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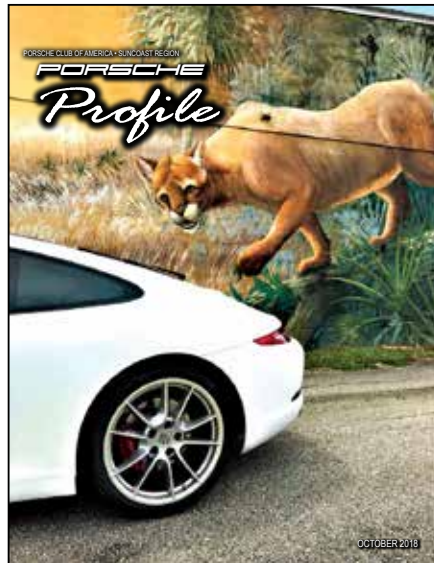
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ON THE COVER

“Stalking a Porsche”
 Photo by Norm Sippel.

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



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PORSCHE
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President's Message

By JOHN VITA



Fall is here.....I think. As of this writing, I have felt a tinge of cooler air on my morning walks: a sure sign that our many friends who escape the summer heat will surely be joining us for our beautiful season. That also means that our busy time is upon us. The calendar of events is full and we have already had some great events to conclude an active summer. It has also been a time of change for Tompie and me as we sent our second, and final, child off to college last month. It is a bit odd that our kids are independent and need us less, but I must admit, the empty nest is pretty nice!! WoooHooo!

Congratulations to John Sabatini and his crew on another successful TRSS Teen Driving School. The school was at capacity and once again we have given a group of 42 teen drivers the knowledge to help save their lives while on the road. This is the second school of the year and I know John and his team are chomping at the bit to begin planning on the next event in the late winter months. Great job John and team!!

As many of you know, our programs designed to help you "exercise" your cars are now in full swing. Both the Driver's Education and the Autocross Programs have had great events in September and have been well attended. We have made some investments into these programs that will enhance the experience for our members and keep things safe for those who participate. These leaders will continue to produce quality events and I would highly encourage you to give them a try. I think you will find the events a blast, but the camaraderie is even better. Thanks to Bill, Amy, Denise and all the

folks that make DE and Autocross happen. Thanks to the board for the investment into these programs!

On the social front, our new Social Director has been busy getting events scheduled and produced. I have been extremely impressed by the group effort over the summer and the quality of the events that have taken place. Our vision of a social committee is well on its way to reality and I thank those of you who have committed to help expand our social programs to our members across a very large geographic region. Take a look at Fiona's social column and find out how to get more involved.

Finally, I would like to once again encourage you to check out the October 27th "Test Drive" event. Plans are made and there is something for everyone at this event. Whether you want to try new things, learn more about your Porsche, connect with old friends or make new ones, this event is for you. Please take a look at Clubregistration.net to finalize your plans and to join the fun. Don't miss it!!

In closing, I have to say how much of a pleasure it has been (so far) serving you as Suncoast PCA President. The support from you is tremendous and I really appreciate it. I have met so many people over the past 9 months that sometimes I need a little reminder from you when I "re-introduce" myself. I hope you will forgive me as Tompie says it's something I need to "work on." In any event, it has been fun for us and we look forward to the next 14 months, 2 weeks, 6 days and 47 minutes!

See you down the road.....

John

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FOUR OFF

By Fiona Brooks

Thanks to all of you who have been stepping up and helping to create new and wonderful events for all of us! Please keep checking www.SuncoastPCA.org for new event information and sign-up using Club Registration at <https://clubregistration.net/>.

Thanks to Hans for working with Bahama Breeze at Rocky Point in Tampa to get us a Date Your Porsche night on October 16 at 5:30pm. Please save the date, sign up and I will see you there.

Are you new to the PCA? Do you want to learn how to have the most fun possible with your Porsche and touch base with your fellow PCA members? Please join us on October 27 for unique opportunity to be introduced to the PCA's most popular events, all in one day! Depending on your driving preferences you can choose to sign up for either the:

- Test Drive which will give you firsthand knowledge of how the PCA teaches safe driving in many challenging situations. These

activities include Drivers Education, Autocross and the Skid Pad, for which you may choose to participate in one or all. Or,...

- Tour to Sebring which will be a pleasant, well thought-out drive starting from a few different locations (soon to be announced) with your fellow travelers, stop for lunch then on to Sebring to take in all the activities happening at the track!

In between activities for both of these events there will be How-To workshops and lectures with knowledgeable experts available to answer your questions about a variety of Porsche related topics.

At the end of the day all of the groups will come together for a smashing social the Test Drive of Sebring Dinner in the Gallery of Legends building! Please sign up for the Test Drive/Tour to Sebring and the dinner separately. If you do decide to join us, there are blocks of rooms available at reduced rates for the Inn on the Lakes and the Chateau Elan hotels.

We are always thankful to Mike Kwasin for the Wheels and Wine Ready for Life fundraiser on November third in his beautiful house on South Beach Drive in Tampa. Mike's dinner is a laid-back event made for easy conversation and a fun auction to benefit Ready for Life.

We are so lucky to have Margarita Komyati from Suncoast Motorsports of Sarasota hosting their annual Porsches in the Park at St Armand's Circle December 15, 2018 10am-3pm. Historically most people end up arriving very early to ensure a prime parking spot for the proper adoration of these beloved Porsches by everyone in downtown Sarasota, followed by a generous dining experience! Please RSVP Margarita at (941) 921-8007 or mkomyati@sunsetautogroup.com.



SUNCOAST SCHEDULE OF EVENTS

October 9: Porsche Owners Meet & Greet, JBurns Pizza Shop in Lakeland, FL. *

October 14: Autocross at Brooksville Airport (Requires early registration.)

October 16: Date Your Porsche Night, Bahama Breeze, Rocky Point, Tampa

October 21-26: 15th Annual Smoky Mountain Tour

October 27: A "Test Drive". (See Ad page 28)

October 27 & 28: Driver's Ed at Sebring International Raceway

November 3: Wine Tasting to benefit Ready for Life at Mike Kwasin's, Tampa

November 4: Autocross at Brooksville Airport (Requires early registration.)

November 14: Porsche Owners Meet & Greet, JBurns Pizza Shop in Lakeland, FL. *

November 16, 17 & 18: Instructor's Weekend and Driver's Ed at Sebring International Raceway

December 14: Holiday Event, St. Petersburg Yacht Club

December 15: Porsches in the Park, Sarasota

Reserve a spot: mkomyati@sunsetautogroup.com.

***Non-PCA event. PCA insurance does not apply.**

Check our website for sign-up information for all events. Some require you register at:

www.clubregistration.net

**Non-PCA Events; PCA insurance does not apply*

2018 Tentative Board Meeting Schedule

Members are welcome to attend. If you would like to be part of a conference call, please contact one of the officers for instructions.

- **October 17th, 6 PM**
Ready for Life, Largo

- **November 14th, 7 PM**
Conference Call



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Cynthia Bray	Brooksville	1997 Boxster Red
Ryan Dorrell	Lutz	2018 Macan GTS Black
Paul Dumesnil	Seminole	2013 Boxster GT Silver
Anthony Elberg	Riverview	1987 924S Coupe
Ken Hyde	Venice	2006 Boxster S Red
Leo E. Longworth	Bartow	2016 Panamera
James McLellan	Odessa	2016 Cayman S White
Emmett & Shirley S. O'Barr	Belleair Beach	2018 Cayenne S E-Hybrid
Morgan Pedersen	Odessa	2014 Cayman S Black
Ronald & Cynthia Velat	Sarasota	2004 911 Carrera Black
Daniel Wahba	Lutz	2016 GT3 RS Coupe Voodoo Blue
Susan & Steve Wright	Lakeland	2014 Boxster S

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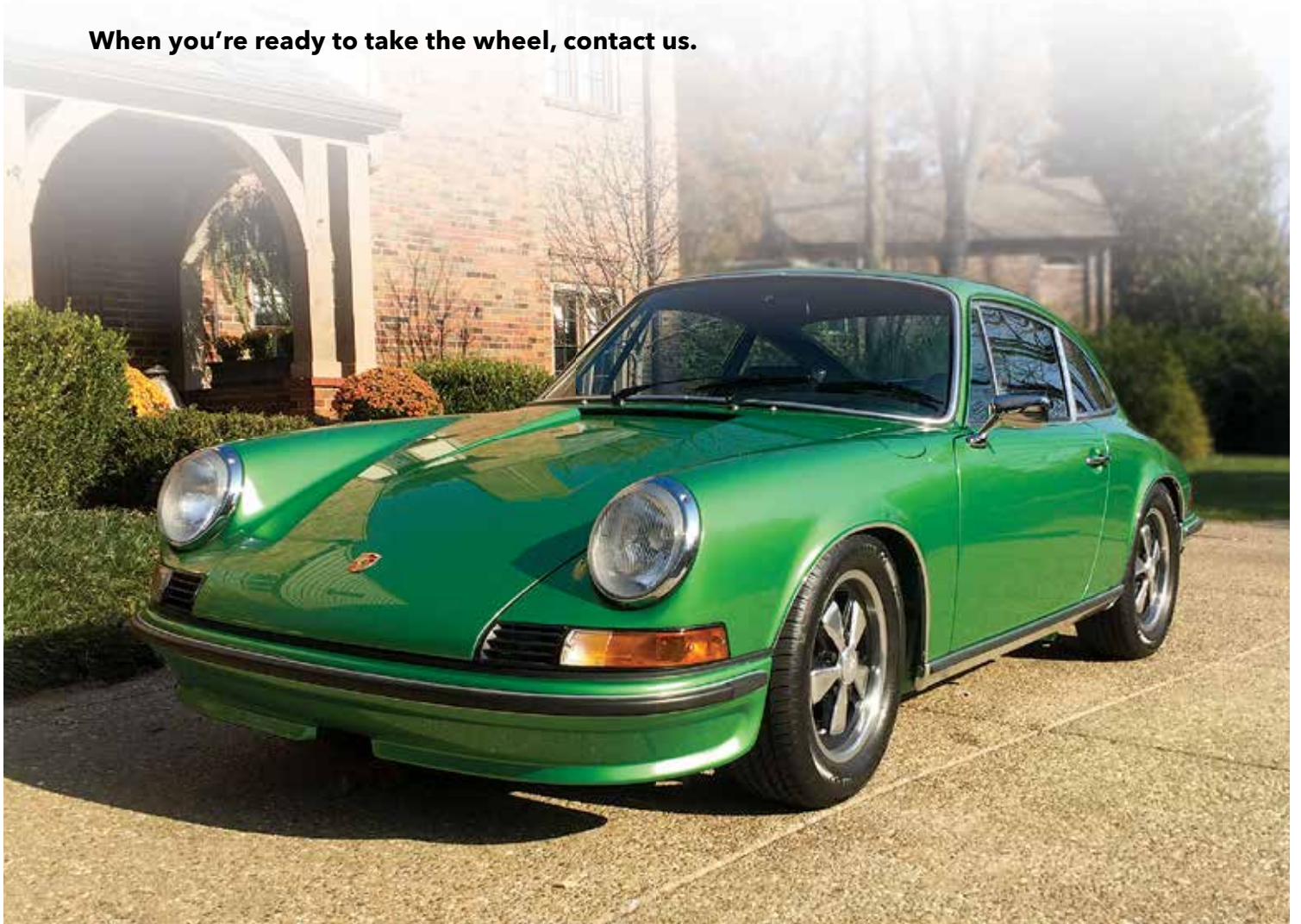
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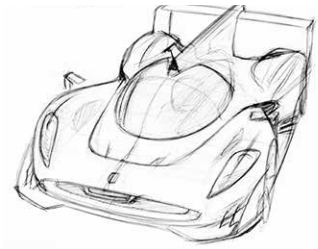
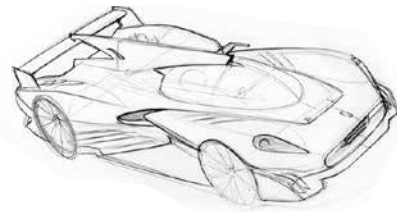
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Tech Notes

By PEDRO P. BONILLA (GCR PCA)

LET'S TALK ABOUT CAFE



This time let's talk about CAFE.

I'm not referring to café, the dark liquid that wakes you up in the morning—or the place where you pay an outrageous amount of money for a cup of it—but to the Corporate Average Fuel Economy (CAFE) regulations. These regulations were enacted by Congress in 1975 and were intended to improve the average fuel economy of motor vehicles (cars, light trucks and SUVs) sold in the U.S., and came about in the wake of the 1973 Arab Oil Embargo.

The CAFE number for a particular manufacturer is the sales-weighted fuel economy of their fleet for a particular model year for sale in the U.S., expressed in miles per gallon (mpg) of the corresponding cars, light trucks and SUVs with a gross vehicle weight (GVWR) of 8,500 pounds or less.

If the average mpg of their annual fleet falls below the CAFE standard for that year, the manufacturer must pay a penalty (tax), which is currently \$5.50 per 0.1 mpg under the standard, multiplied by the manufacturer's total production for the domestic U.S. market.

In addition, a gas-guzzler tax is levied on individual passenger cars (not trucks, minivans or SUVs) that get less than 22.5 mpg.

If, for instance, a particular manufacturer is just 1.0 mpg below the standard for model year 2012 (2012 CAFE = 25.2 mpg) and they produce 350,000 cars, trucks and SUVs destined for the U.S. market that year, they would have to pay: $\$19,250,000$ ($1.0 \text{ mpg} \times \$5.50/0.1 \text{ mpg} \times 350,000 = \$19,250,000$).

(Ed. Note: Congress in 2015 instructed federal agencies to adjust fines and penalties to account for inflation. That spurred the DOT's National Highway Traffic and Safety Administration [NHTSA] to increase, in 2016, automakers' fines under CAFE to \$14 for each 0.1 mpg that each car they sell exceeds the standards, up from \$5.50.

Automaker groups asked the DOT to reconsider the increases, saying they would cost \$1 billion and that falling fuel costs are making it harder for companies to sell enough efficient cars to meet the standards.

The DOT last year agreed to review the rule and decided to indefinitely postpone it in the meantime. The increased penalties were due to take effect for the 2019 model year, so

the agency reasoned that automakers need a longer lead time to adjust to a new regulation.)

The Obama administration released the new CAFE standards for 2025. It requires the manufacturer's fleet average in the year 2025 to be at 54.5 mpg!

Wow. You may think, manufacturers are really going to have to develop new technologies and make cars that much more efficient to double the fuel economy in just 13 years. But in a way it's really a game the government plays with the car manufacturers in order to generate more tax revenue while also (somewhat) improving fuel economy. And that way the manufacturers' answer is also mostly a game.

There's no doubt that manufacturers have made great strides in making cars much more efficient and less polluting in the last 30 years, since the standards were enacted, but they can't keep repeating those results because there's just not that much more to improve upon.

Fuel-efficient technology has computerized engine management systems to bring emissions to the minimum and maximize economy. So how will the manufacturers do it?

Well, to start, they will produce and include as part of their fleet one or two all-electric models which offer infinite mpg (they use no gas) as well as hybrid technology which combines gasoline and electric power plants and produce very high mpg numbers. This alone raises the average tremendously.

We will see transmissions with many more forward gears. Already, seven gears is not uncommon. Car makers will reduce the displacement size of their gasoline engines, swapping out six-cylinder engines with four-cylinder engines equipped with a turbo or a supercharger, which improves economy while maintaining power. Such is the case of the announced and unannounced, but still rumored, 4-cylinder Porsche entry model that some believe will be a joint-venture with VW. You can see two versions here, the 356 and the Baby Porsche.



Manufacturers will also reduce the gross vehicle weight of vehicles by reducing their physical size (Fiat Cinquecento and SMART) by the use of lighter materials, such as exotic metal alloys and plastic composites. They have also reduced the weight of motor oil from 50 weight to 40 to 30 to 20 to 10 weight. Lighter weigh (less viscosity) reduces the engine's internal friction, thereby using less fuel. They will also streamline the aerodynamics for less drag and will do away with rear view mirrors which can rob 1.0 - 1.5 mpg.

You think I'm joking? Take a look at the Panamera Sport Turismo Concept presented at the Paris Auto Show a few years ago. It is what Porsche calls an e-Hybrid 3.0 L V-6/electric cell, with a fuel consumption of 3.5l/100 km or 62.21 mpg. Notice the sides. There are no external mirrors. It uses cameras integrated into the side air outlets and two video monitors on either side of the center instrument cluster show the rearview images.



Another way auto manufacturers are getting better mileage without touching the engine is by replacing some of the secondary systems such as the Power Steering

Pump with electrical motors instead of by pumps run by the engine through a belt. Point in case the Boxster and Carrera platforms that now offer electrically assisted steering. We are also seeing from Porsche and other auto makers: electrically operated oil pumps and electrically operated water pumps which both reduce drag on the engine, making them more efficient but also allowing the ECU to control flow by varying the speed of the pumps adjusting it to the engine's needs.

Car makes will also have to cooperate on technology development to keep rising costs to a minimum. Porsche and Volkswagen have already been doing joint development projects for years with the Cayenne/Touareg SUVs and now with Porsche/VW manufacturing.

But all of these mandated changes come at a price. The cost of a new car will go up. The National Automobile Dealers Association complained that full implementation of the 2025 CAFE Standards will add at least \$3,000 to the average price of a new car.

Right now, the only Porsche that would meet the 2025 standards is the 918 Spyder which is slated to sell at \$845,000 but can produce 78 mpg.

To learn more about CAFE Standards and more, please visit my website at: www.PedrosGarage.com.



Happy Porsche-ing.

Pedro

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NOTE: From Aug. 6 Automotive News: Auto-makers can't risk big mpg retreat.

With California and other states mobilizing in the courts to fight the new proposal on public-health grounds, automakers can't risk too much of a pullback.

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Photo of the Month

Delivery Day Smiles

After what seemed like an eternity for PCA member John Thomas of Tampa, his Night Blue Macan arrived in the USA, and what a beauty it is. John placed his order in March of this year and had to wait while the factory in the Leipzig factory did its thing.

John chose to pick up his new Macan at the Porsche Experience in Atlanta GA in June. Not only is the Porsche Experience providing customers with a special delivery, the building is gorgeous. There are way too many photo opportunities to capture ones newly acquired Porsche. I do think John found a perfect backdrop for his new Macan. The lighting is inspiring, having just enough highlights to show off the smooth line of his Porsche. The background is not competing with the subject; I feel that it actually enhances the view. When submitting your photos for Photo of the Month, look around for interesting but not competing surroundings. In that

regard, I feel that John's photo is worthy for Photo of the Month – good Job John.

On a side note, John wasted no time in breaking in his new toy. In subsequent emails he sent several images of his new Macan at the Tail of the Dragon. Way to go John.

I really do look forward to seeing just what comes in my mail box for the PoM. So, please take some time to look around your surroundings and submit what you think will be in a future issue of Suncoast PCA Profile for your image to be featured. Please submit to me at: ogee125@gmail.com.

George

Thank you,
George Wienhold
Photo Editor
Suncoast PCA Profile



CALIFORNIA TOUR FOR CHARITY PART 2

By BILL CAREY

We took the elevator to the third floor and then worked our way back down through the exhibits to the lobby. The third floor contains much of the museum's rotating collection, very well done with lots of interesting and informative exhibits. One of the exhibits we viewed and enjoyed was "SEEING RED - 70 Years of Ferrari," an exhibit of all red cars dating from a 1947 - 125 S up through a 2010 599 GTO. There were several 1-of-1 cars that were truly amazing to see. One of the many highlights was a 1963 250 GTO (1-of-39 built and an icon in the sports car world).

We worked our way down to Level 1 where we strolled into the primary reason for our visit, "The Porsche Effect" exhibit which was spectacular. The entry vehicle was a 1939 Porsche Type 64 60K10 entitled, "The Shape of Things to Come." I could spend pages describing the amazing vehicles assembled for this exhibit but will be brief. Of course there was "The First Porsche," a 1949 356-2 "GMUND" coupe owned by Jeff Zwart, a gorgeous slate gray '55 Continental Cabriolet, the fabulous 550 Spyder RS, a beautiful, red '64 901, an amazing, orange '66 906 Carrera 6, and why not have the 1970 Daytona 24 winning 917K in the lineup for good measure. I sadly must skip over the other 12-15 examples in the exhibit and move on by saying, if you have a reason to be near LA between now and next February, vector yourself to The Petersen....You will not be disappointed!



On to the start of the actual Tour on Thursday morning—we met back at The Petersen for registration, road books, and car decals. After hellos and some short introductions, we were off for a private tour of The Vault. Again, no photos allowed sadly but hundreds of amazing vehicles that periodically rotate in and out of the museum. VERY cool. Our time was limited due to the car Tour schedule but our guide had very interesting stories about 30 or so cars. As we were exiting he said, "Oh yes, I almost forgot, over there is Steve McQueen's 1956 Jaguar XKSS." And there it was sitting between a Packard Twelve and a Gullwing.

Mind Blown again, we exited The Petersen for our first short leg of the Tour to our lunch spot. Only a few miles away, there was a bizarre Mexican restaurant on Beverly Drive in Beverly Hills. Street parking had been arranged and paid for by the tour but apparently the BH folks don't take kindly to outsiders reserving parking in "their" town and many of the red plastic parking meter covers had been ripped off and thrown in the street. Our average Mexican lunch concluded and we all assembled outside on the sidewalk. We then discovered why we

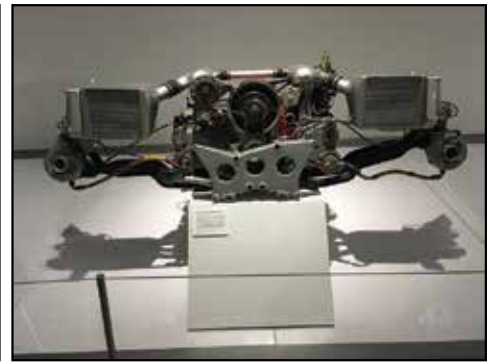


were on Beverly Drive when we walked literally 40 feet down the sidewalk to a nondescript door. Up one flight of stairs, down a hall, through a back door, across a bizarre exterior sky bridge over an alley and into the most AMAZING man-cave I have ever seen. We all stood there in amazement of the collection of cars scattered about the second floor space when our host Bruce Meyer walked in for our very private guided tour. Well...I have trouble finding words to describe how incredible the next two hours were. I think there were 20 to 25 cars, a dozen classic motorcycles, and a wooden hydroplane race boat!

Bruce strolled around and spent 5–10 minutes at each car relating technical data on each followed by a cool story relating to each car's history. So...a 4.5-liter Bentley, a spectacular 1935 Bugatti Type 57, a gorgeous 1957 Ferrari Testa Rosa, a '67 Ferrari GTB/4, a fabulous maroon Duesenberg cabriolet, a 1965 Iso Bizzarrini A3/C, a Ferrari 250 GT SWB sandwiched in between, a Mercedes 300 Roadster, and the requisite Mercedes 300 Gullwing, of course.

Then we stopped by a LeMans-winning Corvette in yellow "CompUServe" livery. Several historic and record-holding Bonneville cars including one that Bruce drove to 204.372 mph in 2012. As we were rounding out the room, we came to a black Shelby Cobra against a wall. "Oh, that is the first Shelby Cobra built in July 1962, Serial #2001." Sorry to be repetitive but Mind Blown, AGAIN. So, to summarize so far, we have been in California for 5 days and my automotive mind has been blown at least 3 times. Bruce Meyer's private man-cave collection was the absolute pinnacle of our trip and I will cherish that experience forever.

So, on to the "Tour," the real reason we came to California. We were supposed to be at the Meyer's man-cave for one hour...the last person (me) exited 2.5 hours after arrival. So, obviously very late, we skipped the afternoon segment of the Tour and Google-mapped directly to the hotel. Great dinner and group introductions that evening and a late night in the hotel bar getting to know our Tour comrades. Friday breaks clear and cool and we are the second car out of the garage checkpoint at (9:02). A couple of "nav" points later, we are up on the 101 headed south. While on our run down the 101, our Mercedes convertible photo car was trying to get some shots of several of us as we cruised along when, out of nowhere, a jet black unmarked Dodge roared up on us and



barked over his loudspeaker at the photographer to sit down and get his seat belt on. He roared on by us, and we promptly exited onto Mulholland Drive.

That's when the REAL FUN started with several sweeping curves, as we climbed up the hillside. Five miles up the road we were at the top with beautiful sweeping views of the Pacific Ocean and the Channel Islands off in the distance. After a few miles along the crest of the mountain we took a right onto Topanga Canyon Road which was SPECTACULAR. That was the start of 3 hours of incredible driving up and down the canyons north of LA. Las Flores Canyon, Malibu Canyon, Latigo Canyon, Encinal Canyon, Cold Canyon, it was hard to pick a favorite and by lunchtime we had logged 135 miles. The Turbo was incredibly fun. Its 450 HP and AWD ran through the canyons like it was on rails. Needless to say, I had a giant smile on all day. Also I need to give major kudos and thanks to my amazing wife, navigator, and soul mate. Although initially a bit intimidated by the "tulip" drawings in the tour book, she absolutely aced the day with flawless navigational guidance to a smiling driver.

After a very nice lunch at the Spanish Hills Country Club, we were back in the saddle heading north to our overnight spot, the Alisal Guest Ranch & Resort. The family-owned ranch comprises 10,000 acres outside Slovang, CA, and was a perfect base for two nights of rest and relaxation. On-site were 73 cottages each with a fireplace, a beautiful pool, two golf courses, 50 miles of horseback trails, and a 100-acre private lake; great facility, great food, and beautiful scenery. After a hayride to the lake, we were treated to a great lakeside BBQ and live music evening.

Saturday morning we rode the hay wagon out into the hills to the resorts Oak Grove ranch house, where we were treated to an amazing breakfast buffet.

That afternoon we were back in the cars for more amazing roads. We logged a wonderful 126 miles that afternoon through Foxen Canyon, Ballard Canyon, and Alisos Canyon, along with numerous other wonderful "twistees" in the area. Saturday evening, we were entertained by a rodeo demonstration performed by the ranch hands at the resort. After another great ranch meal under the stars, we retired for the night. Sunday was farewells to our tour mates and sadly our return to reality. We met Bob for dinner to share pictures and tour stories before returning to the Hilton at LAX for our early morning flight back to Tampa.

A very memorable trip and Tour and we look forward to our next driving adventure.





MURALS IN OUR MIDST LAKE PLACID, FLA.

By NORM SIPPEL

Many Porsche regions do a lot of tours. We've had some good ones in Suncoast Region too. Granted, we don't have many roads around southern Florida that are conducive to "fun" driving. That's why some of us go on the Smoky Mountain Tour, which features lots of twisty roads like "Tail of the Dragon." That road has 318 turns within 11 miles. Not many straightaways on it either.

Here in Southern Florida we have to satisfy ourselves with a few twists here and there. And, ultimately, we need an interesting destination on any tour. Well, thanks to Mike Miller's "Florida's Backroads Travel," (<https://www.florida-backroads-travel.com>) we can learn about some interesting spots to drive to. One that we found was Lake Placid, not the one in New York near Whiteface Mountain, but right here in Florida just off Route 27, and not far from Sebring.

Recently, we had a Saturday with little to do and the weather looked promisingly good, so off we went--heading East. Pretty soon we were heading south off Route 66 (No. Not that one.) to a winery, then a distillery (tiny samples at both), and with a discount for lunch at a local bar--great burgers and conversations with locals. Then off to Lake Placid to check out the murals. Did you know about the murals there? I didn't until recently.

They were an idea of Harriet & Bob Porter a number of years ago, it mushroomed to where there are now about 50 murals. Unfortunately, as soon as we left lunch, rain began menacing us. We did drive around the center of town and pose our Porsche for some pics. But, we didn't see as many as are there. Anyone interested in joining us for a tour back to Lake Placid on a sunny day when we can walk around to admire the murals? If you are, join us on October 27th for a tour beginning at Sommers Dutch Family Restaurant at the junction of Bee Ridge and Cattleman in Sarasota. The tour is part of our club's "Test Drive."

Meanwhile, see the photos for a taste of Lake Placid's murals.



DRIVERS ED SEPTEMBER 15-16



By NORM SIPPEL

Photo credit: PhotosbyJuha.com

It was held at Sebring. As you can see in the accompanying photos, the cars ranged from street stock to dedicated track cars. This shows that you can run anything in good mechanical condition at a DE. Remember that all participants

have to progress through the stages from Beginner with classroom instruction and an on-board instructor, to the Instructor Group itself. In other words, any of us if we are physically capable, and our cars are in good condition and have been inspected to the rigorous standard required, can go out and learn more about our Porsche's handling at a DE.



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DRIVING TO THE ARCTIC CIRCLE: 8 DAYS AND 6,000 KILOMETERS IN A 2001 PORSCHE BOXSTER

By JEREMY SWIGER

Having arrived home a day before from an epic adventure in the Boxster to the Arctic Circle, I thought to myself, “I’m glad I don’t have to drive today.” I was exhausted.

In the days leading up to the trip, my anxiety loomed over whether I had properly prepared the car for the trip. My preparations consisted of filling it with gas, checking the tire pressure and packing some tools. I’m a staunch believer that the IMS bearing “issue” is certainly overblown by Internet forum “experts,” but a little voice in my head kept asking, what if? If we make it to the Arctic Circle and the engine grenades, do I just abandon ship? Nah, that’s silly talk. “Nothing can go wrong,” I told myself...

...and nothing did. Well, almost nothing.

We met on the Stuttgart Schlossplatz at 7:30 a.m. on Sunday, June 17th, to start our adventure to Norway and the Arctic Circle Center; four guys filled with excitement for the adventure to come. Jimmy and Patrick, a couple of usual suspects from my car adventures, and Patrick’s longtime friend, Eric, joined us on this trip. Representing Bavaria’s finest, Jimmy’s Frozen White BMW M3 and Patrick’s Sparkling Bronze BMW X5, formed a convoy of sorts with my 986 Boxster. We documented the occasion with a quick photoshoot in front of Stuttgart’s Neue Schloss, and took off before we drew any attention from the Polizei for being illegally parked.



Eight minutes in, Patrick messaged the group with, “Just got first ticket.” Oh boy, this is going to get expensive if we can’t make it past the speed cameras in our own town before leaving. After getting stuck at a red light, Patrick did his best to get caught up, blowing past a hidden camera. He is still waiting for the ticket to come in the mail.

When we hit the A81 at Ludwigsburg, I check my rear view mirror to make sure we were together, but I didn’t see Jimmy. “Where’d Jimmy go?” I thought to myself. I didn’t worry, since we all had directions to our first stop in Denmark. I also figured that we may get separated along the route in Germany taking advantage of the speed-limit-free zones on the autobahn by driving as fast as we possibly could. As I turned my eyes back from the mirror to the road, I heard a loud machine coming up on my left. At about that moment, a streak of white lightning came flying past me. “There goes Jimmy!” He had dropped back from us a bit so that he could “catch up,” starting a game of leapfrog, which had us passing, stopping for fuel, and catching up with each other during much of the day.

From the A81, we transitioned to the A6 and then the A7. The terrain through this central part of Germany is beautifully rolling hills covered by forests and farmland and dotted by small villages. The autobahn twists and turns around the hills as if a natural part of the landscape. It’s a real thrill at speed, requiring complete concentration to properly judge the turns at 100+ mph.

Unfortunately, much of the A7 is under construction up in the central and north of the country. The appearance of slow speed limits and lane reductions is often abrupt, ending the visceral experience of carving up the autobahn’s curves and replacing it with the primary challenge of not side-swiping the Audi next to you.

Somewhere near Hanover, flat plains replaced the rolling hills and the road straightens out. It is just past there where we stopped for fuel (the first for me, second for the others) and a lunch picnic. Slow traffic overshadowed the remainder of the drive up through Germany as congestion and construction surrounding a large tunnel under the Elbe River through Hamburg cost us a fair amount of time.

We finished the day by crossing the border to Denmark, where slow speed limits and straight, unremarkable roads dominated. What we lost in driving experience, however, we gained in scenery. Denmark can easily be described as clean and happy, with coastline never very far away. After some 900 kilometers, a sleepy town called Sønderborg in the country’s southeast region offered the evening’s rest stop. After a traditional seafood dinner on the waterfront, we retired to the Air BnB for libations and reflection on the day’s drive.

Continued on next page

A visible indication of our movement north and the approaching summer solstice, we were awoken early the next morning. We walked back into town for breakfast of local breads and coffee, then packed the cars and headed out for our second day. The straight motorways best described as unremarkable or monotonous dominated the day's driving experience. However, we were rewarded by a couple of long bridge crossings from Denmark into Sweden.



The suspension bridge known as “The Great Belt Bridge” and the cable stay Oresund Bridge connecting islands of Denmark with Sweden are both longer and higher than the Sunshine Skyway. The two bridges offer remarkable views of the water connecting the North Sea with the Baltic Sea. On both sides of the bridges, windmill farms exist in perfect grids in the sea. To the north is open water all the way to Oslo, Norway. The Dane’s are smart to capitalize on the free energy from the winds that blow strong and consistently throughout the region. We noticed remarkably strong winds from Hamburg deep into Norway.

We were greeted with much-expected sticker shock of the Scandinavian countries when crossing the bridges to Sweden. The tolls to cross the two bridges were around \$50 to \$60—each. My first fuel stop in Sweden totaled about



\$100. Fortunately for me, the Boxster averaged close to 30 mpg, unlike the much thirstier X5 and M3.

We traveled the western coast of Sweden, never very far from the coastline, north to Gothenburg, where flat plains again turned to rolling hills and eventually more mountainous terrain.

Gothenburg was merely a blip on the map as we passed through in a significant downpour, trying to make our way to the Norwegian border and ultimately to the night's stop in Oslo. The roads became very slick with water pooled in the tire-rutted pavement, tugging at the Boxster in a disconcerting fashion.

We were flagged aside at the Norwegian border, perhaps due to our German EU license plates. Separately questioned, our responses must have been comically aligned as the agents laughed with Patrick through the window of the X5 after questioning my intentions. I had gleefully explained, “We’re driving to the Arctic Circle! ...But not tonight. Tonight, we are just going to Oslo.” (I wonder how many people make such a trip.) We saw many caravans (campers) on the road but, as far north as we were, most carried registrations from Sweden or Norway.

After passing the vigorous border guard interrogation, we proceeded north into lighter rain and eventually into Oslo rush hour. The approach to Oslo is lush and mountainous, the road passing between mountains and through tunnels. Where the Volvo station wagon was undoubtedly the unofficial “official” car of Sweden, for Norway it is the Tesla Model S. Never had I seen so many Teslas in one place than Oslo, and they are just as common deep into the remote northern areas of Norway. (Ed. Note: We can confirm that. We saw the same thing a few weeks ago. It is because electric cars get special treatment for fees, taxes, parking and more from the country and cities.)

At the end of the day, we reached our Air BnB: a clean apartment in a unique working-class/college neighborhood, with residents very protective of their parking. We were chased from a couple of spots by their apparent owners before finding a 24-hour parking lot right around the corner. I parked the Boxster right next to...a Tesla Model S! And with that, we had completed another 900+ kilometers.

Where the sun had risen early in Sønderborg, it never really got fully dark in Oslo, and once again we were up and out somewhat early to get a head start on the day's drive. The rain cleared overnight and we started out in what can only be described as a beautiful winter day in Florida...crisp blue sky with temperatures in the 50's. Perfect weather for a drive.

We decided to stop for fuel about an hour outside of town, favoring the opportunity to get clear of Oslo's traffic before the morning rush really got started. We left Jimmy behind at the gas station noting his poor fuel mileage. We figured he wanted to



“catch up” again like the first day. With a car like his, a 2013 M3, the desire to open up the throttle is easy to understand. Unfortunately and unbeknownst to us, we were only about 5 kilometers from the end of the 4 lane highway and the beginning of road construction that was a constant part of the stretch to Lillehammer, home of the 1994 Winter Olympic Games. What was not obvious to us at the time (but

perhaps should have been) is that this was the last four lane road we would see until our approach to Stockholm at the end of the week.

Past the village of Dombås, the road started to get interesting. Out of a traffic circle in the middle of town, I climbed through several switchbacks up and above the tree line. I thought it a good time to check in with the group as we had gotten separated by individual pit stops and slow moving caravans. I called Jimmy: "Jimmy, are you past the traffic circle in Dombås? Make sure you take the first exit to start climbing the switch backs." Jimmy responded: "Yeah, I went straight through that circle." Me: "Oh, Jimmy, you gotta turn around. Make sure you climb through switchbacks from the traffic circle. Then you'll know you're going the right way."

I can picture Jimmy "rocking" along to classic rock while thoroughly enjoying the power and handling of the M3 down the twisty two-lane roads. Having ridden with him on other drives, Jimmy knows how to extract the most out of the M3 and derives great joy from getting lost in the music out on the road. Today was no exception. I then called Patrick and Eric. They hadn't made it to the traffic circle yet but were appreciative of the warning to take the first exit. They weren't aware either.

After climbing through the switchbacks, I found a place to pull off and to wait on the rest of the crew. Mostly above tree line, scrub brush replaced the tall evergreens which previously

made the forest floor nearly pitch black. Within 10 minutes, we all regrouped and moved along. This stretch of road up to the village of Oppdal offered scenic sweeping curves with only a slight elevation change. In the cool, dry weather the Boxster felt at home, eating up the pavement with calm precision. I found myself torn between wanting to focus on a precise line through the curves versus cruising on autopilot to take in the other-worldly, almost alien, landscape above the tree line.

At Oppdal, we turned left off of the E6 onto a more rural road. With Jimmy close behind in the M3, we cleared the village and took off on a cat-and-mouse chase down narrow twisties until we had descended below the tree line. Again in its element, the nimble Boxster rode on rails down through the fjords, inspiring confidence as the road twisted and turned around the mountain switchbacks and through narrow tunnels as we approached sea level. Never far behind, the thirstier and more powerful M3 also showed its prowess as Jimmy kept a close track behind me. Arguably a group favorite for its combination of curves, condition and climate, this road, route 70, signaled the last bit of dry pavement until we reached Sweden late in the week.

Jeremy's Arctic travel feature will continue in a future issue of Profile ... stay tuned!



Date Your Porsche Night



AT PIER 22



By NORM SIPPEL

On August 22nd, many members returned to the site of a previously enjoyable location despite the threat of foul odors from Red Tide in the Gulf. Thankfully, there were none and we dined in an interior room with a great view of the Mantee River in any case. Thanks to Hans and LaDonna Krenz for organizing this event.



Photos by
Marta
Russick



THE AUTOCROSS AT BROOKSVILLE AIRPORT 9/9/18

Upon arrival at the Brooksville airport Autocross area on Sunday morning September 9th the heat was already getting to me. Heatwaves rose from the pavement creating the imagined illusions of WW II

aircraft engaged in training maneuvers over the airfield. Driving closer one mirage stood out more than the others, wait that's no mirage, but the Suncoast PCA's long awaited new equipment trailer, already being unloaded for the day's competition. Many thanks to Mark Lasota and Tod Byram for their efforts in transitioning all the "STUFF". The new trailer should serve the club for many years to come.

Motorsports by Reeves pulled double duty for the weekend by supporting our autocross and the track event at Sebring. Kudo's to Kevin Seus and Andrew Fernandez for making the long trip and bringing breakfast from Panera's. Congratulations, and thanks to Tony Morgan on his promotion to Motorsports by Reeves parts and service manager.

The big news however was the appearance of PCA Zone 12 National Representative Lisa Lewis, who addressed the driver's meeting with news of next years Porsche Parade to be held in Boca Raton. Bountiful opportunity's for volunteer positions will be available as plans are finalized.

She also might have also mentioned to me that our Autocross program was an excellent example and both well run and fun. Thanks for the kind words Lisa, and we hope to see you at another Suncoast event soon.

We managed to fit in 10 timed runs per each competitor, spread out between morning and afternoon sessions. The competition surprisingly resulted in Cory Corona having FTD in winning the M-2 class, with Danny Shields less than .4 off the pace. Brian West had a strong showing to take the I-2 honors in convincing fashion. The rest of the results and yearly point totals by class can be found on the website, Suncoastpca.org.

Next up for the program as the season winds down are 3 dates with the cones at Brooksville Airport.

October 14th, November 4th, and the season finale on December 9th.

Beware the Cones,

Bill Zumansky

PCA Autocross 2018

Class	#	Name	Car	9/9/2018 best time	Pts	YTD Total
S-5	0	Viertel, Robert	2014 GT3	51.254	6	24
S-5	4	Borcan, Fulviu	2018 GT3	47.766	9	9
S-5	84	Hollander, Bruce	2018 Carrera GTS Cab			9
S-5	991	Vermaak, Frank	2016 Carrera GTS			6
S-4-L	42	Carter, Annie	2012 991S	50.248	9	27
S-4	11	Krekorian, Mark	2014 991 Targa 4S	51.861	6	15
S-4	44	Parrish, Steve	991 C2S	49.055	9	9
S-4	45	Karnap, Russ	2012 Cayman R			9
S-4	71	Krenz, Hans-Joachim	2011 Carrera S			6
S-4	226	Smith, Ray	2013 911S Carrera			0
S-3-L	9	Sabatini, Terri	Cayman S			9
S-3-L	301	Ditrichs, Carolyn	2006 Boxster S			9
S-3	90	Hamill, Maury	718 Cayman	47.984	9	18
S-3	7	Barrett, Mark	Cayman S			18
S-3	7	Russick, CJ	Cayman S	49.662	6	14
S-3	1	Sidenberg, Joseph	Boxster S			12
S-3	168	Amoroso, Douglas	911			9
S-3	717	Amoroso, Devon	911			6
S-3	62	Santos, Tony	Boxster Spyder			6
S-3	67	Kring, Tom	Cayman S			4
S-3	139	Revuelta, Ernie	981 Cayman S			3
S-3	1	Reyes, Jonathan	911			2
S-3	14	Limroth, Chuck	987 Cayman S			1
S-3	117	Whitson, Mark	911			0
S-3	23	Wallace, Christopher	997			0
S-3	93	Klingbiel, Gerry	Carrera			0
S-3	335	Burnside, Ed	Cayman S			0
S-3	35	Burnside, Joe	Cayman S			0
S-2-L	51	Shields, Sharron	986 Boxster S			9
S-2-L	321	O'Donnell, Janet	Cayman			9
S-2	21	Tamandli, Bob	986 Boxster S	47.233	9	37
S-2	68	Bradley, Rick	987 Boxster			24
S-2	217	Royals, Terry	986 Boxster S			12
S-2	17	Karis, Matt	986 Boxster S			4
S-2	32	O'Donnell, Patrick	Cayman			3
S-2	11	Karn, Jerry	987 Boxster			1
S-1	2	Dailey, Ron	914	53.564	9	9
S-1	47	Spetsios, Mitchell	986 Boxster			9
S-1	7	Thomas, John	986 Boxster			0
P-8-L	22	Raben, Peggy	2002 911			9
P-7	121	Suarez, Rowen	911S			24
P-7	19	Mintz, Howard	981 Cayman GTS			9
P-7	911	Pivko, Peter	2017 911S			4
P-7	510	Morgan, David	2017 911S			3
P-7	111	Helgemo, Stephen	2016 Cayman GTS			2
P-7	61	Webb, Robert	997S			0
P-6	10	Swope, Russell	996 C2	46.906	9	45
P-6	30	Alaisa, Rene	Boxster S			18
P-6	2	Reyes, Jonathan	911			6
P-6	55	Fogleman, Ross	Cayman S			4
P-6	33	Ribero, Juan	2007 911			4



PCA Autocross 2017

Class	#	Name	Car	9/9/2018 best time	overall place
M-2	50	Corona, Cory	Cayman S	44.556	1
Expert	5	Shields, Danny	986 Boxster S	44.922	2
.XS	3	Butcher, John	Corvette Z06	45.161	3
.XS	513	Shader, Kyle	Miata	46.208	4
I-2	84	West, Brian	996 C4S	46.384	5
.XR	25	Byram, Tod	Miata	46.520	6
P-6	10	Swope, Russell	996 C2	46.906	7
.XS	77	Suarez, Rowen	Jaguar F Type R	47.039	8
BMW	777	Cassidy, Bill	M3	47.108	9
S-2	21	Tamandli, Bob	986 Boxster S	47.233	10
P-5	28	Sumansky, Bill	986 Boxster S	47.682	11
S-5	4	Borcan, Fulviu	2018 GT3	47.766	12
S-3	90	Hamill, Maury	718 Cayman	47.984	13
.XS	713	Wong, Andrew	Acura Integra	48.180	14
.XS	161	Juarbe-Diaz, Soraya	Honda Fit	48.245	15
.XR	13	Lasota, Mark	Boxster	48.366	16
.XS	17	Montemarano, John	Mini Cooper S	48.720	17
S-4	44	Parrish, Steve	991 C2S	49.055	18
S-3	7	Russick, CJ	Cayman S	49.662	19
S-4-L	42	Carter, Annie	2012 991S	50.248	20
.XS	188	Adams, Doug	RX-8	50.690	21
S-5	0	Viertel, Robert	2014 GT3	51.254	22
.XS	1	Carper, Nick	Alfa Romeo Giulia	51.624	23
.XS	5	Desanto, Sergio	GTI	51.657	24
S-4	11	Krekorian, Mark	2014 991 Targa 4S	51.861	25
P-5-L	82	Lewis, Tori	986 Boxster S	51.930	26
P-3	79	Pringle, Keith	911SC	53.013	27
S-1	2	Dailey, Ron	914	53.564	28
.XS	88	Sabatini, Cameron	Mini Cooper S	54.673	29





Photos by PCA Parade Photo Staff

ZERO... YOU WIN!

How are TSD rallies scored? It is a “point” system in which one point is added to an entrant’s score card for each of the following situations: (1) Arriving at a check point early or late compared to the Rally Master’s time. One point added for each minute early or late. (2) Arriving at a check point with mileage higher or lower than the Rally Master’s mileage. One point added for each mile.

Times recorded at a checkpoint are made by the check-point workers on synchronized timing devices as you arrive at the point. Mileage is taken from your odometer as read by you. Mileage is a factor that you can adjust if, for example, you made a wrong turn and then came back onto the correct route. You can subtract erroneous miles when you report your mileage. Timing can be adjusted as well if you go off route then realize you will be arriving late at a check point; simply drive faster to make up time (obeying all speed limits of course :-).

Get the Point...? No points added to your score card means you have exactly matched the time & distance of the Rally Master’s run. You WIN! And, yes, there can be multiple winners in a rally. We will have prizes for all.

For the first couple of TSD rallies, we will use relaxed scoring factors. For example, we might simply count mileage and not concern ourselves about time, or use time and not miles. In the future, we can implement more strict conditions to prepare ourselves for more involved TSD Rallies (e.g, one point per tenth of a mile errors, and one point per second in timing errors ;-).

Jim & Jeanne Hoey

Rally Masters

Next time: Sample TSD Route Instructions!



CALIFORNIA DREAMING



By JOE WAUNSCH

I pulled out of St. Petersburg, FL, on June 28 and made it to Mobile, AL, for the night. From there I went on to Houston, TX to meet up with my new Porsche friend Louis. That night we took our cars out for dinner to Ninfa's which is a historic Mexican restaurant that's known for the first fajita. On Saturday morning Louis took me over to Rudy's garage to view his collection "Rudyfied."



After a morning at Rudy's we then went on to an afternoon lunch with the Lone Star PCA members. On Sunday got up bright and early and headed to El Paso, TX. I love the 80-mph dessert speed limits, as I might have been cruising a bit faster than that, I couldn't help myself as I was in my 996 Turbo. The next morning I made my way through Arizona crossing through Tucson on my way to the Scottsdale Porsche dealer. I got a complimentary car wash and checked out their facility, before I headed to the Phoenix airport to pick up my wife later that night. Tuesday morning came and now I have my co-pilot wife and we were on our way to Santa Monica, which was a 6-hour drive. We arrived early afternoon at the Fairmont Miramar which was superb.



On Wednesday, Fourth of July morning, we headed for breakfast and "car fare" at the Malibu Kitchen. The Malibu Kitchen is sometimes the location for Spike's Pod Cast and many car guys like Jerry Seinfeld hang out there.



While we were there, we met and spoke with Dick Van Dyke who is 92 years old and sharper than ever. From there we headed north on the PCH to Santa Barbara to our next stop. We arrived early and checked into our Airstream camp. Later that afternoon, we were entertained by the Fourth of July bands on State Street. That night we took in the fireworks from The Wharf in Santa Barbara.

Thursday morning we headed north on the PCH to the Hearst Castle. From there we headed to the Lodge at Pebble Beach which was a bucket-list experience (we will be going back here prior to Rennsport Reunion). Friday morning started out with an 8:00 a.m. morning appointment at the Monterey Porsche dealer for an oil change and inspection. While I was there, I was treated to seeing two 2011 4.0-liter Porsche GT3 RS's, one black, one white. As the work on our car was completed and done to satisfaction with no issues, I then headed back to get my co-pilot.

We then headed to the last leg of our trip to Yosemite National Park. We stayed at the Tenaya Lodge and took in the sights and festivities for two days. With that under our belt late Sunday afternoon, we headed to San Jose for the night. Monday morning we took the 996 Turbo to an inside storage facility (store inside) for its home for the next 3 months. Monday afternoon we got on the plane and headed back home to Saint Petersburg. Sorry to have the trip end but will be returning for Monterey Car Week and Werks Union in August. Then back again in September for Rennsport Reunion.

Living the dream

Joe



SUNCOAST FLORIDA REGION
PORSCHE CLUB OF AMERICA



"TEST DRIVE"



October 27th, 2018

Come join your fellow members in a new and exciting event!
We are targeting all members to come out and explore all that your Suncoast PCA has to offer.

The day is designed to let you explore and test some of the things you have heard about but have not yet tried.

You can participate in one of two ways:

Begin the day at Sebring International Raceway where you will have:

- An introductory Autocross
- An introductory Driver's Education
 - Skid Pad Exercises
- Tech and how-to workshops to learn more about your car.

In Addition, for those not interested in "exercising" your car:

Begin the day with a tour to Sebring that begins in your area.

- Tour groups will meet in the north, south, central, and eastern areas of our region.
- Each tour will go to a common fun and exciting intermediate location and then proceed to Sebring International Raceway to learn more and have fellowship with other club members.

The day will culminate with the "social of the year." We will provide food and drink, fun and music, so we can all learn more about why we have so much fun in our club!

We plan to secure blocks of hotel rooms for this event at a special PCA rate, but... more to come later.

Cost is \$50 per person

Registration will go live at ClubRegistration.net In September.

Keep an eye on Facebook and www.suncoastpca.org for more details.

Space is limited so don't miss out on the chance of a lifetime!

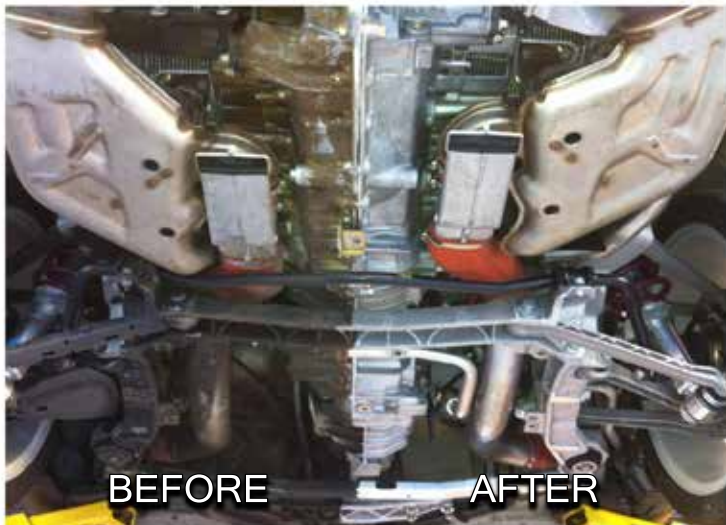
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EDITOR'S NOTES

By Norm Sippel

I hope you saw the notice in the September issue about our October 27th "Test Drive." It is an event that has been discussed at Board Meetings for a while. It is now coming together. I hope Suncoast members, particularly new members, will take part in it. See you there.

Profile needs your help. We have our regular advertisers who are so very helpful in supporting our region. However, as we look to 2019, we will need more advertisers because our plan is to change to a bi-monthly frequency and a newsletter of more pages. As more members are getting their time-sensitive Suncoast news via our web site, Facebook and eBlasts, it makes sense to slightly change the role of Profile. It will still cover our activities in-depth and with photos, just with a little less frequency. However, as we increase pages, we need more advertisers to space out the editorial. So, we ask that you talk to the businesses that you patronize for your Porsche service, parts, etc. Tell them that they can reach other very enthusiastic Porsche owners by way of an ad in Profile. New rates are on the Marketplace page. Ad sizes remain the same.

It seems like just yesterday that Alicia Nordquist handed over the editorial challenge of creating and publishing Profile to me. And, here we are three years later still chugging along. We have seen changes in those three years. Among them, Porsche is now joining the electric revolution with the soon-to-be-released Taycan. Who would have thought? Let's revisit in 3 more years.

We have some new people working on Profile. You may have noticed some new names on the Masthead. George Wienhold has been choosing the Photo of the Month for over a year now. His eye as a professional photographer has enabled us to have really good examples of Porsche photos in Profile. Thank you, George.

Recently, someone whose early 944 I considered buying, joined us as my assistant for creating and publishing Profile—Ralph Porzio. And, with my current travel schedule, his assistance is more needed than ever and is greatly appreciated. An additional advantage he offers is that he is as far north in our region as I am south. Thus, we can cover more events easily.

See you at Sebring for "Test Drive."

This month's ADVERTISERS

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Welcome to The Marketplace



Suncoast Florida PCA's official free classified section

Automobiles

• **2004 911 CARRERA**, 88k miles, well maintained and optioned. Silver/Black/6speed. All maintenance records are available. \$28,000. rporzio@verizon.net or 813-416-6216. Visit www.rporzio.com/2004carrera for large format pictures and maintenance/upgrades/options/vin list. (1018)

• **2009 MINI COOPER CLUBMAN S** - 61k miles, Silver/Black, Sport package, auto w/paddle shift, panoramic sunroof, leather seats, Stereo w/CD and Bluetooth. Recently upgraded brakes and tires. Garage kept. \$10,495 OBO Trades considered (Just don't tell my wife) Email/TXT for pictures and more info acular@gmail.com 228-206-5123 (0918)

• **2001 911 TURBO TRACK/STREET PACKAGE** Seal/Graphite Grey, Tiptronic, Roll Bar, Sunroof delete, Recaro Seats, 6-point harness, 46,000 miles, new motor at 27,000. Plus 16ft. CargoPro open, 2-axle, aluminum trailer. Plus track wheels: OZ 5-spokes with slicks. \$40,000 rdstemler@verizon.net (508) 362-3602 (0418)

• **2006 911 CARRERA S CABRIOLET**- Speed Yellow, black full soft leather interior. Loaded with the finest options, 16,900 miles, 20" Techart Wheels, Meticulously Maintained Records from new. Always covered in AC Garage, Accident free. Clean Carfax \$49,500 OBO.David - 941-586-3475,reesinusa@verizon.net (0418)

• **1999 PORSCHE 911 CARRERA CABRIOLET** - Orange w/black interior, carbon fiber throughout, 6-speed, 94K, motor rebuilt & IMS bearing replaced at 84k. Pioneer AM-FM, CD radio with touch screen, Pandora, navigation, Bluetooth, always garaged. non-smoker. \$26,500. Anthony LoBalbo. (914)548-5450 (0418)

Parts

• **WHEELS AND TIRES** - 4 Porsche OEM 2008 997.1 Turbo wheels with Center Caps and Pirelli P-Zero tires in excellent condition. Stock fitment 19" in with 305s rear, 235s front \$2200 Curt 727-692-9509 (0918)

• **WHEELS AND TIRES** — 4 Champion Motorsports RG5 forged 18" wheels, (2)8.5 x 18 (2) 11x18 very good condition. Fits wide body 996/997 like c4S, Turbo, GT3. \$2975. OBO. Also several sets of 18" tires and 16" rims. Steve (954)292-3915 (0718)

• **BRAKE PADS-FRONT MINTEX** (MDB 1873), fits 1997-2004 Boxster Base \$45 **AIR FILTER-MANN** (996 110 13104), fits 1997-2204 Boxster Base & S \$20.00 **IGNITION SWITCH** (347 017 07), fits various Boxster and 911 models with Lock Assembly #996 \$10.00 All parts are NEW. Contact Mark at krekorian@aol.com (0618)

• **PORSCHE OEM 991 911CARRERA/ CARRERA S 19" WHEELS:** Fronts 8.5x19" (991.362.141.02.8Z8); Rears 11x19" (991.362.146.02.8Z8). Mounted used Michelin Pilot Super Sport Tires; used for DE, but in good condition—no accidents or incidents—no TPMS—no center caps. Pictures available. Bob: 991srs@gmail.com (0418)

• **928 PARTS** - assorted interior pieces, passenger door, wheel, rear bumpers, reservoir tanks for coolant. headlight frame. \$900 all; 911 parts - 17" CYCLONE TWIST wheels with Kumho & Falken tires, \$1100; FOUR 19" 911 wheels, no tires, very nice condition, 235ZR35/19 in front, 295/30ZR 19 in rear, \$1500. text (914)548-5450 for photos. Anthony LoBalbo (0418)

Misc.

• **FROM OUR AUTOCROSS TRAILER:** Two "less than reliable" timing setups from JACircuits; 50-ish junky cones; 40-ish very tall cones. One timing system needs a few batteries. Hold your own autocross, time the wife and kids, it's up to you. Asking price \$150, for members. Contact Mark@etbpensions.com before I toss them. (1018)

• **RENLINE TOW HOOK** for 997 (May also fit 987, 986, 996). \$50. Hans 941/979-1939 or krenzhi@comcast.net. (1018)

• **FACTORY PORSCHE ROOF TRANSPORT SYSTEM** for 996/997. Fits built-in roof mounts of 996/997 Coupes for those occasions where one might wish to transport something large. Or, with optional attachments, skis, snowboards, bicycles, surfboards, or a luggage box. Currently \$580 at Suncoast Parts. \$150 or best offer. Hans, 941/979-1939 krenzhi@comcast.net (1018)

• **TWO SCHROTH HARNESES**, profi II-6 Hans, red, \$300: two Sparco black Evo 2 US LF seats including side mounts, sub strap mounts, hardware, and adjustable seat rails, \$1,100: RSS harness bar, #950/30, \$ 200. New 2016 used 1-1/2 yrs. in 981 Cayman. h.cummins997@gmail.com. (0518)

Wanted

• **1960 356 MOTOR**, any condition. Mike (813) 837-5592 finewines@mindspring.com (07/18)

• **2009-2012 BOXSTER S**, 6 speed, good condition, reasonable miles, clean CARFAX, cash purchase (not financed) Bob 941-350-5560. (6/18)

PLEASE NOTE: Marketplace ads are limited to 40 words and will only run in three consecutive issues unless renewed.

2019 Advertising Rates

Business Cards (3' x 2")	\$155
Quarter Page (3.83" x 5")	\$400
Half Page (7.83" x 5")	\$605
Full Page (7.83" x 10")	\$990
Cover 2 (7.83" x 10")	\$1,425
Cover 3 (7.83" x 10")	\$1,285
Back Cover (7.83" x 10")	\$1,520

Publication Schedule

Jan/Feb, Mar/Apr, May/June,
July/Aug, Sept/Oct, Nov/Dec

Payment

Invoices will be sent in November. Payments are due by January 31. Any account unpaid by March 31 will have their ads dropped from future issues and will be responsible for payment for ads in issues already run. Cancellations must be made in writing by the 15th day of the month preceding cover date, i.e. by December 15 for Jan/Feb issue. Ads run for a partial year will be invoiced on a pro-rata basis.

Ad Material

Advertisers are responsible for sending final creative to Publisher. New material is due by 15th of month preceding cover date, i.e., December 15 for January/February issue.

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

Porsche Profile is also on
the Suncoast Web site at
www.SuncoastPCA.org

Policies & Procedures

- *Porsche Profile* is the official newsletter of the Porsche Club of America Suncoast Region. Norm Sippel, Editor, Melissa Schneider, Graphic Artist. No portion of this publication may be duplicated without the written permission of the Suncoast Region Board of Directors.
- The ideas, opinions, and subjects are those of the authors and no authentication is implied by the editor, or endorsement given by the Suncoast Region, Porsche Club of America.
- 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.
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Enter your photos for “Photo of the Month”

Submit your photos to be judged by our Photo Editor, George Wienhold. He'll select one to be featured in *Profile* each issue. The photographer must be a Suncoast PCA member. The photo must be Porsche-oriented, but can be a glamor shot, action, artistic, whatever you want. Be creative. It can be of cars, people or places.

Photos must have been taken by the Suncoast member



Submit to George at: ogee125@gmail.com with “*Profile* Photo of the Month” as the Subject of your email. Images should be PDF or JPEG between 2 MB and 5 MB. Include your name, city, contact information and a few sentences about your photo.

*The winner chosen each month will receive
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