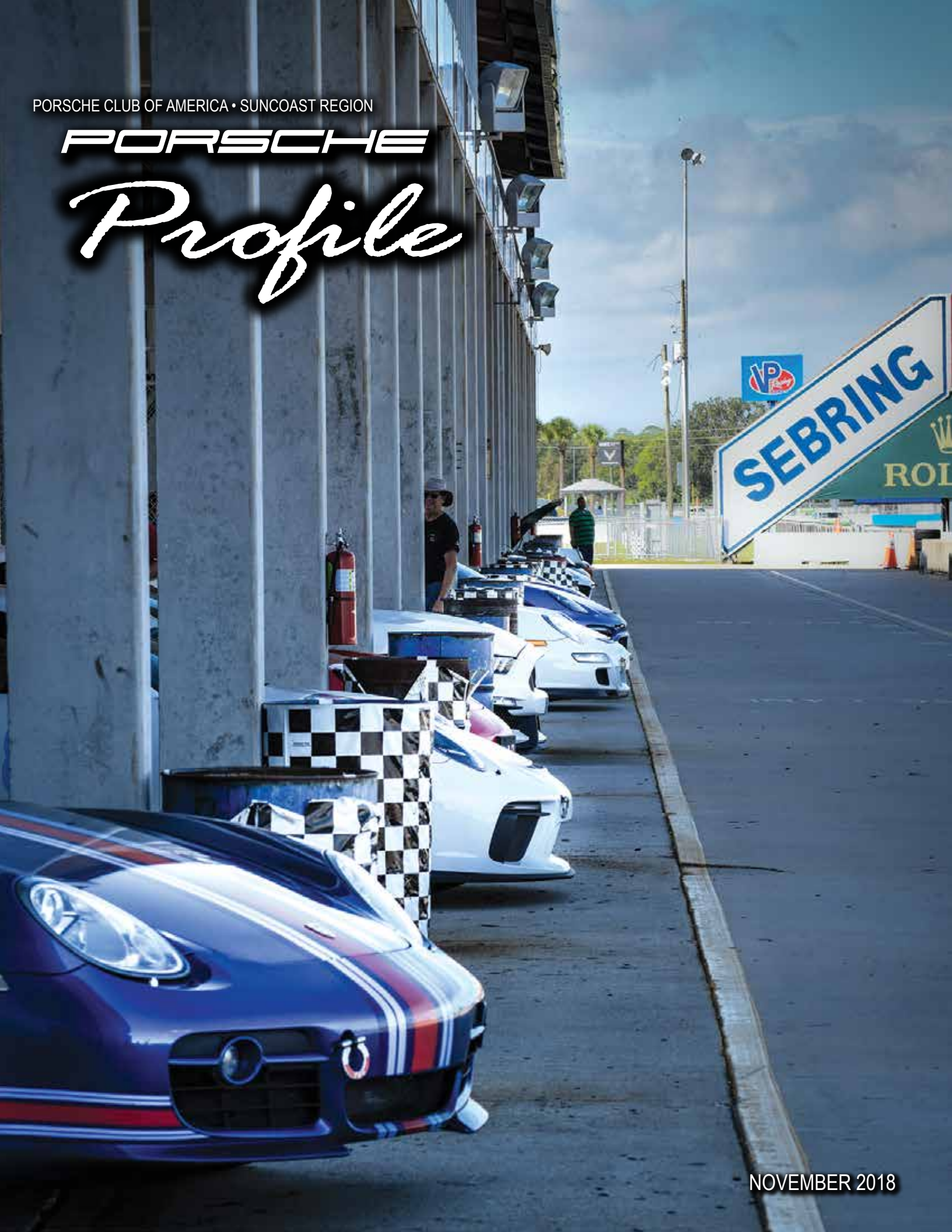


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NOVEMBER 2018



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 Photo by Connie Schmitt.

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PORSCHE
Profile

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President's Message

By JOHN VITA



Welcome to fall and the start of some much-welcome cooler weather! This also signals the start of our busy season and the return of Porsche Enthusiasts from their northern perches! Welcome back to those of you we have missed all summer.

October was busy as we started up our Auto Cross and DE programs, held socials, and added a new program called "Test Drive." Test Drive is an experience that allows you to "dip your toe in the water" with introductory DE, Auto Cross and Driver Control Skid Pad exercises. For those who wanted a more mellow experience, we conducted a tour from Sarasota to Sebring. The day ended with a great social at the track that was attended by about 140 members. For a first time event, the day was a total success. Although the people who decided to participate in the Test Drive activities were small in numbers, they were large in their enthusiasm and had a heck of a lot of fun. In speaking with them there was a common feeling of accomplishment and overcoming the unknown. We saw lots and lots of big smiles and folks gaining a better knowledge of the abilities of their cars. In addition, the participants felt their driving skills improved a great deal and they were better prepared for everyday driving. They also commented on how safe they felt and how controlled and organized the environment was. For the folks who joined the tour, they got a taste of being with other members and seeing things off the beaten path. Led by our Profile Editor Norm Sippel, the tour wound through the roads of west-central Florida and had a stop at the "Watering Hole" in Sebring for lunch. The tour then went on to the Sebring International Raceway where they joined the day's activities. It was unfortunate that the tours scheduled from other parts of the region had to be cancelled because we could not find volunteers to lead those tours. Hopefully in the future we can identify some enthusiastic members from those areas to volunteer to lead the tours. We can help lay out the routes and activities, but we need some folks who are willing to step up

and lead a group. Please let me know if you have an interest for next year.

In the next board meeting, we will break down the event and determine what went well and what did not. Input from participants via surveys will be evaluated and we will determine how to proceed with the event in the future. One thing is certain. The dedication and team work of your board is outstanding! When I asked the board if they wanted to pull this off, it was a resounding yes. This board is dedicated to providing member services, events and activities that will benefit the entire region. As always, we welcome your input so we can produce what you want. I cannot heap enough praise on the board for their attitude toward this goal, but also for their hands-on style that gets them involved to make this club the best in the country. So, when you see a board member, please join me in thanking them. Not only do they do their assigned duties with pride and joy, they also jump in to ensure that what we do for our membership is first class.

This month is another opportunity for you to reach out and try new things. Our annual Ready For life fundraiser is an occasion for us to join together, have some fun, and support a great cause. Please see the Social column for more details. Also, be sure to check out the Auto Cross column for exciting news about a new location coming in 2019 for events!! And it's right in our region!! Don't forget to make plans for the Holiday Social at the St. Pete Yacht Club as we celebrate the year, say goodbye to 2018 and look ahead to 2019.

Continued thanks to everyone for making this the best club ever! We are thriving because we have great members. If you have not been involved, now is the time. Check out some new things and sign up to have some fun. There are lots of opportunities right now, so take advantage of them! I look forward to meeting more of you and seeing old friends.....Down the road!

John

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FOUR OFF

By Fiona Brooks

In October, Bahama Breeze welcomed us back and we had a great time meeting new people and talking about the upcoming events and how to prepare ourselves and our cars. This was written before the Test Drive, Tour to Sebring, and the Test Drive dinner, for which many people have signed up and we are anticipating much feedback after demonstrating the capabilities of our Porsches!

If you have already adapted to reading this publication online (the hardcopy version is sent out much later in the month), then do not forget to sign up for the “Wheels, Wine and Wishes Ready for Life” fundraiser on November 3rd in Mike Kwasin’s beautiful house on South Beach Drive in Tampa. The response has been amazing as usual, but there are still a few reservations available if you act quickly!

New: “Date Your Porsche Night”— If you are a “foodie” or just like excellent food, please join us at Catch Twenty-Three restaurant on Montague Street in the heart of Westchase (near Tampa) on November 14th from 6:00 to 8:00 p.m. Catch Twenty-Three is a casual and upscale dining experience with wonderful Caribbean- and Latin-inspired dishes with their specialty being delectable seafood! They have great daily drink and food specials and a knowledgeable staff. Please register soon!

The highly anticipated Holiday Event for 2018 will be at the St. Petersburg Yacht Club on December 14th and is open for registration! Sign up as soon as possible as the spots are going quickly! Many exciting ideas have been tossed around, so stay tuned for more information soon!

December also brings the annual Suncoast Motorsports of Sarasota “Porsches in the Park” at St. Armand’s Circle December 15, 2018, 10:00 a.m.–3:00 p.m. Please RSVP Margharita at (941) 921-8007 or mkomyati@sunsetautogroup.com.

Please keep checking www.SuncoastPCA.org for new event information and sign up using Club Registration at <https://clubregistration.net>.



SUNCOAST SCHEDULE OF EVENTS

November 3 - Wheels and Wine - Ready for Life fundraiser at Mike Kwasin’s

Nov. 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 Celebration, St. Petersburg Yacht Club, St. Petersburg – registration

January 5 - Porsches and Pancakes - Safety Harbor and Venice. (See ClubRegistration for details.)

EVENTS IN PLANNING STAGES:

Spring 2019 - Crystal River Invasion

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*

2018-19 Tentative Board Meeting Schedule

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

• **November 14th, 7 p.m.**
Conference Call

• **January 5th, 7 p.m.**
St. Petersburg Yacht Club

• **February 13th, 7 p.m.**
Conference Call

• **March 13th, 6 p.m.**
Location TBD

• **April 10th, 7 p.m.**
Conference Call

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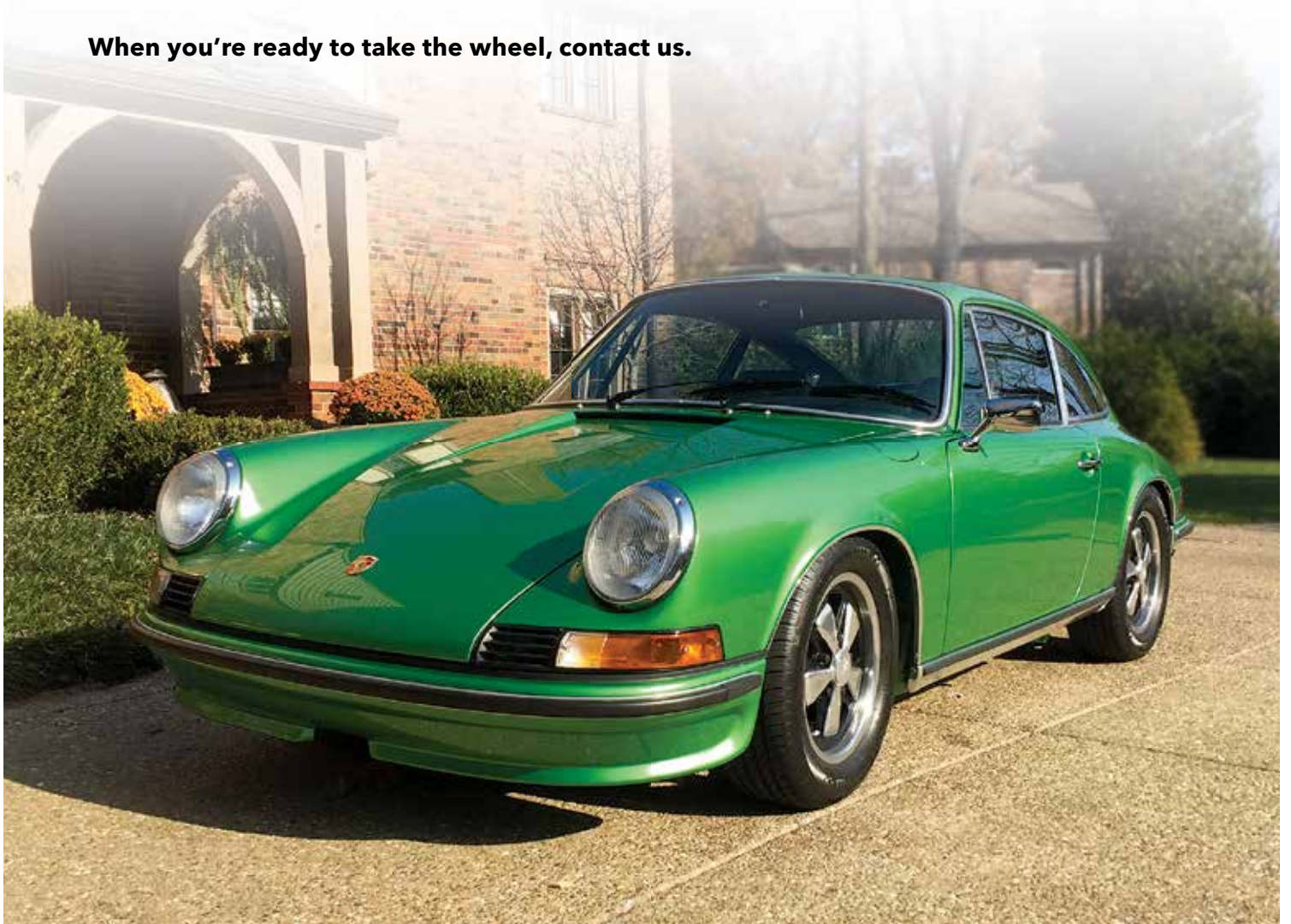
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| Patrick & Jeremiah Callahan | Brandon | 1999 911 Carrera Coupe Silver |
| James Dragatsis | Sarasota | 1998 911 Carrera S Widebody Black |
| Albert & Melissa Fontaine | Palm Harbor | 2017 911 Turbo Cab GT Silver |
| Todd Forsythe | Lakewood Ranch | 2017 911 Turbo S Coupe White |
| Dennis H. & Mollie Hair | Tampa | 2015 911 GT3 |
| Paul Hrebenach | Palmetto | 2005 911 Carrera S Coupe Silver |
| Greg Kutz | St. Petersburg | 2015 911 Carrera |
| Jose J. Machado | Land O Lakes | 2007 Cayman White |
| Elan Melamed | Seminole | 2006 Cayman S Artic Silver |
| Jack Mrsich | Safety Harbor | 1984 944 Coupe Red |
| Peter Palmer | Lakeland | 2018 718 Cayman |
| Philip Shults | St. Petersburg | 2009 911 Carrera 4S Gray |
| William Siegel | Lakewood Ranch | 2018 718 Cayman GTS White |
| Phil Smith | St. Pete Beach | 1957 356 Speedster Black |
| Rene & Debbie Spee | Fort Myers | 2018 718 Boxster |

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Jim & Karen Farmer
Noel A. & Erica Maun

15 YEAR ANNIVERSARY

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Neville & Lola Chin
Strathmore McMurdo

25 YEAR ANNIVERSARY

Charles L. Harris

30 YEAR ANNIVERSARY

Thomas A. Fellner

35 YEAR ANNIVERSARY

William G. & Robin Mclendon
Kenneth R. Smith & JoAnn Rice



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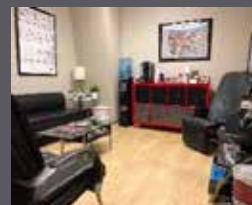
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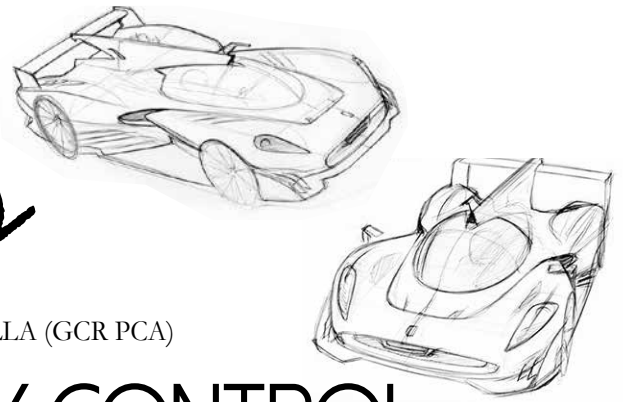
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Tech Notes

By PEDRO P. BONILLA (GCR PCA)



ELECTRONIC STABILITY CONTROL

Electronic Stability Control is known by many acronyms and names, such as: AdvanceTrac, Dynamic Stability Control (DSC), Dynamic Stability and Traction Control (DSTC), Electronic Stability Program (ESP), Vehicle Dynamic Control (VDC), Vehicle Stability Assist (VSA), Vehicle Stability Control (VSC), Vehicle Skid Control (VSC), Vehicle Stability Enhancement (VSE), StabiliTrac and last but not least, Porsche Stability Management (PSM).

But what is it?

A vehicle's Electronic Stability System uses on-board computers to control each individual wheel's brakes, and assists the driver in maintaining control of the vehicle by keeping the vehicle headed in the direction the driver is steering, even when the vehicle nears or reaches the limits of road traction.

When a driver attempts a sudden corrective maneuver, for instance to avoid a crash or because (s)he misjudged the severity of a curve, (s)he may lose control if the vehicle responds differently than expected, as it reaches the limits of road traction than it does in ordinary driving. This loss of control can result in either the tail of the vehicle spinning out (over-steer), or the front of the vehicle plowing out (under-steering).

As long as there is sufficient traction, an experienced track driver could maintain control in many of these conditions by using countersteering (momentarily turning away from the intended direction of the car) or as Doc Hudson Hornet (Paul Newman) expertly explained to Lightning McQueen (Owen Wilson):

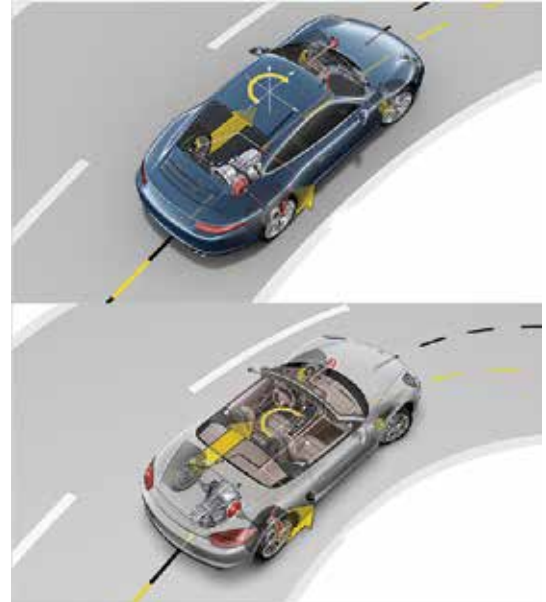
“turn right to go left” in the animated movie Cars.



Image courtesy of Pixar Animation Studios

Generally, in panic situations with the vehicle beginning to spin out of control, average drivers would be unlikely to countersteer like a race car driver, to regain control.

To help the driver in such a predicament, Porsche Stability Management (PSM) or any other form of ESC uses automatic braking of the individual wheels to adjust the vehicle's heading, if it departs from the direction the driver is steering. Therefore it prevents the heading from changing too quickly (spinning out) or not quickly enough (plowing out). ESC cannot increase the available traction. It only affords the driver the maximum possibility of keeping the vehicle under control and on the road in an emergency maneuver, using just the natural reaction of steering in the intended direction.



Images courtesy of Dr. Ing. h.c.F Porsche AG

But Porsche has gone way beyond the requirements for ESC by the introduction of PTV (Porsche Torque Vectoring) for manual transmissions and PTV Plus for cars equipped with Porsche Doppelkupplung (PDK). PTV and PTV Plus are optional systems which increase the dynamic performance and stability of the car by varying the distribution of torque

to the rear wheels. These systems include a mechanically locking rear differential.

When the car is driven aggressively into a corner, some brake pressure is applied to the inside rear wheel. Thus, a greater amount of drive force is distributed to the outside rear wheel, inducing an additional rotational pulse (yaw movement) around the vehicle's vertical axis.

Some people complain that all of these "nanny" controls are taking away the fun of driving but, at least in Porsche's case, you can switch off the function (PSM). Well, almost. Porsche's PSM remains set to intervene if the vehicle is braked and ABS assistance is required.

One great feature of PSM is brake precharging. If you suddenly release the accelerator pedal, PSM automatically prepares for your next action: The braking system is precharged so that the brake pads are already in light contact with the rotors and maximum braking power is achieved much sooner. When brake assist detects a panic braking situation, it generates the optimal braking pressure required for maximum deceleration. Neat stuff!

As part of a comprehensive plan to reduce the serious risk of rollover crashes and the risk of death and serious injury in those crashes, The Federal Motor Vehicle Safety Standards Rule No. 126 requires ESC systems on all passenger cars, multipurpose passenger vehicles, trucks and busses sold in the U.S. with a gross vehicle weight rating of 10,000 lbs or less as of model year 2012.

The National Highway Transportation Administration (NHTSA) estimates that ESC technology will reduce single-vehicle crashes of passenger cars by 34% and single vehicle crashes of SUVs by 59%.

To learn more about Porsche Stability Management and more, please visit my website at: www.PedrosGarage.com.

Happy Porsche-ing,

Pedro

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Photo of the Month

“Grandpa”

It just goes to show you that with a good foundation, the time it took to maintain excellence and the passion to carry out the desire of a lifetime, this 1963 Yellow 356 Porsche fits that “Grandpa” bill to a T. These are the ones that started this long love affair with our dear Porsches.

This example of good roots was spotted during last year’s “Porsches in the Park” in Sarasota, FL. This great photo was entered by PCA member Scott Gifford out of Sarasota also. What I like about this photo is that he has kept it simple. The Porsche is the attraction, and the yellow color ‘pops’ right out at you.

This annual event is sponsored by Suncoast Porsche Sarasota, FL, and is held in St. Armand’s Circle every December. It is a must-see event as there are soooooo many Porsches. It should be a two-day affair just to be able to appreciate all of the different cars that are on display.

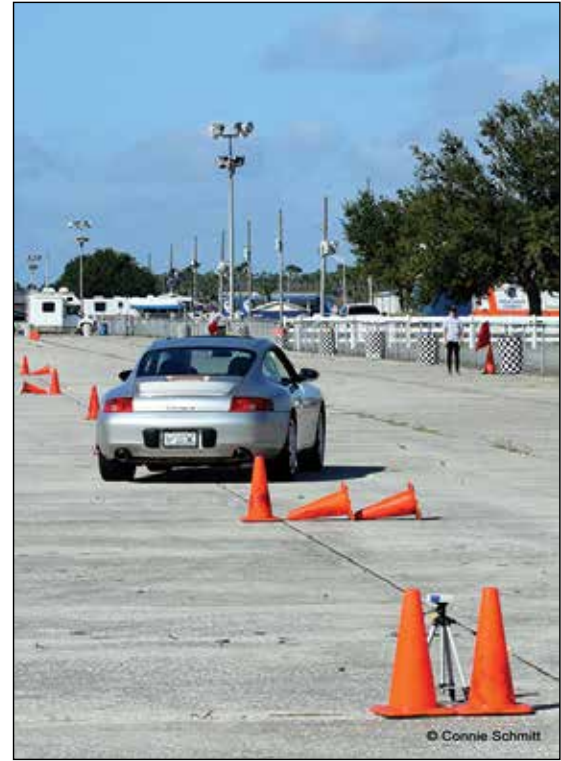
This year’s event takes place December 15th. Check the Schedule of Events section in Porsche Profile for further information.

As always, I ask that you send me any and all Porsche pics that you take. I’m sure there will be many opportunities to photograph a Porsche of your liking there.

I sure do hope that I’m in as good of condition when I’m a “Grandpa.”

Thanks for the photos. Till next month,

Thank you,
George Wienhold
Photo Editor
Suncoast PCA Profile



SUNCOAST “TEST DRIVE”

A few months ago, our board made the decision to increase participation in events among our members. Some of our members are die-hard DE’ers or Autocrossers. But, many just don’t know what those events are like. So, what better way than to let members “sample” them without making a major commitment. Thus began the germ of an idea that became “Test Drive.”

So, a plan was undertaken to take some time from the weekend DE to include a shorter DE, an Autocross and driving on the Skid Pad. While it was hoped that multiple tours from diverse parts of our region would funnel people to Sebring, only one materialized—from Sarasota.

If you missed any of these events, I believe that we will be doing it again. Meanwhile, look at the photos on this page for what went on.



TOUR TO THE TEST DRIVE AT SEBRING

By NORM SIPPEL

A few months ago, one of the board members came up with the great idea of having an event that would introduce members who weren't already active in our driving events to experience some of them. Thus, the genesis of "Probefahrt," i.e., "TestDrive." Planning proceeded and we hoped to have 3 tours leaving from different parts of our region with all culminating at Sebring International Raceway. Since I had already laid out a route for a tour to Lake Placid (see October Profile, page 18), it was simple to run it for a group. And, that's what we did. (Sommers)

Beginning with breakfast at Sommers Dutch Family Restaurant, eight cars headed east on one of Florida's many little-used main cross-state highways. After a rest stop in Arcadia, we headed north on the very empty Rt. 17 to one of the twisty roads joining Rt.66. Then, we had a stop at Henscratch Farms to do some sampling and shopping amidst the chickens. (Group) After that, back in the saddle to Lake Placid where the Chamber of Commerce opened for us to view their video of the murals in town and look over the room's walls adorned with renditions of the large murals all around town. We followed that with a walk around a few blocks to admire some of the murals close up.

After that, we headed for lunch at Cowpoke's Watering Hole. Good grub. And, for this writer, more than I could eat, so a doggie bag accompanied me home.

Next, we had a stop trying to help one of our tourers with a dead battery. Sorry to say, we were not successful. He was, but 6 hours later. A suggestion to each of us for future drives: Rig up a remote cable release for access to your battery.

At the track, we were able to see the Skid Pad exercise and watch the cars at the DE. And, I am told that the members of the tour were able to take driving laps on the rack. I wasn't able to stay for it or the dinner, as I was still tired from the Smoky Mountain Tour and the over 2,000 miles of driving with some health issues. And, the drive back to Venice on that cross-state road mentioned earlier would have been pretty lonely at dark. There were a few times by daylight that there were no other vehicles front or back for miles. Risky by night for "catching" deer, armadillos, or gators.

More tours are in our future. In fact, tours are the most popular driving event throughout the PCA. Data from 2016 shows that there were more tours than all other driving events combined. And, I heard people at Sebring talking about one that is in the planning stages—The Invasion of Crystal River. If you don't know about it, see pages 17-19 of the October 2015 *Profile* for an article about that year's Invasion.



J. Burns's pizza shop

PORSCHE & PIZZA IN LAKE LAND



By RALPH PORZIO

Suncoast PCA member Shawn Graham hosts a Cruise-In at Lakeland called “Polk Porsches and Pizza” at J. Burns Pizza. He started this 6 months ago and it is held on the 2nd Tuesday of every month. His idea for the gathering was for Porsche enthusiasts to socialize, showcase our cars, and to support a small local business. All I can say is the company was wonderful, cars were beautiful, and the pizza was delicious. I know I will be back and encourage those of you in the area to try it out. Be sure to visit the Polk Porsche page on Facebook for event information. Photos courtesy of PCA member Daniel Konkol.

Get Profile sooner – visit www.SuncoastPCA.org



Date Your Porsche Night

AT BAHAMA BREEZE



By NORM SIPPEL

Bahama Breeze has always been a favorite location for our socials. It is convenient from east and west. And, it offers ample parking. It was a modest crowd last month, but it was a good group. Just look at the happy faces in these photos.



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SMOKY MOUNTAIN TOUR





RENNSPORT REUNION 6

CAN IT GET ANY BETTER FOR A PORSCHEPHILLE?

By RICH TILLOTSON

Where do I begin to report the breadth and scope of Rennsport Reunion VI at WeatherTech Raceway Laguna Seca on the Monterey peninsula. Let's start with some statistical information: The weather all week was 50s at night high 60s or low 70s during the days. How does that sound my fellow Florida heat sufferers? The Rennsport event is held every three or four years, usually scheduled to commemorate a Porsche milestone. Year 2018 was selected due to it being the 70th anniversary year of the Porsche brand. Rennsport VI was expanded this time to a four-day event from the previous three days of prior Rennsports. At this Rennsport, as in past years, participating Porsche race cars must apply to a selection committee months ahead of the event. This time, of the many Porsche race cars that applied, a mere 252 cars were accepted. The selection process is done by a panel of experts knowledgeable on the history of Porsche racing and includes Porsche company representatives as well. The cars are the stars, but equally represented are some of the most famous Porsche race drivers of all time, both current and past. The event was divided into seven run groups, six Rennsport Reunion groups and a separate group for PCA Club racing cars.

The most impressive stat was the number of Porsche owners and the street cars they drove to the event. The Porsche parking corrals were divided by model and contained not only a very large number of each model but also the most rare of each one of those models. In fact in the paddock area, the event established a "959 parking only" area. Can you imagine the site of no less than fifteen 959s parked together! Perhaps the stat that stands out most is the quoted attendance of 81,500 people at the event. The paddock area was accessible to anyone with an event ticket, so to say the paddock area was crowded would be similar to the same statement about New York's Times Square on New Year's Eve.

The event had many highlights: autograph sessions with famous Porsche drivers, concerts and receptions in a beautiful staged area, the races of course, flyovers by locally stationed military jets, a Historic display in the paddock area of some of the most famous and beautiful Porsche cars, many in concourse condition from private collections, vendors of all kinds on the vendor row, and of course a Porsche tractor race—that's right, a tractor race. It may sound out of character for this race-based event (it did to me), but talk about fun watching race drivers pilot a tractor up the front straight of Laguna Seca! It was a fun race and a real hoot for the spectators. There was even a Pink Pig livery tractor towing a trailer with plastic baby pink pigs on board. There were many parade laps conducted over the four days, usually with a theme behind each example, such as a 918 parade lap for those fortunate owners. The factory also unveiled two special production cars, a track-only modern 935 and a newly designed Speedster both planned for limited sales. I guess the best observation I can give is that the four-day event was a true sensory overload and attendees could stay busy viewing something every minute of every day.



Now for my personal experience: As mentioned, the cars participating in Rennsport Reunion VI were by invitation only. I was fortunate to have my 2000 “Becker” VIP SuperCup car accepted by the committee. So, I and some other armature drivers, who own these accepted cars, were allowed to race among the pro cars and pro drivers. I was in Group 7, the Flacht Cup group. My wife Diane and my friend Bobby Fabricatore and I flew out to California on Tuesday we went straight to the track from the San Jose airport and registered me as a driver and them as crew. My car was already there, transported safely and on time by the folks at Heritage Motorsports.

We left the track and drove to the house we rented in Pacific Grove overlooking Monterey Bay using the Home Away app that made the house not only more comfortable but even cost effective compared to the hotel rates for Rennsport week. So starting Wednesday, we were real busy. All cars needed to go through tech, not only for the normal safety checks but also for a comprehensive evaluation to confirm the car is presented both in mechanical and livery of the period in which it raced. Fortunately for me, my car has most of the original graphics from the SuperCar series, so we got our collectable Rennsport Reunion tech sticker on the car. Thursday started the track time. Getting to the grid and seeing the fantastic race cars and pro drivers around me was a real reality check as in “what the hell did I get myself into” moment, especially as I have never driven the Laguna Seca track and I didn’t even stay at a Holiday Inn to fall back on. I quickly realized my passing skills would be tested all weekend. I don’t mean me passing but being alert enough at all times to allow safe passes by faster cars and drivers. I can honestly say I was passed more at this event than in my entire past racing efforts. My in-car video is a hoot to watch with cars like the race-leading Falken cars passing me in tandem at increasable speeds. Rennsport Reunion groups cars by the era they ran in, not by capabilities, so that contributed to some vast speed difference within each group. Our group was the largest with some 54 cars entered, on a track a little longer than 2 miles long. Add in the Corkscrew turn 8 drop which is something to behold from the sidelines, but from the race seat is just too much fun. Racing was fun all weekend up to and including the last race at 5:00 p.m. on Sunday.



There are so many stories to relate I could fill a complete issue of the Profile. Let me tell two stories that were highlights for me. On Saturday, I came off the track, and to get back to my paddock spot had to drive through the spectator crowds. Walking in the paddock area, as I mentioned reminded me of Times Square, so to get an idea of the people you need to avoid running down with the race car. So I made it almost to my spot but in front of me was one old guy that does not hear me rev up the car to get his attention to move out of the way. Fortunately another spectator grabs this guy by the arm to move him out of the way. As I backed into my paddock spot, I saw this old man and recognized him as David Piper. I have always been a big Piper fan. For those who don’t know David, he was a racer back in the 60s, 70s, and 80s. He bought a new 917 back in the 70s and raced it in his green-colored livery and was one of the few privateers in a 917. David also was one of the hired drivers Steve McQueen used in the making of the movie Le Man. In fact, David lost a part of his leg during the filming of that movie due to a crash while filming. David is I think 87 now, but he still flew over from England to attend Rennsport Reunion and sign some autographs for his fans. So I call over this “old man” before I get out of my car to have a nice talk with him. I mentioned I could have been made famous or more accurately infamous had I been the dope driver who ran down David Piper in the paddock. He got a good laugh out of that one and getting to talk with him made my day.

My other story is that my car was driven at the SuperCup races at Indianapolis in support of the F1 event both in 2000 and 2001. In 2000, Randy Pobst drove my car. Randy was nice enough to sign my car dash while he was at a PCA Sebring Club race. In 2001, my car was driven by David Donohue. Turns out that David was at Rennsport Reunion and was kind enough to walk down and add his autograph to my dash. Looks great! David is also a great guy and very friendly, and we enjoyed our conversation.

Well I am sure they are already planning Rennsport Reunion VII. My suggestion to all is to find the time and motivation to attend, as you will never experience an event bigger or better in the Porsche world.

SAMPLE TSD ROUTE INSTRUCTIONS

This is what typical TSD route instructions may look like:

1. Zero Odo. Start Stopwatch. Exit Right out of parking lot.
2. Left 1st Op after the 2nd yellow fire hydrant.
3. Bear Right at the “Y”
4. Right at the “T”
5. Left 3rd Op.
6. Right 2nd Op after the Blinking traffic light.

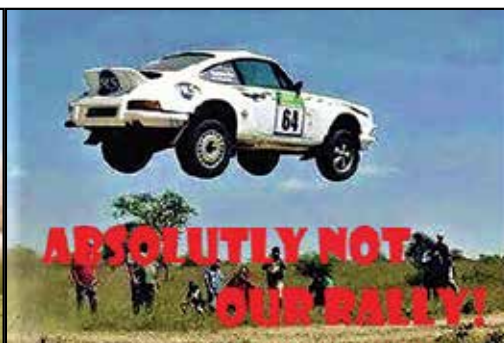
The above are specific Rally Instructions. We also have General Rally Instructions. The specific instructions are handed out just before the rally starts. The generals will be distributed prior to the rally. The generals are typically read and memorized before you start the rally. We will hold a rally school on the morning of the rally. During the school we will go over the generals, explain a few important points, and answer questions. The school will be held in a classroom environment, with food and drinks available (optional at your own cost). General instructions may look like these:

- The distance between any two consecutive instructions will not exceed 7 miles.
- Dirt roads, parking lot entrances, Dead End streets are NOT valid Opportunities.
- Obey speed limits; this is not a race. If you arrive early you are penalized with points.
- A “T” is only acted on when you approach an intersection from the base of the “T”
- Same for a “Y” in the road.

Jim & Jeanne Hoey

Rally Masters

Next month: The Odometer Correction Factor



TSD Rallying is all about being accurate in your driving, NOT flying low. If you want to fly low in your car, join the FLA European Rally Circuit.

Back in the day in my first MGB, I did some TSD rallies. Always ran in the unequipped class. And, actually came in 2nd or 3rd in one, thanks to my navigator who was none other than Shark Tank’s Barbara Corcoran, a fellow Ski Club member. Then I met Penny. She’s great at math. But, we realized that when she became pregnant, it was more difficult doing long stages on a rally. So, we put away our copy of

Larry Reid’s “Rally Tables,” and just drove our sports cars. Since then, we have done a couple of Gimmick Rallies. But, now with Jim and Jeanne Hoey revitalizing TSD rallies in our region, we are planning to try it again. In preparation, we have begun taking a daily Prevagen vitamin. (-;-) And, I just found my old copy of Larry Reid’s “Rally Tables” from 1965.

Norm

Norm Sippel



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

By JEREMY SWIGER

The last words from Part 1: At Oppdal, we turned left off of the E6 onto a more rural road. 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.

At the end of a large fjord, in the town of Sunndalsøra, we again regrouped at a Circle K for fuel. With tanks topped and coffee refilled, I led the way out of town on Route 62. This was another great 2-lane road, much flatter than the last as it followed the shoreline of several fjords, passing through mountain tunnels in between, some as long as 6km. In better weather, this road would have been another dreamy jaunt. Unfortunately, we quickly reached persistent, torrential downpours, which followed us on the remainder of our journey to Bud. The once confident Boxster, now became nervous and twitchy, as the rain puddled in the tire tracks in the road; rainwater tugging and pulling the little roadster as if taunting it into a hydroplane. I kept the speed reasonable, and we made it safely in a driving rain to the night's Airbnb.



In the morning, we awoke to continued rain. Perhaps not as torrential as the previous day, the rain resulted in a journey up the “Atlantic Road,” which was in stark contrast to the online photos depicting a beautiful sunset drive along bridges perched at the edge of the world. Instead, we were greeted by rain and an angry ocean. Still, the 8km or so that actually make up the “Atlantic Road” along route 64 was still impressive. It is a great feat of engineering to construct a road and bridges in and around small rock islands and fast currents. This 2-lane road puts you right on the edge of the world, leaving you with an eerie feeling of remoteness and awe.

To add to the eerie feeling, the only path back to the mainland is through an eight kilometer tunnel under the Atlantic Ocean. The concept that you drive your car under an ocean is hard to comprehend, but dropping down the 10-percent grade into the tunnel brings home the reality that there is only concrete and rock separating the canvas convertible top from billions of gallons of storm-churned salt water. Tunnels usually don't bother me, but I admit to feeling a bit of anxiety that lifted only once we exited the tunnel on the other side.



From here we drove east, picking up a short ferry across one fjord, before following the E39 along other fjords to the city of Trondheim, where we turned north on the E6 again. The remainder of the day, which turned out to be another 8 hours or so (14 hours total) followed the scenic two-lane E6 as it wound its way through fjords to the north. As is typical in the summer time, travelers in their caravans set the pace. At times, this permitted us to take in the scenery and, at other times, adding to the monotony of droning along for hours. While the Boxster is fun carving up twisties, the X5 is much more comfortable and arguably much better suited to follow the mass of holiday revelers with campers in tow.

We arrived in Mo i Rana, our stopping point for the night, sometime after 9:00 p.m. I warned the guys that the Airbnb here had been described as “rustic.” I didn't realize that to reach it, the last 3 kilometers were unpaved, pitted, and potholed

Continued on next page

gravel. Unable to make contact with the owner when we reached the city, we decided to try again once we reached the cabin only to find that we had no cell signal. In previous emails with the owner, he had said the cabin could be reached by foot either along the rocks on the water or by the trail through the woods. Apparently, the persistent torrential rains are not common in this part of Norway as we found neither path to be safe or user friendly. Both required crossing a narrow steel I-beam over a running stream followed by either trekking along slippery rocks or trudging down a soggy trail. This made it impossible to keep from submerging your shoes. Finally, we made it and found a key outside and went into the cabin. It had no electricity and no running water. We were all tired from 14 hours of travel and, while I won't speak for the others, I know I was grumpy. If there was a low point on the trip, this was it.

To make a long story short, we drove back over the potholed road back into town where we were able to make contact with the owner, confirm that we were in the right place and that it was okay just to use the key we had found. One final trip in the car back through the potholes to the cabin, we unloaded our gear, built a fire, and toasted the day with some good bourbon. What the cabin lacked in convenience and accessibility, it made up in location. Perched on the edge of a giant fresh-water lake bordered on all sides by forested mountains, the panorama was breathtaking. Being the day before the summer solstice also helped, as it never really got dark.

In the morning, Jimmy and I got up and headed into town to a local bakery. I had to catch up on some work and needed WiFi, and Jimmy checked in with his wife and how things were going back in Stuttgart. After some local bread and coffee, Patrick and Eric joined us and we headed north for our ultimate destination—the whole reason for this trip—the Arctic Circle. The Arctic Circle is only another 80 kilometers or so from Mo i Rana but about 50 of those kilometers are currently under construction and lack pavement. Who knew we would be doing so much off-roading in the German sports cars? While the path may have been teeth-rattling and bone-jarring, we made decent time, arriving at the Arctic Circle center in around an hour and twenty minutes.



As if we had some sort of VIP status, we pulled in the parking lot with a perfect opportunity to have a photoshoot with the cars in front of the center before a sea of caravans

blocked the backdrop. Again, above tree line and close to snow, we took time outside of the cars to hike up and away from the center to take in the natural beauty of the surroundings and to marvel at the accomplishment. For me, I was happy and proud that the Boxster hadn't skipped a beat and was hanging strong with the more modern and powerful Bimmers in the group.

After a lunch of reindeer (for some), we again hopped in the cars and headed a little further north, deeper into the Arctic just to see what was there. Off we went up another 45 minutes along a long stretch of straight, desolate highway that gave way to some twisties as we started to drop down in elevation. In a drizzle, we carved up some corners before pulling off in a construction zone for another photo opportunity. As afternoon became evening, we turned south, stopping for a traditional Norwegian fish dinner before retiring to our Airbnb to celebrate the Summer Solstice.

The following morning, we packed up, made one final trip through the woods from the cabin to our cars and began our trek to Stockholm, Sweden. It was 5:00 in the morning, yet felt much later, thanks to the ever-present sun high in the sky. With much improved weather, we headed out of town. In short order, we crossed the border into Sweden.

Sweden, it turns out, is car-guy heaven and the Swedes know this. Almost indescribable is the remoteness of the Swedish Lappland. For the first 3 hours, we barely saw any little villages, much less passed any cars. Well-paved 2-lane roads carried on seemingly forever, winding around occasional lakes dotted by fish camps. I think the posted speed limit was 80kmh, but with good weather and little chance of getting caught by a speed camera, we cruised closer to 100kmh, sometimes reaching 120.

The Boxster hummed along, taking the curves as if it was again riding on rails. I was on autopilot, enjoying the ride, Steely Dan's "Aja" blasting from the Becker CDR-220, loud enough to overcome the road and wind noise. Eventually, the roads became straighter and towns more frequent, although still somewhat remote. There must have been a classic car show planned because the few cars we did pass, more often than not were fine examples of classic American muscle. I followed a Fathom Green Chevelle SS for a while before he pulled off to fuel up.

After a stop for lunch, we picked up the motorway for the last stretch into Stockholm. For the first time in 3 days, we again had 4 lanes. This part of the journey was relatively unremarkable as the cars ate up the miles to our next Airbnb. We pulled in shortly before 5:00 in the afternoon, after traveling for 11+ hours and over 1,100 kilometers. We spent the evening sightseeing in Stockholm before turning in for some rest in preparation for the final two-day stretch home.

On the morning of the 7th day, we began a Cannonball Run of sorts to head home. We'd all had a great time but still had another 2,000 kilometers looming between us and Stuttgart. Back on motorways and eventually the autobahn, we high-tailed it across Sweden from Stockholm to Malmö, where we began retracing our earlier steps across the bridges to Denmark, past

Copenhagen, before eventually turning south and crossing back into Germany. A second straight day of 1,100+ kilometer distances is tiring to say the least, so we were happy to find our Airbnb.

This evening we dined on good German food in Barmstedt, a little town just north of Hamburg, at a restaurant recommended by our Airbnb host. Afterward, we shared pictures from the trip before wishing each other well, as Patrick and Eric were planning to leave very early the next morning to get a head start for home.

On the final morning, Jimmy and I packed our bags and headed out around 5:30 a.m. Every trip needs a good story to tell. I thought all of our stories would come from the experiences at the Arctic Circle. However, Murphy's Law dictates otherwise.

With Jimmy following behind, steady rain once again dampening our path, as we trekked through the town of Barmstedt to the autobahn. I made the turn and started accelerating around the on-ramp at the cloverleaf interchange. Suddenly, as if in slow motion, I started to feel the tail of the Boxster come around. I countered-steered in a vain effort to try and keep it in line, but it was too late. The tail came all the way around, spinning the little car 180 degrees before sliding off into the mud at the edge of the pavement. No big deal, right? I hadn't hit anything and the only thing hurt was my pride, but she was stuck in the mud pretty good. Fortunately, a man in a small SUV came along within 5 minutes and with his tow strap, pulled me out of the mud. I thanked him and he left as quickly as he came. Jimmy kept an eye out for traffic (there was little as it was so early), as I got turned around again in the right direction. Pretty soon we were on our way, no harm, no foul, except for a little mud on the car.



I drove another 500 kilometers toward home without incident before stopping for fuel. When we eventually drove out of the rain, Jimmy “put the hammer down” on the M3 to enjoy the lack of speed regulation. I really thought I wouldn't see him again until sometime in the next week, but the “no replacement for displacement” V8 M3 consumes copious amounts of high-grade fuel when pushing its mass down the road at over 200 kilometers per hour. So, as I'm poking my way home, I suddenly hear what sounds like another muscle car coming up behind

me. Before I can look in my rear view, a green chrome-wrapped Mercedes AMG GT comes flying by me in the left lane. Just as soon as I've wrapped my head around what just blew by me, another streak of white lightning passes me hot on the tail of the Merc. Hahaha, I laughed out loud...there goes Jimmy!

Shortly after seeing Jimmy again, I made my one stop for fuel for the day. As the tank filled, I gave the Boxster a quick once over and...“Uh oh”...apparently the left rear tire that slid into the mud earlier, had a slow leak. “No sweat,” I thought. Air is free in Germany; I'll just fill it back up and be on my way. Hello, Murphy?

As I fill the tire with air, I quickly realize that it is escaping around from around the valve stem as quickly as it is going in. I suppose some of the mud and grit must have broken the seal, causing a slow leak. I get the pressure as high as it will go and decide to limp on, as it is Sunday and nothing is open. No way am I going to find a shop to repair the valve stem today.

I ring Jimmy to see where he is. Not too far ahead, apparently, and looking for fuel. We describe signs and landmarks to each other and agree to meet up. Perhaps fatigue from the past 8 days has clouded my judgment, but in a moment of clarity as I follow the slowest caravan I can find, I decide that this is stupid and a need to mount the spare. I know it has plenty of pressure as I checked it just before the trip.

Jimmy and I meet up at a parking area on the side of the A81, a couple hundred kilometers from home. In 15 minutes, I have the flat turbo-twist off and the space-saver spare mounted in its place. Two new concerns now pop in my head...the space-saver spare is original and has never been mounted. I ask myself, will 17-year-old rubber hold up over 200 kilometers? And the biggest problem: The brake-dust covered, mud-caked turbo twist won't fit in the Boxster...anywhere. I suppose it could have gone in the front seat but who wants to soil their leather with nearly 6,000 kilometers of road grime mixed with fine German mud. Thank goodness for friends, as Jimmy selflessly offered to stow the dirty rim in his pristine trunk.

He also followed me the rest of the way home on backroads at a mind-numbingly slow pace. Jimmy is a true friend and I am greatly appreciative for his support getting home. In the end, the Boxster made it the rest of the way under its own power and without further incident. In hindsight, that Sunday morning was cool and wet, the pavement was new and I was riding on pretty aggressive summer tires which hadn't warmed up. While my speed didn't feel too high, it obviously was for the conditions. I'm glad it was the only incident that occurred on the trip and that it happened on the last morning.

In the end, it was a great adventure. Probably not one I will repeat, at least not by car as it was frankly exhausting. However, I'm really happy with how well the Boxster performed. It didn't skip a beat and is a real testament to the engineering that goes into Porsches, even the most basic ones. There will be future road trips for us in Europe, however, just perhaps not as far. Maybe we will switch to a more modern and comfortable car, like a 911. Happy Motoring!



TIME IS RUNNING OUT TO REGISTER FOR THE LAST DE OF THE YEAR!

The Suncoast regions November DE is just around the corner. This is our annual 3 day event which encompasses a regular DE day on Sunday that is open to all drivers at any level. Friday and Saturday are open to instructors and solo qualified drivers. During those 2 days, we will have a course for our instructor candidates. These are drivers with the experience and skills necessary to become a nationally recognized PCA Instructor. Best of luck to those who are candidates to become new instructors! We have a great group of candidates this year and I am excited to see them graduate to Instructor level. In addition to the candidate's program, Friday and Saturday are also going to be filled with a lot of track time, a track walk, and some fantastic guest speakers who will host class sessions to help broaden our knowledge about driving on track.

Friday night will close with a dinner at the Inn on the Lakes for all our current instructors as a thank you for their support and dedication to our program. Saturday night will end with a dinner in the pits and is open to

anyone and their guests attending any of the days. I hope that many of you who are signed up for Sunday only will make it out on Saturday night to join us for the dinner. We'll have a nice dinner for you and your guests, fun music, and a lot of friendship and car talk to go around.

The dates are November 16th, 17th & 18th. Make sure you register on clubregistration.net for the DE and the dinner very soon. By the time this gets published the event may be filling up.

See you at the track!

A handwritten signature in cursive script that reads "Amy".

Amy Riches
Chief Track instructor



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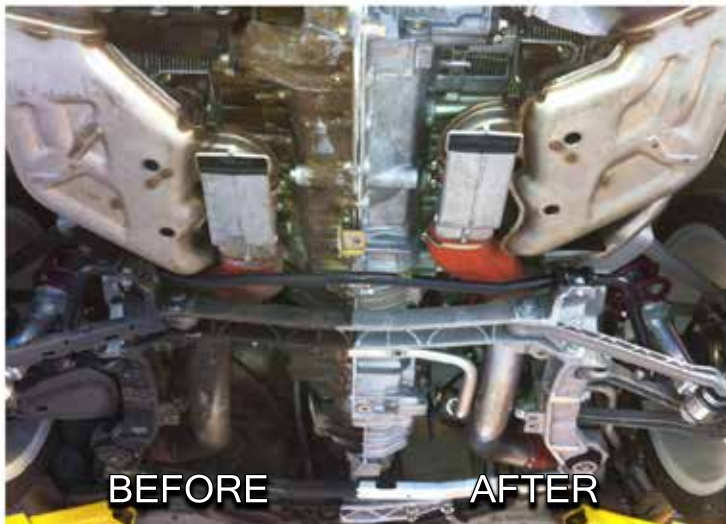
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EDITOR'S NOTES

By Norm Sippel

Wow! Here we are at the end of October already. Wasn't it just yesterday that we began a new year? Why does time go faster as we age? Maybe it's because we do more. Think about all that we, the Suncoast Porsche Club, have done so far this year: Fundraising, hours/days on the track, thousands if not hundreds of thousands of miles driven in our Porsches. How fortunate we are. Just over a month ago, I spent some days driving a 1.2-liter Nissan Micra around the mountains of northern Greece. Try to imagine driving a car that struggled to reach 80 mph on the highway and failed, that engendered no confidence climbing or descending mountains over a mile high. That's how others live. In the Porsche mountain roads are more of a challenge to the driver, not the car. How fortunate we are.

Here at the mid-point of autumn, a group of us have once again spent days driving the twisties of the Smoky Mountains. Haven't done it yet? You owe it to yourself and your Porsche to try it. Those are the roads that our cars were made for. But drives in our cars are enjoyable nevertheless. Go on. Get out and drive. Join one of our tours. One already in the planning stage is another "Crystal River Invasion." We did one a few years ago and had a great time.

Because our cars are for driving, and despite the generally unexciting roads here, we need to do more tours and rallies. How about it? I've mentioned Mike Miller's "Florida Backroads Travel" site before. If we do a tour through/to Mount Dora, Mike can be a speaker at lunch or dinner. So, if you have some favorite road trips, please let Fiona Brooks, or me know about them, until someone steps forward to be our "Rallymeister."

Meanwhile, you may have noticed that I have a new assistant. I met Ralph Porzio when I was looking at 944's. He had a nice original one. Then last year he started helping me with Profile. So, when I needed a backup for when we were in Europe, Ralph stepped up. Thank you, Ralph. Let him speak to his Porsche thoughts:

Excitement comes in many forms. One of the ways it starts for me is when I grab the 911's ignition key. It builds like a low current deep inside. It continues after pressing the garage door opener exposing the car to soft outside light while I give the sleek frame a once over on my way to the driver's door. Slipping into the seat and turning the key, I anticipate that incredible flat 6 noise and am not disappointed. I smile because every time I go through this routine it's like the first time over and over, it never seems to get old. I love driving my 911.

Speaking of excitement...I have been asked by Norm to help with editorial duties. Writing has been a second hobby along with photo editing and this opportunity allows me to share my enthusiasm and passion for Porsche through photography and stories with other like-minded fans. I look forward to meeting you all at the local and regional Porsche gatherings.

- - Ralph Porzio, Assistant Editor

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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. \$25,000. 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)

• **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

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• **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 e4S, Turbo, GT3. \$2975. OBO. Also several sets of 18" tires and 16" rims. Steve (954)292-3915 (0718)

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• **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 krenzjh@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 krenzjh@comcast.net (1018)

• **TWO SCHROTH HARNESSSES**, 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)

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• **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.

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| Full Page (7.83" x 10") | \$990 |
| Cover 2 (7.83" x 10") | \$1,425 |
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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

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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.

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