador to assist the Porsche Club of El Salvador in organizing their inaugural autocross. The seeds of this little adventure were sown when Carlos Panama, Porsche Club of El Salvador president, attended the autocross at Full Throttle Speedway this year. He was so impressed by the superb organization and running of the event by competition chairman, Brian West, that he approached Brian to go to El Salvador and run an autocross.

Brian was not available to go, and referred Carlos to former-competition chairman George Ralph Carr. George Ralph, Alicia, and Albert Carr met with Carlos to plan the trip over dinner at The Colonnade. Carlos, who is a part-time Tampa resident, drove up in a delightfully original 1965 356SC Roadster, which his father had bought new. Practically the next day, we heard on AM Tampa Bay that The Colonnade had closed forever. Too Bad!! A few weeks later, we got word that the trip was a GO!

On Thursday, April 28, after a couple of pleasant Delta flights, we arrived in El Salvador and met with Carlos around midday. After a quick lunch, we went straight to the track, Autodromo El Jabali (Wild Hog Autodrome). This is a challenging track with tight turns through the woods, downhill straights, and fast sweepers, not your grandma's parking lot!! Oh to have this facility in Florida. Oh s---! How are we going to make it safe for an autocross? Normally, we would orient ourselves by driving slowly around the track, but it was full of DUMP TRUCKS. Yes, large stretches and some of the turns were being repaved. Time to go home? Nope, the track manager assured us that the track would be ready on Friday night before the Saturday autocross. On Friday, we went

to the track with Carlos's brother, Gabriel, and set to work designing a course on parts of the track that weren't being repaved. We set up slaloms, offset gates, and boxes going into the faster turns. When we left in the afternoon, there was still a lot of track to pave, but all we could do was go out, have some pupusas, and hope for the best. Before you let your imagination go wild, a pupusa is a traditional dish!

We arrived Saturday morning to a freshly paved track, and were greeted by all the corner workers and timers. That's right, CORNER WORKERS at an autocross!!! We're in heaven!!! To be honest, when we explained to them that we were going to take a perfectly good track and put cones on it, they looked at us like we had two heads. After we took the workers out and explained the course, they understood and seemed eager to get started. The drivers arrived with some very new Porsches, 911s Caymans, and Macans. Oh My! They were eager to get started and, truth be told, we were too! But first, tech, registration, and the drivers' meeting. "Come on lets Go already"!! Finally, it was time to drive! I think we all had a few butterflies, after all, they had never autocrossed and we had never set one up on a racetrack! After we got the first few runs through, we all relaxed a bit and the event went on swimmingly. By lunchtime everyone was comparing times, talking trash, and making excuses. It's funny how some aspects of autocross are universal! After the drivers all took seven runs on the 2-minute course, it was time for trophies and champagne! Oh and by the way, we sold a red 2016 911 Carrera S, which is oddly not the first time we set up an autocross that resulted in a new car being sold! All that was left to do now was to say our goodbyes and fly home! This was an excellent opportunity and we would like to thank Carlos and his lovely wife, Miriam, beautiful daughter, Camila, and brother, Gabriel, for their gracious hospitality, and also the members of the club and the Porsche dealer in San Salvador. We would also like to thank the corner workers, timers, and track staff for all their hard work!



Porsche Experience Center, Atlanta

By TERRY L. RICHARD

For our wedding anniversary this past May, we drove to Atlanta to try the Porsche experience. We made reservations to drive a couple cars, have lunch, and drive the simulators. Pamela selected to drive a 2016 Boxster S and I chose a 2017 Porsche 911 Carrera S. We were both a little nervous about driving new cars on a test track, even though you are assigned your own personal driving instructor, so we opted to pay the extra \$50 which reduces the deductible from \$10,000 down to \$2,000.

The Porsche Experience Center is located just off Interstate 75 at the Atlanta Airport. You can see the Porsche sign from the interstate. The center has 6 courses, the Off Road, which we didn't get to try, the Low Friction Handling track which is just all curves, the Low Friction Circle which is a large polished concrete area that is wet, the Dynamics Area, the Kick Plate area which is a polished concrete area that is wet and which "kicks" the back wheels to the left or right, and the Handling Circuit which is a 1-mile road course.

Our reservations were for Friday, and we arrived about an hour before our experience was supposed to start. We checked in at the gate and were given visitor badges and directed where to park. Once inside the building, we were directed over to the Porsche Experience desk and signed waivers and exchanged our visitor badges for ones that had the cars we had selected to drive. About 10 minutes before we met our instructors (Tyler and Gus), we went back into a briefing room where they explained the track and the various courses. From there, we went down to our cars. The instructors gave a general briefing about the

cars and about passing on the handling circuit, and then it was time to drive!

We started out on the handling circuit and then moved through all the other courses doing the ones that had less vehicles waiting. They allowed up to 16 vehicles on the track at a time, but it didn't seem busy at all. Each session lasts 1.5 hours, and we had plenty of time to do everything at least a dozen times or more. All of the courses were fun; we especially liked the Kick Plate and the Low Friction Circle. The Kick Plate is a very slick surface almost like ice. You go over the Kick Plate at 25 to 30 mph and it kicks your back wheels left or right and then you have to try and correct! A few times I wasn't fast enough and did about 6 circles before I got the car stopped. The Low Friction Circle is polished concrete that is sprayed with water. The object was to "drift" the car around the circle without spinning out. I got the hang of it toward the end, but it was very challenging. The other courses were fun too but I think we liked these two the most, because they were more difficult and more of a surprise on what the car would do.

After our time was up, we went and parked the cars and said good-bye to our instructors who were great though the whole experience! It was lunchtime and we had a reservation, so we made our way up to the 356 Restaurant and had a fabulous lunch. After lunch, we walked around for a while and looked at the cars that were on display and in the Porsche Heritage Center, and then went into the retail shop and looked all the goodies.

For the last part of the experience, we booked 60 minutes in the simulator lab. The room has 6 simulators and

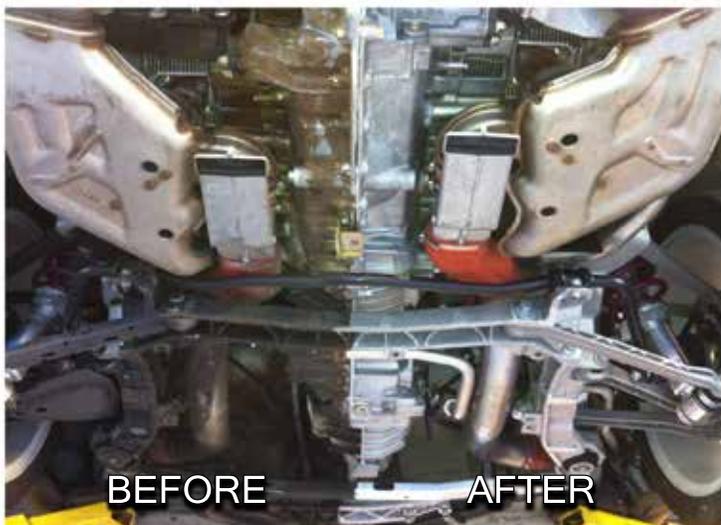


two people working the main computer to set up the cars and the tracks you choose. You wear headphones and are wedged in the cockpit and become totally immersed in the driving experience. You can pick different tracks and cars. Not only do you get to drive all the different Porsche vehicles, when you crash, you just go on like nothing ever happened, it was great.

Overall the Porsche Experience was great and we would recommend it to anyone who wants to try something new. You can find out more about the Porsche Experience Center, Atlanta, at www.porschedriving.com/centers/Atlanta. We may try and get a group together next year if anyone is interested; they should email Pamela at parichard981@gmail.com.

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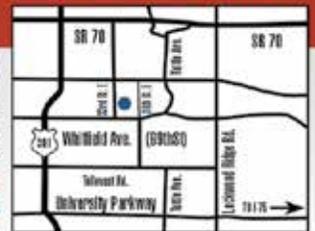
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May AX at Zonefest

By BRIAN WEST

After a competitive Saturday of Concours showing on the Chateau Elan lawn, rallying through the back roads of central Florida, and answering technical quiz questions in the hospital-ity suite, Zonefest participants awoke early Sunday and headed to the skidpad at the Sebring International Speedway for a day of spirited driving. There were 71 drivers, split into three run groups, that completed up to four runs at one of the biggest Suncoast autocross events in recent memory.

Mark Lasota set up a course that made efficient use of the driving area, incorporating three tight hair-pin turns, a fast wal-lom, and a lap around the slippery skidpad circle. Patience and setup for the abrupt bends was crucial to posting a fast time. Several of the best drivers commented on their downshift to first gear to keep up their torque at low speeds, which is somewhat uncommon for an autocross.

Zone 12'ers also brought out some serious Porsche eye candy to this event, ranging from Mike Kwasin's beautifully preserved 912, to Al Leach's workhorse 944S, to Norm and Penny Sippel's gorgeous white 993 Targa, and all the way to the modern 981 Boxster of Mark Krekorian, 991 GT3 of Carmen Devito, and GT4 of Bob and Bobby Valera. Our members showed us that these cars are not only beautiful to behold, they also mean business on the skidpad.

Run times appeared to improve as the day progressed. Driving in the final run group, Cory Corona not only posted the fastest time of the day in his Improved black Cayman S on sticky rubber, he achieved a feat that is really impressive, especially given the Zone 12 talent on display – each of his four runs beat every other run by every other competitor for the entire day! Michael Drake posted the second fastest best time in his Stock gray 991S, and Brice Tilton was close behind in third place in his Improved silver 986 Boxster S that he shares with his father Russ.

Although we are taking a summer break in June and July, we will be back autocrossing again on August 21st at the Sarasota Technical College for our autocross school. We are trying something new for our members by offering a free event aimed at building the high-performance driving skills of rookie autocrossers. Read more about it in the autocross advertisement in this edition of *Porsche Profile*, or on our web site suncoastpca.org. Please feel free to email questions to me at bwfst84@gmail.com. I look forward to seeing you and your Porsche at an event soon!

Class	#	Name	5/29/2016 best time	Overall place
I02	15	Corona, Cory	39.251	1
S4	28	Drake, Michael	40.212	2
I02	81	Tilton, Brice	40.420	3
X	3	Byron, Tod	40.728	4
I02	25	Sladek, Jerry	41.055	5
S2	56	Shields, Dan	41.107	6
S5	122	Devito, Carmen	41.170	7
I02	75	Kring, Tom	41.295	8
I02	82	Tilton, Russell	41.590	9
X	71	Lawson, Johnathan	41.629	10
P5	23	Collins, Ian	41.723	11
P5	24	Oconnell, John	41.860	12
P8	205	Varela, Bobby	41.863	13
I02	121	West, Brian	41.935	14
X	78	Baird, Kevin	42.206	15
S4	27	Parrish, Steve	42.341	16
S4	42	Karnap, Russ	42.396	17
P5	14	Oconnell, David	42.426	18
X	216	Rath, Bob	42.505	19
P8	123	Saxton, Danny	42.819	20
P8	105	Varela, Bob	42.826	21
P6	155	Shap, Steve	43.059	22
P4	200	Kidd, Steve	43.091	23
S3	136	Riley, Bill	43.362	24
S4	118	Doyle, dan	43.483	25
S3	22	Fluitsma, Ray	43.663	26
P5	51	Dailey, Ron	43.726	27
S4	126	Kohly, Ed	43.816	28
S2	149	Krekorian, Mark	44.071	29
X	53	Osipov, Eric	44.182	30
X	72	Juarbe-Diaz, Soraya	44.318	31
S3	117	Jankovsky, William	44.411	32
P5	35	Brushaber, Darryl	44.494	33
P4L	12	Walters, Julia	44.735	34
P5	52	Brown, Michael	44.910	35
X	73	Cruz, Brandon	44.946	36
I02	120	Lindenmuth, Wally	44.989	37
S3	127	Marcus, Jeff	45.369	38
S2	106	Larsen, Bjorn	45.503	39
S3	146	OBryan, Les	45.607	40
S4	145	Peerson, Allen	45.665	41
S3L	21	Carter, Annie	45.719	42
S3	148	Massey, Michael	45.812	43
XL	54	Rossi, Angela	46.006	44
S2	60	Brownfield, Jonathan	46.046	45
P2	18	Leach, Al	46.347	46
S3	137	Muniz, Juan Carlos	46.355	47
X	10	Stammer, James	46.702	48
S2	144	Ramgoolam, Neil	46.717	49
S5L	233	Raben, Peggy	46.784	50
XL	57	Pokost, Kim	46.810	51
S3L	111	Ditrichs,Carolynn	46.828	52
X	171	Ditrichs, Damon	46.829	53
P2	17	Williamson, Steve	47.033	54
P5	147	Sippel, Norm	47.261	55
P1	175	Kwasin, Mike	47.803	56
P8L	31	Bolles, Becky	48.026	57
S1	113	Everhart, Wilbert	48.029	58
X	108	Halverson, Greg	48.102	59
X	20	Soriano, Raul	48.120	60
S3	104	Wilson, Robert	48.984	61
S1	150	Fabel, Roger	49.129	62
S2L	70	Sikorski, Leslie	50.210	63
S5	41	Maguire, Edward	50.467	64
S2L	232	Shook, Beverly	51.014	65
S3L	237	Muniz, Alisa	51.456	66
S1	124	Olliviere, Peter	51.638	67
S3L	227	Marcus, Beverly	58.098	68
S3L	248	Massey, Nanci	61.484	69
S1	125	Gutierrez, Nilo	62.636	70
S3L	204	Wilson, Christa	66.171	71

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By BOBBY VALERA

In light of today's recent explosion of classic European car restorations, I feel it will be informative to share the importance of having a Pre-Purchase Inspection (PPI) performed before purchasing a classic car, any used car, or even certified pre-owned cars for that matter. I'll touch on areas of concern like paint and body, engine, performance and preservation.

In this case, we will use the ever popular and iconic Porsche 911 as an example. Recently, a 1973 911 2.7 Carrera RS, sold at an RM Paris auction for €610,400. Classic Porsche 911 resale values have reached all-time highs, with very pricey figures within the classic cars market despite our country's recent recession. Some may even suggest the 911 is recession proof! Regardless, the attraction to find an older 911 and restore it to original factory condition or make an "outlaw" out of it has become increasingly popular. The likes of Magnus Walker and Singer Vehicle Design, to name a few, have helped catapult the old-school 911s to unknown territories. This is great for Porsche classic car purveyors and independent shops. The attraction toward all models of 911s; late '60s, '70s, '80s, or even current models no longer make a difference. They have all become just as popular. Coupe, Cabriolet, Targa or Turbo --the demand is endless, and the values just keep climbing.

911 Car Values

The 911 car values have been rising exponentially in the last years; especially the classic air-cooled Porsche 911s. A 1988 911 Coupe valued at \$18k 24-months ago can fetch as much as \$40k or more today. That's close to what they were valued at when they were new! Even the "less desirable" 911SC 3.0 models have risen in value. The once not-so-popular model of the 911 family is now just as popular as the rest of the 911 lineup.

Things to look for when searching for an early Porsche 911

Oil leaks, accident repairs, rust and corrosion in some key areas are important to pay attention to. For example, acid from the battery often leaks out and eats the metal away under the battery tray around the fuel tank. Underneath the battery tray is the left front of the chassis, where the control arm mounts to the frame. If corrosion is severe enough, it can affect handling, safety, and alignment specs. Rust and corrosion can also accumulate under the front windshield on both the driver and passenger sides. A well-performed PPI at a qualified Porsche shop will easily identify these pitfalls.

Continued on next page

Classic cars

From page 27

Paint and Body

Most classic cars have had some kind of re-paint or body repair. This is where a paint meter comes into play. This tool can be purchased for ~ \$350 online. Some new cars have plastic front fenders which the paint meter cannot read, but not with Porsches. Finding deviations in the thickness levels of paint can indicate presence of non-original paint work or replaced body parts. Most painted surfaces measure between 3.5 to 5 mil. A mil is equal to .001 inch or .0254 millimeter. If the paint thickness is less than usual, then it may be an indication a panel was replaced and is not original factory paint. If the paint thickness reads thicker than usual, then it probably has body filler on it. If non-original paint work is found, a paint line can usually be found as well. Depending on the quality of the re-paint and bodywork, the vehicle's value can be adversely affected, often by thousands of dollars. In most cases, if a buyer is looking for a vehicle in near-showroom condition (i.e. a "garage queen"), but non-original paint work is found during the PPI, the inspection will likely stop and the potential buyer may pass on purchasing the vehicle. That's because a full body re-paint can cost between \$7k to \$15k to correctly fix any paint work issues.

Also look for body panel line up. You can run your fingers down the creases between two panels and feel if it is smooth and consistent, or if there is a gap or unevenness. This may mean the panel had been replaced and the body no longer lines up due to structural damage or poor craftsmanship.

Engine

The engine is one of the main areas of concern when seeking out a classic. How much fluid is leaking? Has it been maintained well, and are there any records showing that proper maintenance has been performed? It is hard to get records with a classic car, but if you are lucky enough and records do exist, it will assist you with assessing the value as well. Mechanical issues in classic air-cooled engines are not as prevalent as their water-cooled successors we see today. The valve guides and seals are sometimes an issue in the late '80s 3.2-liter engines. The 3.2-liter flat-6 engine produced in the '80s was, and still is, one of Porsche's most reliable and bulletproof engines ever built to this day. It's not uncommon to see over 175,000 miles on a 1978-89 911 engine. The 1974-77 engines are clearly the most unreliable of the group. They have major design flaws that need to be addressed and repaired in order to become reliable and long-lasting. A properly repaired and maintained 2.7-liter engine should be able to last as long as its 1978-89 predecessors. However, it is very rare to find a stock 2.7-liter engine with over 100,000 miles that has not been rebuilt. The 2.7-liter engines suffered from a variety of problems: worn

valve guides, pulled head studs, weak cases, and overheating problems caused by poorly designed thermal reactors used on the exhaust system.

A cylinder/compression leak-down test is highly recommended when having a PPI performed by a qualified shop. This will give an indication of the health of the internal parts of the engine without an engine tear down. This will be an additional cost on top of the PPI, but worth it. A potential buyer should expect to pay anywhere from \$174-\$500 depending on the level of inspection requested. Despite the up-front costs, engine issues found during PPI's will save you big money down the road. Be aware that an engine rebuilt for a late '70s or '80s 911 can cost as much as \$15k depending on the severity of its condition and engine displacement!

Preservation

Sun and rain are not friendly on painted surfaces or rubber. Using good quality waxes and pads will ensure paint longevity. Having the necessary garage space for your car is a must, and having a temperature regulated garage would be even better. Using tire cradles to maintain the shape of tires while the car is being stored will help prevent flat-spotting. Many aftermarket suppliers and independents offer these helpful products. Good waxes and CLEAN car covers also do their part in protecting painted surfaces. These are just a few simple ways to help preserve your classic. Another method to help preserve your beautiful paint job is to use a leaf blower to dry your car. This will help minimize scratches and swirls. (Ed.: I have dried my cars like this for years. Many of you have seen the condition of our paint. That speaks to the value of this method.)

Performance

Performance upgrade options have not changed much. It is still popular to change certain items on your car to increase horsepower and performance. The first items we all usually seek when looking for this additional power and performance are exhausts, intakes, camshafts, superchargers, turbochargers, software or chips, suspension and big brake kits. These and other enhancements can all be purchased and installed from many different shops across the country. But be sure to look for a qualified independent shop with many years of experience on Porsches. A subpar shop will create costly headaches.

Final Thought...

In short, Pre-Purchase Inspections are must-haves to ensure your money is spent wisely so you don't end up over-extended with a car that is not worth what you had paid for. Happy classic Porsche hunting!

(Ed. Note: Advertisers are urged to write for Suncoast Porsche Profile. Our readers want your expertise. Bobby Varela is with Foreign Affairs Motorsport, an independent shop in Pompano Beach founded in 1978 and is a regular advertiser in Profile.)

SOLOMON'S CASTLE TOUR

By GARY FRINGS

On June 11, 2016, the Suncoast Region hosted a Porsche tour to Solomon's Castle in the very small town of Ona in Hardee County, Florida. There is a much larger castle up the road in a place called the "Magic Kingdom," but that is not what this tour was all about!

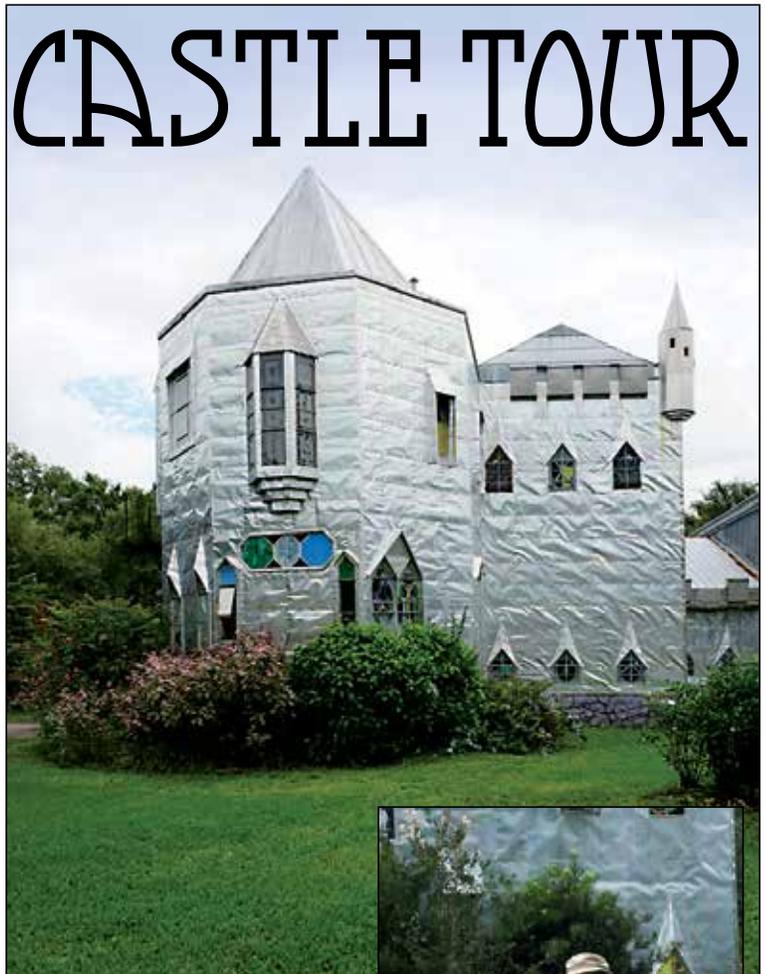
Thirty-one Porsche people and their cars caravanned the 40 miles on a beautiful sunny Florida morning. It must be said that even though we have made numerous tours to interesting places, it is always quite a sight to see so many beautiful Porsches rolling over the countryside in a line. That sight (even after 40 years) in my rear-view mirror still takes my breath away.

Upon arriving at our destination we are surrounded by woods with nothing in sight except the parking lot and a path leading somewhere. All of a sudden, around a bend of the path, there comes into sight the spires of a very shiny, bright and sizable (but not big) castle. It is being guarded at the front door by two knights: one white, one black. There is a large boat in a moat which doubles as a restaurant (with very good food which we all enjoyed).

We are split up into smaller groups with each group having their own guide through the various rooms.

It becomes quite clear after a while that the guides revel in describing our surroundings using more puns than I have ever heard in such a short period of time! Cute!

While there are few paintings in the castle, there are numerous faux paintings made of wood, metal, and other materials. Stylized airplanes, trains, cars and many other things are on display. The amount of "art" on display was prodigious and it was all created by one person—Howard Solomon. He is a Russian émigré who came to this country by way of the Bahamas in the 1970s. He bought the land on which the castle resides and started "creating." He could be considered to be a bit eccentric



(from a whimsical perspective) but also an artist, engineer, and philosopher as well as a gentleman.

It was a tour worth being a part of.



AX

Would you like to drive your Porsche to the limit, without worrying about other cars, guard rails, or law enforcement? Do you have the desire to drive in competition, without the expense of wheel-to-wheel racing?

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- August 21 @ Sarasota Technical College
- September 18, Sebring
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EDITOR'S NOTES

By Norm Sippel

Summer is upon us with the three H's. Thank goodness for modern air conditioning in our Porsches.

Memorial Day weekend marked the beginning of summer. This year, however, Memorial Day weekend marked the return of "Zonefest" to PCA Zone 12. Having missed the last one that was held in Mt. Dora, we thought that this would be a good time to try out the Targa at a Zonewide Concours and Autocross, as well as meet more active Porsche owners.

Well, it didn't disappoint. Because of a busy work schedule, we stepped down to the "Wash and Shine" Concours level. Just not enough time to prep the Targa for a full Concours. Perhaps in the future.

From the time we arrived with the first stop being the wash station which had three hoses, buckets, and my favorite car wash soap, it was—get to meet new people. From southeast Florida to the Panhandle, there were wonderful Porsche owners in attendance. Each day we got to know at least two new couples pretty well. As they say, "It's about the people."

As for activities, it was nonstop. Beginning Friday with car cleanup, then settle in to the rooms at Chateau Elan, off to dinner with a couple we met while washing cars, back to the hotel for classes on Concours basics, Rally basics, and then some time at the Hospitality Suite.

Saturday: Out at first light of day to clean off the heavy dew and bugs. I didn't bring the car cover and made the mistake of parking near a row of bushes. Hundreds of black bugs from the bushes drowned in the dew on the nose of the Targa. Might as well have not bothered to wash it Friday. Once cleaned up, off and around through the entrance to the track to the Concours staging area. More last minute cleaning and

finally, "polish cloths down." Once judged, time to admire the other cars and tractor. A not-so-quick lunch followed by get in the cars to start the Rally. Great ride. Tough reading the LED odometer on the Targa though. Not exactly like black digits on a white background. Followed route from Sebring into Lake Wales before heading back south over a hill that gave a great (for Florida) long view to the southwest. Ultimately back to Chateau Elan and finalize the Rally answers. Only 3 of 12 pictures were we able to identify? That won't do it. And, of course it didn't. Then quickly change to head to the cocktail hour and eventually dinner.

Sunday began with watching a few wet laps of the Monaco GP before heading to the AX course. Huge number of cars, although not all were Porsches. Course didn't look too tricky. But, it had a really tight 180 after a high-speed section. Oops! There goes a cone. Ultimately aborted two of four runs. Final run was good enough for 2nd in class? (Shocking result announced at dinner.)

While many went on a tour of a private collection of micro-cars, your editor went to what was to have been a meeting of the Zone 12 newsletter editors. While some of us were there, it was primarily a seminar on websites and social media. After the Awards Banquet, and Hospitality Suite once again, it was back to the room to pack for a late departure on Monday. What a whirlwind weekend! Can't wait for the next one. If you haven't been to a Zonefest, please join us for the next one.

Our thanks to Steve and Dottie Kidd for running a bang-up great event.



Welcome to



The Marketplace

Suncoast Florida PCA's official free classified section

Automobiles

• **1999 911 CARRERA CABRIOLET, (996)** triple black, 6-speed, 76,000 miles, IMS bearing changed last year, FLAT SIX GALLERY (Porsche certified mechanic) also replaced the head gasket, clutch, etc. All work documented in maintenance/repair receipts. Always garaged, second owner, everything works perfectly. \$22,500. Call Anthony at anth1634@aol.com or (914)548-5450.(cell). (816)

• **2013 PORSCHE BOXSTER S** - Guards Red/black leather. 26,500 mi. Premium Pkg, Bose, Nav, Memory Seats, Built-In Escort Detector. PDK Transmission, PASM, new Pirelli tires, 20" Carrera S Wheels. MSRP of \$78K. \$49,995 Sarasota near I-75 exit 213. Brad 941-359-1839. (816)

• **1998 911 CARRERA CABRIOLET.** Triple black. Only 33K miles. Lowest 993 Cab production year. Immaculate. Superb condition. Tiptronic. A/C garaged. Service records. On board computer, Pirelli tires, carbon fiber dash, motor sound package. Porsche crest on wheels/rim caps. Certificate of Authenticity. \$69,500 Call Lee at 772-234-6344 (616)

• **2010 CARRERA 4S CABRIOLET.** Spotless black/black, heated/cooled seats, Sport Chrono Plus, Bose, Bluetooth, Sirius. 19" wheels, Hankook R-S3. Complete front/rear fenders clear bra. Escort 9500ci hard wired with laser, and more. 31K miles, ex-CPO car, \$64K obo. Email td_fl@live.com. (416)

• **2009 CARRERA S CABRIOLET:** white w/blue interior. 18,000 mi. PDK, Sports Chrono, limited slip, navigation, Bose w/6 disc CD/DVD/Bluetooth, 14-way heated/ventilated seats w/memory, dimming mirrors, dynamic cornering lights, multi-function steering wheel, etc. Always garaged. Porsche maintained. New tires. \$63,500. pstarnell@outlook.com (416)

• **2015 911 TURBO,** 5,600 miles, silver/black and loaded. Nav, Sports Chrono, and all of the other goodies. Always garaged and never tracked. A real head turner for \$139,000 as the wife wants a Bentley this gem must go. Dave 727-432-2074 (416)

Parts

• **928 PARTS:** door, rear bumpers, front

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• **MICHELIN PILOT SUPER SPORT 255/35 ZR19 (92Y).** 1 brand new tire, never used. Production date on sidewall 0815. Treadwear 300. Traction AA. Temperature A. \$235. Contact Trevor at tlaw@tampabay.rr.com or call 727-865-9360. (616)

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nsippel@mindspring.com

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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
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See: HennessyPorsche.com/used/Porsche-CLASSIC.html



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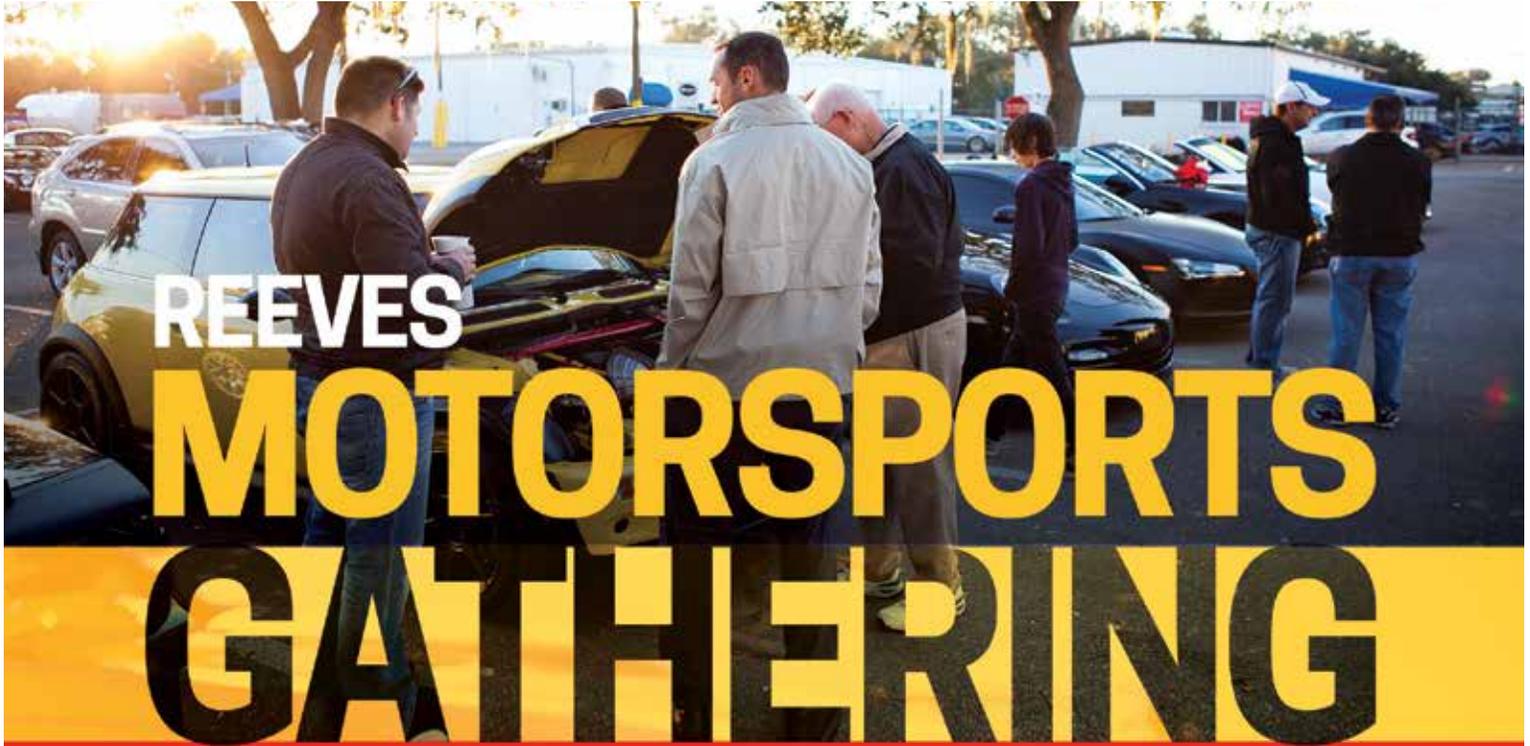
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