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MARCH/APRIL 2019



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MAR/APR 2019



TSD Rally winners

TSD Rally

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944s Battling down the Pit Straight.

48 Hours at Sebring



ON THE COVER - Photo by George Wienhold, "Well matched 911's cross Start Finish"



2018 David Cook Memorial Award at Gala

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Don't wait! See

PORSCHE

Profile

**sooner on our
website at**

www.suncoastpca.org

by John Vita



Exciting Events Fill 2019 Suncoast Calendar

Hello Suncoast PCA! Wow! What a start to the year. I am not even sure where to begin. Your Club is awesome. Thanks to the participation of our members and the leadership of our board, we have had a fantastic start to the year. For me, the highlight of the year, so far, has been the 48 Hours at Sebring. There are a bunch of pictures and a recap of the 48, so I will not spend a lot of time on it in this message. However, officially I would like to congratulate the committee and especially the co-chair from our region, Josh Breckeen, on an excellent job! Probably second on my list was our participation at the Porsche Corral at the Rolex 12 Hours at Daytona. What a beautiful mix of Porsches, IMSA racing, more Porsches, people and fun! Our Porsche corral had a record number of cars and a great time was had by all. It is fun to see so many members from our region participate in these events.

Coming up, we have a full slate of events and fun. I am most excited that, by the time you read this, we will have completed the first TSD rally this region has seen in quite some time. Our Rally Master, Jim Hoey, had a full complement of entries and volunteers to pull off a great event. As promised, we are adding new events such as the TSD rally to our calendar because we want to get everyone involved in what we do and have fun. Congratulations Jim on a great event and we look forward to the next one soon! Our Social Chair Ms. Fiona has put together some excellent socials throughout the region that have been well attended and fun! We continue to welcome your suggestions on venues for our social events and welcome your participation in planning them. Please reach out to me or Fiona, if you have any great ideas. We also had another TRSS Teen Driving school where teen drivers were

educated and were taught the skills they need to be great drivers! John Sabatini and crew did a fantastic job on what is arguably the most important thing we do all year. Great job John. In addition, our DE and Autocross programs continue to thrive with sell-out participation. It is a big part of our region and we appreciate all the support.

Our membership continues to thrive as we grow. In January we had one of the strongest increases in membership in recent history. Membership Chair Larry Mendez is in the final stages of implementing a membership recognition program that will show our appreciation to members who have reached certain "milestones" in their PCA history. Keep an eye on Larry's column for details. I was remiss in my last column to give some recognition to Mike Kwasin on the Prestigious Dave Cook award he received at the year-end party. Mike is a longtime member of our club and is as gracious as they come. Every year Mike opens his home for two of our premier events of the year. Not only are they fun, but they raise funds for Ready for Life, an organization dedicated to helping youth who have turned 18 and timed out of the foster care system. Thanks Mike for your leadership and dedication. There are so many of you who contribute to our club and add to the fun and success of our programs. Sometimes it is very obvious, but sometimes people operate quietly behind the scenes. It is people like Mark Lasota who keep our Autocross program running. Quietly and through immense dedication, Mark has consistently helped not only AX but TRSS and many other parts of our club operate smoothly. There are so many others who keep

the wheels turning--past and future leaders, spouses, kids and friends who we could not operate without. Thank you, thank you, thank you!

As we head into the spring, please keep up with our award-winning Website so you know what is going on. I am sure you noticed the beautiful new format of Profile and we are proud of the monumental task that Norm Sippel has taken on to bring us the best newsletter in all of PCA. It will be increasingly important for you to keep up with the Website and social media so you can stay informed and keep up with updates between issues.



Finally, I want to remind you that PCA's premier event, Parade, will be right here in Florida. The site will be Boca Raton and it is sure to be an awesome event. We are planning some fun things as a region and I believe the more people we have from our region, the merrier. Head over to the national Website to check it out and register. If you have never been to a Parade, which I have not, it is a spectacle of all things Porsche and you will not want to miss it. There is something for everyone and this is your best chance to join the fun! Come out and join us in July for a time you will never forget!

In closing, I want to say that as I travel, I realize more and more how great our region is. We are blessed with great membership, supportive dealerships, and superb leaders who love to work for you and who will ensure we continue to thrive. I look forward to the next few months and look forward to seeing you.....

down the road!

John

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FOUR OFF



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For those of us who are relatively new to the Tampa area, we are still entertained with this, our favorite time of year, spring in Florida! Bragging to all of the people we left behind that we are donning our light jackets to walk the dogs and sending them pictures of the family in shorts on some of the best beaches in existence is just asking for payback for the hot/stifling summer. The socials in January and February proved to be super fun, well attended and interesting. Let's enjoy our wonderful weather while we can with our fellow Suncoast PCA members as we have so many fun events coming up listed in the Schedule of Events.

We want to thank Jose Uranga for hosting and being the docent for Ringling Art and Circus Museums followed by lunch at Marina Jacks. It sounded like everyone had a wonderful time at the Museum and lunch. I was so disappointed that I could not attend but Jose has offered to host and docent this event again in a couple of years so we will be able to plan ahead for 2021!

In February we got together at the Paradise Restaurant in Safety Harbor for some Porsches and Pancakes. Please read the article in this issue as an enjoyable time was had by all!

In March we will have a St. Petersburg social hosted by Denise Remus. Then at the end of March, there is much anticipation

building for the Crystal River Invasion being put together by Dennis O'Keefe and John Sabatini. April brings a social in Hernando Beach for those of you who reside in the northern part of the Suncoast PCA area. It will be hosted by Kim Cottrell! Find the details below.

Please join us on March 26 at 6:00 p.m. when Denise will host a waterfront Date Your Porsche Night at the newly renovated Getaway Maximo Marina at 3769 50th Ave. S, St. Petersburg. The Getaway has created a casually upscale coastal and Key West-influenced restaurant offering coastal favorites. They pride themselves in "being a supporter of local fish houses and fresh produce that is Florida-sourced and grown" and the Weedon Island Preserve is the backdrop to their Tiki Bars. There is a massive parking lot which is all paved right behind the restaurant.

I know many of us have been looking forward to the Crystal River Invasion 2019 on March 30. We will meet at around 9:00-9:30 a.m. and leave by 10:00 a.m. from International Plaza by Tampa International Airport. We will head north through the back roads of Pasco, Hernando and Citrus counties to culminate at Crystal River's Peck's Old Port Cove Restaurant at 139 N. Ozello Trail, Crystal River, for lunch. This is an event that Suncoast PCA has brought back due to

the many positive inquiries made by members throughout the last couple of years! You will need to sign up quickly for this event as the number of reservations is limited. If some of our northern members just want to meet the Invasion at Peck's for lunch you will also need to register and choose the lunch only option. If you want to stay with everyone for lunch and explore the Crystal River area, you can stay at the Plantation on Crystal River but it will be the busy season for them so snag your reservations with them quickly too.

If you live in the northern part of our area, mark your calendar for April 17 at 6:00 p.m. for Date Your Porsche Night at the R Beach Restaurant, 4054 Shoal Line Blvd,

Hernando Beach, hosted by Kim Cottrell! This restaurant has been rated well with an accommodating chef (if you have allergy problems) and staff, great foods for all palates with a laid-back vibe and an El Greco salad that I am going to have to check out.

I am still working on a social for the Older Porsches. I will communicate with all you owners of these beautiful older cars once all the details have been hammered out.

If you would like to host a social near you please let me know. I am always looking for new venues to try, too. Either email me at social@suncoastpca.org or call/text at 301.752.3337.

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SCHEDULE OF EVENTS

Suncoast Schedule of Events

Register for events at www.ClubRegistration.net

- March 6Kart 4 Kids on the GP track. See: <https://kart4kids.org>
- March 8 - 10Firestone Grand Prix of St. Petersburg
- March 7 - 10Amelia Island Concours d'Elegance events - <https://www.ameliaconcours.org/>
- March 8Werks Reunion, Amelia Island Plantation. <http://werksreunion.com/amelia.cfm>
- March 13 - 16Porscheplatz at Mobil 1 Twelve Hours of Sebring
- March 24Autocross - Venice Airport
- March 26Date Your Porsche Night at The Getaway Maximo, South St. Petersburg
- March 30Crystal River Invasion
- April 17Date Your Porsche Night - R Beach Restaurant, Hernando Beach
- April 28Autocross - Brooksville
- April 7Festivals of Speed & Porsches on Parade, Vinoy Park, St. Petersburg
- April 26 - 28Spring Thing, Smoky Mountain Region PCA, Greenville, TN
- May 12Autocross - Sebring
- May 22Date Your Porsche Night Sharkey's, Venice
- May 24 - 26Zonefest, Mount Dora
- June 19Suncoast Porsche Social, Sarasota
- July 21 - 27Porsche Parade, Boca Raton Resort and Club. See: www.PorscheParade.org
- September 4 - 7Treffen Vermont, Woodstock Inn
- September 7 - 8Driver's Ed at Sebring International Raceway
- September 15Autocross - Brooksville
- October 13Autocross - Brooksville
- November 17Autocross - Brooksville
- November 22 - 24Instructor weekend, students can only register for Sunday, Nov. 24 DE.
- December 8Autocross - Brooksville

N.B.: Check our website SuncoastPCA.org for the most up to date schedule of events and sign-up information for all events. All of the Suncoast PCA events above require that you register at: www.clubregistration.net (See Denise Remus's article in January 2018 issue on ClubRegistration.)

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

BOARD MEETINGS

2019 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.

- | | |
|--|--|
| March 136:00PM, Pier 22, Bradenton | August 146:00PM TBA |
| April 107:00PM Conference Call | September 117:00PM Conference Call |
| May 86:00PM TBA | October 96:00PM, Ready for Life |
| June 127:00PM Conference Call | November 137:00PM Conference Call |
| JulyNo Meeting | December 11Location TBD |



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MEMBERSHIP ANNIVERSARIES

5 Year Anniversary

Bradley F. & Virginia Beckett
Robert Blackburn
Walter & Lourdes Garcia
Martin Meyer
Robert & Jill Lewis
Lee A & Renee Revis
Allan N. & Arlene Suchman
Shawn L. & Luann Sumpter

10 Year Anniversary

Jeffrey A. & Kenni Gregg

15 Year Anniversary

Earl R. & Thad Gamber
Mike Lelak
Lance & Sherri Meyerson
James Westfall

20 Year Anniversary

H L. & Laura Towry

30 Year Anniversary

Keith R. & Iliana Brockman
George R. & George Thompson

35 Year Anniversary

Robert W. & Jackie Meyer

STARTING LINE

Larry Mendez, Membership Chair

Welcome our newest members:

MARCH/APRIL

Rodrigo Azpurua	Weston	2015 Cayman S White
Charles Bailey	Tampa	2014 911 Carrera Agate Gray
J.R. Benzing	Ellenton	1997 Boxster Silver
Lisa Bird	Valrico	2018 718 Cayman Metallic Black
Jason Bitsoff	Sarasota	2017 911 Turbo S GT Silver Metallic
Mark Bolduc	Sarasota	1986 911 Carrera Black
Paul & Melanie Buchanan	Spring Hill	2016 911 GT3 RS
Wes Campbell	Sarasota	1974 911 TargaBlack
Bryan Ching	Dover	2002 Boxster
Steve DeJesus	Largo	2018 718 Boxster GTS White
Mike Easton	Tampa	2017 911 Carrera Graphite Blue
Roderick Florendo	Largo	2001 Boxster S Blue
Paul Franzese	St Petersburg	2018 718 Cayman S White
David Gause	Tarpon Springs	1971 911T Medium Ivory
Tom Gross	Weeki Wachee	1982 911 SC Targa Black
Mike & Brigitte Hofmeister	Tampa	2019 911 Targa 4 GTS Midnight Blue
Jim Hricik	Bradenton	2012 Panamera Turbo
Mohan Jattansingh	Tampa	2004 911 Turbo Cabriolet Silver
Michael Kinard	Riverview	2013 Panamera White
Marco Mazzoni	Wimauma	2008 911 Carrera 4S Cabriolet
Deepak Menon	St Petersburg	2019 911 Carrera GTS Miami Blue
Michael Murphy	Tampa	2012 Boxster Silver
Gary Myers	Largo	2019 718 Cayman Lava Orange
Gabriel Noto	Sarasota	2018 911 Turbo Red
Jim Owen	Longboat Key	2000 Boxster Burgundy
Vinny Russo	St Petersburg	2008 Cayenne GTS Black
Tracy Sisk	Tampa	1995 911 Carrera Silver
Grant Talkie	Sarasota	1984 911 Carrera
Michael Trombley	Sun City Center	1999 Boxster Black
Javier & Holly Vega	Valrico	2006 911 Carrera

Primary Members: 1,648

Affiliate Members: 975

Total Members: 2,623



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The Spark of Life

The spark of life in any internal combustion gasoline engine comes from its Spark Plugs. They are foremost in your car's ability to run and make power, yet they are one of the most overlooked and misunderstood components of the car.

So, let's delve a little deeper into the subject. The spark plug has two primary functions:

- 1 - To ignite the air/fuel mixture in the engine's cylinders.
- 2 - To remove heat from the combustion chamber.

Spark plugs convert the energy contained in the fuel into dynamic energy in the engine. They do this by lighting a spark which sets off an explosion in each cylinder, making the pistons push into the crank, thus making it rotate.

The spark plug is quite a simple part, in theory. It is a hollow piece of metal, threaded on one end, containing an isolated conductor running down its center. It forces a high-voltage current initiated by the car's ignition system (coils) to arc (jump) across a gap, just like a bolt of lightning does between the clouds and the earth. This current must be at very high voltage in order to create the "lightning bolt" when jumping the gap. Voltage at the spark plug ranges between 12,000 and 25,000 volts, although 45,000 volts is not uncommon.

In order for it to work, the spark plug needs an insulator that allows the current to travel down the electrode where it can then jump the gap and then run into the grounded engine block.

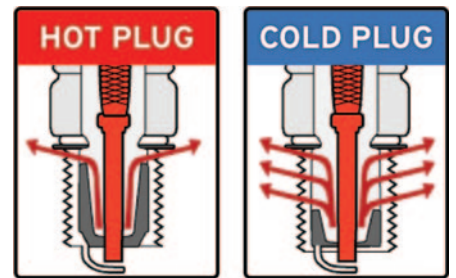
The plugs use an insulator, generally made of ceramic (porcelain) to isolate the high voltage running down the electrode, making sure that the spark happens at the tip of the electrode (inside the engine's combustion chamber) and not anywhere else on the spark plug. Ceramic is not a good heat conductor so the insulator gets quite hot during operation. This heat also helps burn off deposits on the electrode.

Depending on the type of engine, the manufacturer will select and recommend the correct temperature plug for each car. High-performance engines naturally generate more heat, so they need "colder" plugs. If the spark plug gets too hot, it could cause pre-ignition, which is the lighting up of the fuel mixture before the spark happens, so it's very important to follow the manufacturer's recommendations for the correct plug to use.

Cars that require a "hot" plug must use the corresponding spark plug which is designed with a ceramic insert that has a larger contact area with the metal part of the plug. This reduces the heat transfer from the ceramic insulator, making it run hotter and thus burn away more deposits. "Cold" plugs are designed with less contact area so they dissipate more heat onto the engine block and run cooler.

The spark plug heat range has no relationship to the electrical energy transferred through the spark plug. The heat range of the spark plug is the range in which the plug works well thermally. The heat range of a spark plug is generally designated by a number. Lower numbers indicate a hotter type, higher numbers indicate a colder type.

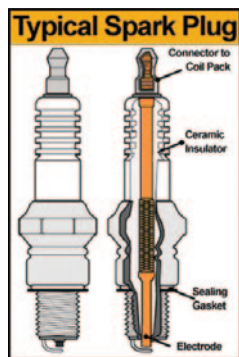
The heat range must be carefully selected for proper spark plug thermal performance. If the heat range is not optimal, then serious trouble can result. The optimal firing and temperature is approximately between 500°C (932°F) and 800°C (1472°F). The two most common causes of spark plug problems are carbon fouling (< 450°C) and overheating (> 800°C).



Low heat range plugs have center electrode temps that rise easily and even at low speed, so they easily reach the self-cleaning temperature, so carbon is not deposited easily on the insulator section. High heat range plugs have center electrode temps that do not rise easily, so they are unlikely to reach pre-ignition temps even at high speed. That's why it's important to follow the manufacturer's recommendations with the appropriate heat range for the engine characteristics, running conditions, etc.

Every time a spark plug fires, the hot spark blasts a few molecules of metal off the electrode. As the miles add up, the electrode gap widens and the center electrode becomes rounded and dull. This increases the firing voltage needed to jump the gap. Eventually the point is reached where the ignition system can't generate enough juice to jump the gap, causing plugs to misfire. Because of this, spark plugs are wear items, and they must be replaced during regularly scheduled maintenance. Check your particular Porsche Owner's Manual for the optimal replacement mileage (in a modern Porsche, generally between 60,000–100,000 miles). The best advice for spark plugs is to inspect them every 30,000 miles. This serves several purposes:

Continued on p14



TECH NOTES

continued

1- It tells you a lot about how the engine is performing.

2- It prevents plugs from seizing in the engine block, causing expensive repairs.

Always note which cylinder a plug came from. This tells you if a particular cylinder has a problem.

The electrodes of modern spark plugs are now covered with exotic metals such as gold, palladium, platinum, iridium, etc. So, which one is best? Here's the skinny:

Platinum and iridium-coated plugs with a copper core won't boost horsepower or fuel economy; they'll just last longer and perform

more consistently. Both platinum and iridium fine-wire plugs will outperform copper-tipped plugs, but the iridium's ability to withstand high temperatures allows for a thinner plug tip. In the real world, though, you're unlikely to see any measurable change in fuel economy using iridium instead of platinum plugs. Platinum will do everything iridium does outside of the most severe racing applications. Iridium can give engine builders a slight edge in very high-compression, turbocharged, or supercharged engines, but this edge isn't likely to translate into increased fuel economy in a street engine.

Remember: Getting the heat range right is way more important than the type of metal used to coat the electrode. New spark plugs can make a difference in your Porsche's performance, but only if replaced with the appropriate OEM replacement plug.

To learn more about spark plugs and your Porsche in general, please visit my website at: www.PedrosGarage.com.

*Happy Porscheing,
Pedro*

Don't wait! See *Profile* sooner on our website at www.suncoastpca.org



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PHOTO OF THE MONTH

By George Wienhold



Twilight 1987 Carrera

I don't know about anyone else out there, but to start the day with a fantastic sunrise and an equally stunning Porsche is my cup of tea. What I like about this month's Photo of the Month is the planning that goes into capturing what is known as the "twilight" time for photos. There is a small window of time when, be it sunrise or sunset, the big ole' light source in the sky gives us a fleeting moment to do magic with our photo-making devices.

This month's Photo of the Month was shot by PCA member Will Reilly out of Lutz, FL. He and a friend were in Daytona for the 2019 24 Hours of Daytona. Having the luxury of driving on the beach in Daytona, Will and his trusty iPhoneX took

advantage of that "twilight" time to give us this image of his 1987 Carrera. He has been busy as it is now equipped with steel turbo-style fenders, IROC bumpers, widened 17-inch Fuchs and a "Duck" tail. It was a very good way to start the day, as well as the start of a new race season. On a side note, Will was able to meet-up with the previous owner at the 24 Hours of Daytona who was impressed with the changes that were done since 2013.

Having such a gorgeous start to the day and racing, the weather did not cooperate. Will and his friend were fortunate to exit Daytona early Sunday morning due to the rain bands. Those bands of rain eventually led to red flagging the race early. Will, as he

describes it—had a "white-knuckle ride home" due to the, let's just say, early Porsches are not known to have an efficient climate-control system.

Choosing an image for this month's PoM was a challenge for me, as I received many quality photos. Please keep it up as I welcome all submissions. Just remember to have your photo-making devices with you and be aware of the "light." ■

Thank you,
George Wienhold
Photo Editor, Suncoast PCA Profile



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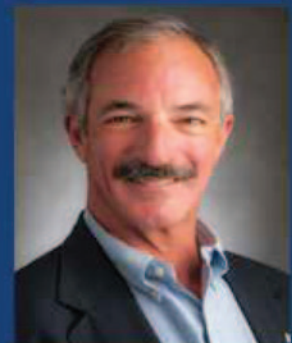
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TSD RALLY

By Jim Hoey

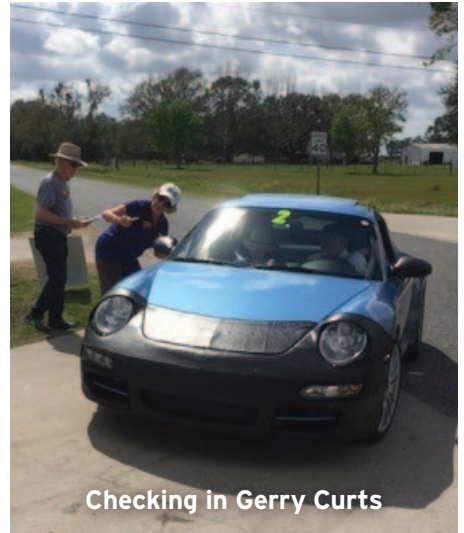
The First TSD Rally in Suncoast Region in Years

Our TSD Rally on Feb 16th is in the bag; and I'll take a stab at calling it a successful, fun time for all. But I'll leave it to the participants to determine how successful, and how much fun (hopefully), they each had. The most important aspect of today for me was seeing this event go very smoothly from start to finish. And for sure we could not have done that without the generous time and work efforts of our volunteers. My greatest thanks to each of you!

The day started with a Rally School at which drivers and navigators had a chance to enjoy breakfast at Denny's, while learning the basics of a TSD Rally. My presentation was based on simple terms and facts that allowed

attendees to understand the general rules of a TSD Rally. Lots and lots of good questions were asked and answered. Then we went into the specific instructions of the day's rally. Understanding "rally speak" was an important part to this endeavor.

There were 18 participating Porsches in the rally. We ended up at Bloomingdale's Pizza in Valrico, a great Italian restaurant to enjoy some good food and beverages. Rally scores were tabulated, and the 1st, 2nd, and 3rd place drivers and navigators were Hans-Joachim & LaDonna Krenz, Dennis & Connie Carkonen, and Bev & Al Rossiter. Congratulations to the winners, and to all drivers and navigators. ■



Checking in Gerry Curts



33 checking in at 912E



Prepping for Rally

PHOTO BY JEANNE HOEY OF SUNCOASTERS



Jim Hoey's Rally Class

Porsches and Pancakes in Safety Harbor

When taking over the social duties for Suncoast PCA, I initially realized that not only was my education on all things Porsche lacking, but I had not ventured out enough to find many good social venues for our events. Denise Remus, our vice president, to the rescue (yet again)! Denise mentioned that she and husband Pat had found this cute eating establishment in Safety Harbor that would be perfect for a social, Paradise Restaurant. She was right. The place feels like a '50s malt shop, without the jukebox but with ample parking for our Porsches. We reserved what looked like an add-on sunroom in the back, which had one long table set up for us.

We had so much fun talking to each other that it got quite loud, as the room looked to be mostly made from aluminum siding and

porch materials. We powered through the acoustical limitations and enjoyed talking to some new and many returning members.

The breakfast cuisine was good and the service was considerate. What still amazes me is how the people I meet at the Suncoast PCA socials are extremely useful fonts of knowledge and this social was no exception. I know many of us are looking for new and technological ways to circumvent the occasional result of our adventurous and impulsive driving spirit. There was much conversation that resulted in many fine money and license point-saving suggestions for that debilitating handicap. Thanks to all! ■



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48 HOURS AT SEBRING

By John Vita. Photos by George Wienhold & Norm Sippel.

Amazing Time at the Premier PCA Event

In late January and early February, a spectacle like no other in PCA occurred in Sebring. Right in our own back yard, the premier and kick-off event in PCA Club Racing took place. This is not only the first club race of the year; it is the biggest and the absolute best! Together with the Goldcoast region, our Suncoast region took to the track to provide racers from all over the country a “venue” and event that is truly spectacular.

The event begins almost 12 months earlier before it actually happens. A committee of several dozen volunteers from both regions comes together to plan and execute this great event. As the planning progresses, everything you can imagine, and some things you can't, comes together like clockwork. Things like volunteer coordination, registration, hospitality, race control, operation, parking, tech, and many more are coordinated into an event with all the professionalism of an IMSA race.

26th Annual 48 HOURS AT **SEBRING** January 31 - February 3, 2019

As the event nears, volunteers from all over the state converge on Sebring. It is like a beautifully orchestra ballet to bring it all together, but year after year it is pulled off with the precision that is Porsche. As the racers arrive, they are directed to their assigned spots and begin the work that will result in a podium position. From a 1970 Ford pickup pulling an old 911 with a one man crew who is the same one man driving team, to a full semi-rig hauling two cars, a full race crew and enough parts to totally rebuild the car, there are drives from every walk of life and socioeconomic background.

They all have one thing in common, their love of Porsche and their need for speed!

As the weekend progresses, test and time turns into “fun” races which ultimately become intense, fun-filled, adrenaline-pumping racing. The racing starts with sprint races on Saturday and winds up with the enduro series on Sunday.

In addition to the racing, there are two major social events that bring racers, volunteers, vendors, and staff together. To see the comradery of these participants and fans come together is phenomenal.

Do yourself a favor, next year, hop in your car and take a leisurely drive to Sebring. What you will find is an amazing event that is riveting and showcases many areas of PCA. You get to mix and mingle with great people who are truly interested in sharing what they do and in helping you to get the most from PCA club racing. Even if you are not a racer, I guarantee you will have a blast! ■



Spec Boxsters
battle it out.



Charging through Turns 4 and 5



Touring laps at lunch break.



CTI Amy & Gavin Riches enjoy a break in the action.



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The mission of Ronald McDonald House Charities is to create, find and support programs that directly improve the health and wellbeing of children and their families.

Dear Suncoast Region Porsche Club of America, Inc.,

Thank you very much for your generosity, love and support all year long! Your time, treasure, talents and dedication to the RMHC Tampa Bay mission makes it possible for families in need of a haven to find hope and strength within our Ronald McDonald House Tampa Bay (RMH) close by their hospitalized children.

Without you, RMHC Tampa Bay would not have raised the funds and community awareness needed to make 2018 so successful! This year, we have served over 2,000 families with children receiving medical treatment at Johns Hopkins All Children's Hospital, Tampa General Hospital, St. Joseph's Children's Hospital and Shriners Hospitals for Children.

Because of your support, we are able to provide families with not only the funds you have helped us raise and wish-list items that you have acquired, but also with private accommodations, hot meals and snacks, daily necessities and many family programs at our Ronald McDonald Houses. With all of this support, families can focus on their most immediate concern: the recovery of their sick child.

Thank you very much for your support of RMH families. At a time of hardship during a child's serious illness or injury, your support provides courage. Families tell us that they would have no place to turn to if RMH had not been available. We, in turn, know that we cannot be available for RMH families if we do not have community partners like you.

Happy New Year,

ED

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Suncoast PCA Dinner at the Beach

Save the date—Wednesday, May 22nd! The fourth (!) annual Suncoast PCA beach event at Sharky's On the Pier on beautiful Venice Beach is on the Club calendar. Activities will begin around, oh, let's say 5:30 or 6:00 p.m. But, hey, this is the beach and we're all on Jimmy Buffet time; so everything is flexible, right? The dinner will run until we all get tired of hanging out, socializing, and talking Porsches at the beach.



This event, like the three previous Sharky's ones, will involve eating, drinking, being merry, and socializing with fellow Porsche Clubbers. The likelihood of great weather is high, but even if a little evening shower comes around, we will all be dining "under Sharky's TENT," the area reserved for our club by management, which is quite weather-proof.

The TENT at Sharky's is an area that can easily seat 100+ guests in a comfortable, covered, outdoor setting. There is plenty of room for our group. Management has, in the

past, assigned four wait-staff for this dinner, so prompt professional service has never been an issue.

For those of you who have not previously come this far south for a Suncoast social event, here are some particulars. Sharky's, and its associated upscale fine-dining establishment, Fins, is located directly on Venice Beach at the famous Venice Fishing Pier. You can view the menu online, but their specialty is sea food, with some other selections also available.

Parking is plentiful that time of year and is all on pavement, with a gravel overflow lot available but most likely not necessary. Park your Porsche at the south end of the parking lot for easy access to the restaurant.

Our dining area, the TENT, is paved and accessible without getting into beach sand, if desired. On the other hand, should you want to feel some sand between your toes and some salt water on your feet, that too is possible with just a short walk from your table. And there are nice fresh-water faucets

available for you to rinse salt and sand away before climbing back into your Porsche.

There are two ways to get to the TENT, our special PCA dining area:

1. Go to the main entrance (follow the signs) and tell the nice ladies at the reception desk that you are with the Porsche Club and that you want to go to the TENT. You will get instant directions—OR—
2. Find the boardwalk out to the beach just to the south of the restaurant. As you walk out toward the beach, look to your right, under the TENT, for familiar Porsche Club faces. Wave cheerfully!! At the end of the boardwalk, do a 180 to your right and enter our special dining area. CAUTION: This approach to the TENT may involve walking on sand!

Note also that some club members, who come to this event from as far north as Clearwater, recommend arriving early to partake of adult libations during what they claim is an excellent happy hour at Fins, located just about fifty feet north of Sharky's. ■

See you at Sharky's!
Hans-Joachim Krenz



By Rich Tillotson

The Itch and How to Scratch It

HOW TO GO FROM WATCHER TO RACER IN 3 EASY STEPS

Well maybe not “easy” steps, but you will get the idea. It all starts with Step 1: being an interested observer, maybe you watched racing on TV, played a Forza game on the computer or maybe your parents gave you a race car bed when you were a kid; doesn't really matter. The seed can be planted in so many ways, all with the progression opportunity that can bite you like a drug habit. In my case, my earliest race memories are the match-box and slot-car sets I always received for Christmas from my parents and a car guy uncle who I was named after. There were actually slot-car track stores when I was a kid where you took your COX Chaparral, or other model slot car, paid a fee and got to run your car on a track as big as a real one. At least that is the way I remember the size of it. In fact, if you wanted to “marshal” which is working for the store owner by standing in the middle of the track putting cars back on after they left the track, the owner traded you an hour of track time for an hour of marshaling. Now, that was a great deal. I spent many a Saturday at that store learning how to get around a track with my model cars. So now, I am a watching my cars and others' cars go around a hobby track just like the real thing.



Step 2 usually comes to most of us later in life. I am always amazed when pro drivers are interviewed and many relate that they were in go carts at age 5 or 6. For most of us mortals, life usually delays this entry clock. We have day jobs, maybe family obligations, and of course economic priorities as we enter adulthood which can delay our Schumacher moments' timeline but not derail them, as the hook is already there from your observer experiences. So you get a little money, you buy a cool street car, as in a Porsche, and you start hearing about driving events in your Porsche community and, all of a sudden, you find yourself online looking at helmets. It does sneak up on you. So, you consider a track event, perhaps an autocross or even a Driver's Education event to itch that drug hook that has been simmering for way too many years.

I too was hooked early in life as I explained, and I too had those adult obligations that kept me out of this fun for a bunch of years. But I owned a motorcycle helmet, so out to my first autocross I went. I brought a bottle of Windex, a quart of oil, some paper towels and an air gauge—Oh, those simple days! I was pleased to see that no harm could come to my car at an autocross, except maybe a few orange marks from hitting some cones. I did think of suggesting the club buy some Grand Prix White cones to match my car paint but thought better of that suggestion. I don't want to be classified a problem child at my first event. I had a blast. The folks running the event were fun people and helped me ease into the event.

So a few autocrosses later, some pain in the.... member said I should do a DE. OK, I give up. What is a DE? It sounds like a medical procedure. He explained DE was short for Driver's Education. So, okay. Same question: What is a Driver's Education? I looked it up in my most recent issue of Profile and found out it was not racing, but an opportunity for a Porsche owner to learn to better control his/her car at speed on a real race track such as Sebring International Raceway. Are you kidding me? I get to drive on Sebring, the track where the 12 Hours of Endurance is run? I also read that a Porsche cannot be used to its potential on the street and that every Porsche has the soul of a race car. Now, that is music to a hooked addict's ear. So I pack up my helmet, now a real DOT one, my quart of oil, my Windex, and my paper towels and off I go to drive Sebring.

My past autocross experience certainly did help. But, wow what a rush driving on a real race track at full throttle around sweeping turns imparted to me and my car. Again the great folks running the DE event, and particularly my first instructor, helped ease me into this new adrenalin rush. Okay. I'm hooked real hard now. I progress to buying better brake pads, a dedicated set of race wheels and tires, and other improvements to my “track” Porsche, and off the diving board into the deep end of the pool I go, including now buying an open Trailax trailer to haul my car and track stuff to the DE events. I even tow to other tracks in the southeast to experience them all—



each providing the same thrill of driving Sebring for the first time. I progress through the ranks of DE from Novice and finally to Instructor. Oh, my poor students, past and future. So now how did this lead to step 3? Very easy.

Step 3 go racing. I read about the PCA Club Racing program in an issue of Panorama. I see that our region holds the biggest club race each year at Sebring and the host regions are looking for volunteers to work the event. Sign me up, because obviously with my DE experience I can be of great help to all those amateur racers. They may even ask me for some pointers as to how to drive the 17-turn Sebring course. Yeah right! I think I worked the flag station at turn 7 as my first assignment, along with the white-suited



qualified corner worker. I do remember watching Porsches come down to turn 7 sometimes 3 wide and thinking, my god what in the world are they doing. I was sure this type of driving was limited to only the

“What a rush driving on a real race track at full throttle around sweeping turns imparted to me and my car.”

first few cars in each group. Yeah right, in fact it became clear that this close racing happened in all groups all the time. The sound and visual of so many Porsche race

cars all on the track at one time was an adrenalin rush all by itself. There was, and I think there still is, a recruiting phrase used by SCCA that goes something like, “Get on the other side of the fence and start racing.” Which is their pitch to go from a spectator to a racer. So again, the drug hook is in real deep and I start looking into what it takes to go PCA racing. I read the PCA racing rule book, which back when I started could be

read during a large cup of coffee, and find that other than a few safety items, my 968 Club Sport that I have been using as a dedicated DE car would qualify for one of the stock PCA classes. So, now, here is a

pivotal moment in this story. I reach out to Dave White to help me prepare that 968 for wheel-to-wheel racing. (More about Dave White later.) Dave, who actually raced a 968



in the Fire Hawk series years before, was the mentor and source of information that I, as a newbie, definitely needed.

Dave completed the necessary improvements to my car and I signed up for my first race, now some numerous years ago. I remember how nervous I was the night before. But, to be honest, the first day at the event I didn't have any time to be nervous. First I had to unload the trailer with car, tools, equipment, and spare parts. Then I needed to go to tech inspection not only to have the car inspected for safety items and race class compliance in order to get a PCA log book but also to have all my driver equipment checked, right down to my socks. No kidding, they asked to see my socks, to be sure they were fire resistant as required. With all this done I now have time to get nervous as I head to the first practice session. Sitting on the grid waiting to go out, my heart is beating so hard I think I can see my race suit chest panel moving. I remember Dave White telling me to remember to breathe. When he told me that, I thought "This man is nuts." Who

would forget to breathe? Sure enough, I forgot. The thing I remember most about that first session was how close the other cars were to me at speed. After all in DE we stressed leaving safe room. Many times during that first session I thought I was going to have a crash, but never did. I also I remember my first pass. It was a white

GT3 Cup Car, a lifetime memory for me. Talk about feeding the passion.

So to recap the 3 steps.

1. Find and maintain the passion.

There are many ways to get hooked. More so now with the extended race media coverage and the growth of technology-based racing opportunities such as video games and simulators. There will be bumps along the road that your passion for driving might be the only thing that gets you through. I remember sitting with Dave White in his motor home at turns 3-4-5 at the 12 Hours of Sebring during the last

year of his life and pointing out to Dave a friend of mine who was in the grandstand. This friend had bought a seat in an Aston Martin for the 12 Hour race and he was watching cars come through those turns trying to pick up hints as to how best to take those turns. Dave White told me to invite my friend into his motor home where Dave proceeded to walk him through that turn complex. What I recognized then and have carried with me each time I race was the passion Dave had maintained for racing,

The sound and visual of so many Porsche race cars all on the track at one time was an adrenalin rush all by itself.

older 911 going into Turn 1. The rush of that is hard to put into words. It was the culmination of all the slot car passes and the DE point-bys from all the years before.

In the years that I have continued to race, I have changed race cars and race groups and classes, always chasing the next great rush. There is always something new to experience in racing. For me the latest experience was going to Laguna Seca raceway in California last September and racing in Rennsport Reunion VI in a 1996





even while his health condition deteriorated. Dave was “The Man.”

2. Get out there. Try an autocross, do a DE event, volunteer at a race event. See if the hook gets deeper or if you can live without it. Be honest with yourself in evaluating both your interest and the passion to move forward. Find and hang out with like-minded people. They will be

a source of knowledge and help as you follow your passion.

3. Going racing is not easy. It takes time, money, and commitment. But, as with all things that have those requirements, the payoff is equal to or even better than the expense. Find a mentor or two at each step along the way. Guys/gals that have been there, done that can be a wealth of

information and comfort when you think you are the first person who ever had that specific problem or challenge.

HAVE FUN! Life will throw you enough negative energy. Use your passion to swallow up that energy and spit it out the window from the driver's seat. ■



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Porsche Profile welcomes ideas and suggestions for single or series articles pertaining to all things Porsche.

Contact the editor if you have something to share with PCA Suncoast Region members.
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KART 4 KIDS PRO-AM KART RACE

***FEATURING
SEBASTIEN BOURDAIS & PATRICK LONG***

***WEDNESDAY AFTERNOON MARCH 6, 2019
TURN ONE OF FIRESTONE GRAND PRIX OF ST. PETE***

Kart 4 Kids, Inc. is excited to announce that the 8th Annual Kart 4 Kids Pro-Am Kart Race to Benefit Johns Hopkins All Children's Hospital will be held at turn one of the Firestone Grand Prix of St. Petersburg. The temporary circuit built on the downtown streets of St. Petersburg and on the runways of Albert Whitted Airport will host this annual karting event starting mid-afternoon on Wednesday, March 6, 2019, just prior to the start of the race weekend.

HELPING ALL CHILDREN'S HOSPITAL SAVE LIVES

Kart 4 Kids Pro-Am Kart Race was created in 2012 to honor IndyCar legend Dan Wheldon, who called St. Petersburg home and tragically lost his life in a racing accident in 2011. The race raises money for Johns Hopkins All Children's Hospital to support their more challenging cases.

Kart 4 Kids is the 2nd largest community fundraiser for the foundation, raising more than \$411,000 to-date and \$130,000 in the 2018 race.

To help support Kart 4 Kids with sponsorship, auction items or donations, visit www.kart4kids.org



All Children's Hospital is the only critical care children's hospital on Florida's west coast and one of only three in Florida - the third most populous state in the U.S. The hospital's primary areas of care include premature babies, pediatric open heart surgery, pediatric oncology, pediatric intensive care and extreme trauma.

PLEASE NOTE: This is not a PCA event. PCA insurance does not apply. Text KartRace2019 to 24700 to bid, donate or register.

The 15th Annual Festivals of Speed

Mark your calendars now, and do not miss this opportunity to view and display some of the newest Porsches. These are owned by both new and old members—by old, not talking age of members, but by years of membership. Last year we displayed Porsche race cars. This year we are going to display the current models owned by our members at the Festival of Speed in St. Petersburg. These cars will be shown as a group in the center grass-viewing area at this great event. Does anything look better than a GT3, Cayman, Boxster, Carrera, Panamera, Macan, or Cayenne shining in the Florida sun on a bed of beautiful grass?

This year we are looking for current Porsche owners who would like to join us by displaying their Porsches at this event. If

you own a recent model Porsche and you would like to be included in this display, please contact me directly (see below), and I can give you further details including how to register your car at no charge to you. This event is being sponsored by our good and longstanding friends at Bert Smith Porsche. In fact our display area is right in front of the Bert Smith dealer display, and Bert Smith hospitality is extended to all display car owners.

If you are a new member, this is a great way to meet other PCA members. Or, if you are a veteran member who would like to show off your car, please plan to join our club display. A great time will be had by all.

For more information contact me at: uscarrera@gmail.com or 727-534-1008. ■



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The 2018 David Cook Memorial Award Presentation

In 2013, Mark Krekorian and Page Obenshain approached longtime PCA member and past president David Cook with the idea of creating a new Suncoast Florida region award in his honor. While there was some initial reluctance, David agreed that a new award recognizing members that exhibited an outgoing personality, were always helpful to fellow members, eager to assist wherever needed, and thought of as an ambassador in service to the members of our PCA region would be very nice. The three of them agreed upon the specific selection criteria. These traits perfectly describe David Cook and his years of service to our members. Before he passed

later in 2013, our region was very fortunate that David was able to have direct input into the creation of this new award.

The 2018 recipient of the David Cook Memorial Award is our friend, Mike Kwasin. Mike joined PCA Suncoast Florida region in 1980, and has been an active member almost every year since then, serving on our Board of Directors in multiple capacities, and is still driving the same 1968 Porsche 912 he owned on day one of his membership.

Shirley Cook, and her daughter Carolyn, were invited to attend the presentation of the David Cook Memorial Award at the 2018 Holiday party held at the St. Petersburg Yacht Club. Shirley came to the stage to help make the presentation to a very deserving Mike Kwasin. Shirley and Mike have known each other for almost 30 years, recently saying she loved that Mike was selected as the 2018 recipient of the award.

Mark Krekorian shared a few of the following thoughts about Mike. To Mike, everyone in PCA is a friend. He is a fierce autocrosser, propelling his trusty 912 around the timed circuit far quicker than should be possible. In between his autocross runs, Mike always has a 35mm film camera on a tripod set up in just the right spot to capture beautiful action photos of the competitors going through one of the gates, or around the soft orange cones that make up the temporary racing circuit. Afterward, Mike has the film developed and prints



Shirley Cook, Mark Krekorian and Page Obenshain.



Dave & Shirley together.

made to give away free to our members at the next autocross. Not only is this a lovely gesture that is greatly appreciated by the drivers, it also provides a huge incentive for members to attend the next autocross and receive an exciting action photo of themselves, in their car with a helmet on, in the heat of battle. These are the kind of nitty gritty Autocross photos you can't wait to frame and share with family and friends. Over many years, Mike's photos have been a large part of the autocross event reporting in this publication. Mike captured my daughter Laura's first autocross run on film, and we both treasure the photo dearly.

Back in the day, our region enjoyed the privilege of having access to a remote concrete runway /taxiway at MacDill AFB



Mike Kwasin at 48 Hours AX.

DAVID COOK MEMORIAL AWARD

in Tampa to host our autocross competitions. After the trophies were awarded at the MacDill events, Mike would invite everyone to his bar on Gandy Blvd. for a fun post-race social which always included a high level of bench racing and wonderful PCA member fellowship over tasty libations and great food.

Longtime member Tom Briest also shared a few thoughts about Mike for this article. He recounted an amusing story about Mike. Many years ago, Tom and his wife Cindy hosted an annual Suncoast region snow ski trip for our members. Mike attended a few of these trips to have fun and play on the ski slopes. Fairly quickly, attendees learned that one should avoid having Mike make the wine selection, as they found out Mike has very high standards for vino served at dinner among PCA friends. It was all in good fun, and everyone enjoyed it tremendously. No surprise there, since Mike is the proprietor of Fine Wine and Spirits



Chef Mike Kwasin in his kitchen.

Warehouse in south Tampa.

Page Obenshain offered these thoughts about Mike. For a very long time, Mike has opened his beautiful home to our members a couple of times each year to host well-attended member summer barbeque socials, holiday parties, wine tasting dinners, and enormously successful evening charitable events supporting the Ready for Life charity.

Try as you might to offer clean-up assistance at the end of the evening, Mike will politely decline your offer, telling you he has a system. Quite a system it must be, to efficiently clean up his home after hosting a dinner party for 120+ PCA members, where Mike not only cooks for us, but also pours our wine.

Mike is a past recipient of the H. Dean Rowe Award and the Dutch Howard Award. Both of these awards are held in high esteem within our membership. Becoming the recipient of these two awards, much like the David Cook Memorial Award, is considered a high honor, each honoring the memory of a very special person to our Suncoast Florida region members. We thank Mike for almost 40 years of service to his PCA friends. His generosity knows no bounds. Please help me congratulate our friend Mike Kwasin as the 2018 recipient of the David Cook Memorial Award. ■



AX - AUTOCROSS

By Bill Sumansky

The 2019 Autocross season is in full swing with events already being logged at the Brooksville Airport in January, and in conjunction with Goldcoast PCA at the 48 Hours of Sebring in February.

The January fast time of the day (FTD) came from the "Other" class in young Kyle Shader in a highly tuned Miata, besting Danny, Cory, Tod, and Bill for the event honors.

February found us in Sebring with Cory Corona taking the title by .001 over Danny Shields. A good time was had by all.

Next on the dance card is the big event at the Venice airport on March 24th. As of this writing, the rooster is filling up FAST. This new venue is also the site of a return to Ladies Day. Sharron Shields is putting together a special day of the lady drivers along with free registration!

March 2nd is going to be a special day for all of the Suncoast Autocrossers. It is the date of Mark Lasota's Car Guy yard sale at 116 Ten Oak Pl. Valrico, FL, from 9 to 3. Mark is facing one of the toughest courses he's faced, and all proceeds go toward his "runs." ■

Beware the Cones!
Bill Sumansky

s01 - 'PCA Mid Size Region S1'					Total
Total Entries: 2					
1T	s01	231	Patrick ODonnell	2018 Macan	00:48.3
2	s01	3	Tim Regenold	2013 Cayenne Diesel	00:49.7
s011 - 'PCA Mid Size Region Ladies S1'					Total
Total Entries: 1					
1T	s011	123	Janet ODonnell	2018 Macan	00:55.6
s04 - 'PCA Mid Size Region S04'					Total
Total Entries: 4					
1T	s04	314	Robert Spena	1999 Boxster	00:50.2
2T	s04	41	Austin Lilly	1997 boxster	00:53.0
3	s04	70	Douglas Irlandi	1998 Boxster	00:00.0
4	s04	968	Justin Cercone	1994 968	00:00.0
s05 - 'PCA Mid Size Region S05'					Total
Total Entries: 6					
1T	s05	5	Dan Shields	2002 Boxster S	00:42.1
2T	s05	68	Rick Bradley	2006 Boxster	00:45.0
3	s05	21	Bob Tamandli	2003 Boxster S	00:45.0
4	s05	999	James Jones	2008 987 Boxster	00:48.2
5	s05	987	Jerry Karn	2006 Boxster	00:49.6
6	s05	55	Paul Lane	2014 Cayman	00:49.7
s051 - 'PCA Mid Size Region Ladies S05'					Total
Total Entries: 1					
1T	s051	51	Sharron Shields	2002 Boxster S	00:00.0
s06 - 'PCA Mid Size Region S06'					Total
Total Entries: 8					
1T	s06	4	Steve Kidd	2009 Cayman S	00:44.4
2T	s06	33	Jimmy Strater	2014 Cayman S	00:44.5
3T	s06	14	Chuck Limroth	2008 Cayman S	00:45.5
4	s06	2	Kyle Rathbun	2018 911 Carrera T	00:45.8
5	s06	49	Don Cross	2008 Boxster S	00:45.8
6	s06	90	Adrian Young	2007 Carrera	00:45.9
7	s06	9	Bill Riley	2004 996	00:48.3
8	s06	53	Craig Crossley	2013 991	00:48.4
s061 - 'PCA Mid Size Region Ladies S06'					Total
Total Entries: 3					
1T	s061	301	Carolynn Ditrachs	2006 Boxster S	00:47.5
2	s061	19	Wendy Limroth	2008 Cayman S	00:49.1
3	s061	47	Dottie Kidd	2009 Cayman S	00:51.3
s07 - 'PCA Mid Size Region S07'					Total
Total Entries: 5					
1T	s07	45	Russ Karnap	2012 Cayman R	00:43.9
2T	s07	17	Frank Vermaak	2018 911 GTS	00:45.9
3	s07	84	Jack Fuller	2018 GTS	00:51.5
4	s07	7	Dennis Wojcik	2014 911 Carrera S	00:00.0
5	s07	88	Jay Hall	2017 718 Cayman S	00:00.0
s08 - 'PCA Mid Size Region S08'					Total
Total Entries: 1					
1T	s08	991	Chris Olson	2014 GT3	00:44.7
s081 - 'PCA Midsize Region Ladies S08L'					Total
Total Entries: 1					
1T	s081	77	Howard Jacobs	2016 GT3 RS	00:49.6

p01 - 'PCA Mid Size Region P1'					Total
Total Entries: 1					
1T	p01	912	Mike Kwasin	1969 912	00:51.6
p02 - 'PCA Mid Size Region P2'					Total
Total Entries: 2					
1T	p02	71	Robert Kirby	1986 944	00:56.5
2	p02	442	Eric Norber	1987 944	00:00.0
p03 - 'PCA Mid Size Region P3'					Total
Total Entries: 2					
1T	p03	139	Ernie Revuelta	1980 911SC	00:45.4
2	p03	107	Juan Carlos Muniz	1987 911 Carrera	00:46.0
p04 - 'PCA Mid Size Region P4'					Total
Total Entries: 2					
1T	p04	25	Tod Byam	1998 968	00:44.8
2	p04	711	Pedro Bonilla	1998 Boxster 986	00:46.1
p05 - 'PCA Mid Size Region P5'					Total
Total Entries: 2					
1T	p05	28	Bill Sumansky	2004 Boxster S	00:43.6
2	p05	23	David Herndon	2000 986 Boxster	00:00.0
p051 - 'PCA Mid Size Region Ladies P5'					Total
Total Entries: 1					
1T	p051	82	Tori Lewis	04 Boxster S	00:47.1
p06 - 'PCA Mid Size Region P6'					Total
Total Entries: 4					
1T	p06	10	Russell Swope	2000 996	00:43.9
2T	p06	30	Rene Alaisa	2009 Boxster S	00:44.7
3	p06	31	Jackson Webb	2006 CAYMAN S	00:45.7
4	p06	333	Tim Matheis	2011 Cayman S	00:50.3
p07 - 'PCA Mid Size Region P7'					Total
Total Entries: 3					
1T	p07	61	Howard Mintz	2015 Cayman GTS	00:43.3
2	p07	6	Robert Webb	2005 997S	00:45.9
3	p07	39	Joseph Battista	2011 Boxster	00:00.0
m02 - 'PCA Mid Size Region M2'					Total
Total Entries: 4					
1T	m02	50	Cory Corona	2006 Cayman S	00:42.1
2T	m02	251	Kurt Janisch	2001 996 turbo	00:46.7
3	m02	121	Morris Holliday	914-6 old ugly	00:57.6
4	m02	24	Juan Maza	2018 Carrera T	00:00.0
m021 - 'PCA Mid Size Region Ladies M2'					Total
Total Entries: 1					
1T	m021	211	Andra Motsinger	914-6	00:00.0

Top Times Of Day

	Time	Class#	Driver
Raw time	42.13	m02 50	Cory Corona
Stock	42.131	s05 5	Dan Shields
Prepared	42.13	m02 50	Cory Corona
Stock Ladies	47.139	p051 82	Tori Lewis

AX - AUTOCROSS



48 Hours AX People



Mike Kwasin diving into the Skid Pad at Sebring



Tori Lewis in her Boxster on way to a class victory.

Class	#	Name	Car	2/2/2019 best time	overall place
M-2	50	Corona, Cory	2006 Cayman S	42.130	1
Expert	5	Shields, Danny	2002 986 Boxster S	42.131	2
P-7	19	Mintz, Howard	2015 981 Cayman GTS	43.267	3
P-5	28	Sumansky, Bill	2004 986 Boxster S	43.553	4
P-6	10	Swope, Russell	2000 996 C2	43.915	5
S-7	45	Karnap, Russ	2012 Cayman R	43.926	6
S-6	4	Kidd, Steve	2009 Cayman S	44.362	7
S-6	33	Strater, Jimmy	2014 Cayman S	44.476	8
P-6	30	Alaisa, Rene	2009 Boxster S	44.664	9
S-8	991	Olson, Chris	2014 GT3	44.675	10
P-4	25	Byam, Tod	1998 986	44.751	11
S-5	68	Bradley, Rick	2006 987 Boxster	45.017	12
S-5	21	Tamandli, Bob	2003 986 Boxster S	45.045	13
P-3	139	Revuelta, Ernie	1980 911SC	45.403	14
S-6	14	Limroth, Chuck	2008 987 Cayman S	45.546	15
P-6	31	Webb, Jackson	2006 Cayman S	45.732	16
S-6	2	Rathbun, Kyle	2018 911 Carrera T	45.817	17
S-6	49	Cross, Don	2008 Boxster S	45.843	18
P-7	61	Webb, Robert	2005 997S	45.869	19
S-7	17	Vermaak, Frank	2016 Carrera GTS	45.935	20
S-6	90	Young, Adrian	2007 Carrera	45.947	21
P-3	107	Muniz, Juan Carlos	1987 911 Carrera	45.996	22

Class	#	Name	Car	2/2/2019 best time	overall place
P-4	711	Bonilla, Pedro	1998 986 Boxster	46.073	23
M-2	251	Janisch, Kurt	996 Turbo	46.698	24
P-5-L	82	Lewis, Tori	2004 986 Boxster S	47.139	25
S-6-L	301	Ditrichs,Carolynn	2006 Boxster S	47.468	26
S-5	999	Jones, James	2008 987 Boxster	48.235	27
S-1	231	O'Donnell, Patrick	2018 Macan	48.288	28
S-6	9	Riley, Bill	2004 996	48.310	29
S-6	53	Crossley, Craig	2013 991	48.418	30
S-6-L	19	Limroth, Wendy	2008 Cayman S	49.054	31
S-8-L	77	Jacobs,	2016 GT3 RS	49.598	32
S-5	987	Karn, Jerry	2006 987 Boxster	49.636	33
S-5	55	Lane, Paul	2014 Cayman	49.730	34
S-1	3	Regenold, Tim	2013 Cayenne Diesel	49.749	35
S-4	314	Spena, Robert	1999 986 Boxster	50.182	36
P-6	333	Matheis, Tim	2011 Cayman S	50.300	37
S-6-L	47	Kidd, Dottie	2009 Cayman S	51.306	38
S-7	84	Fuller, Jack	2018 GTS	51.484	39
P-1	912	Kwasin, Mike	1969 912	51.612	40
S-4	41	Lilly, Austin	1997 986 Boxster	52.979	41
S-1-L	123	O'Donnell, Janet	2018 Macan	55.556	42
P-2	71	Kirby, Robert	1986 944	56.520	43
M-2	121	Holliday, Morris	914-6	57.570	44



Ernie Revuelta's 911 SC sticking the Skid Pad.



Black Cayman S entering Skid Pad.

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The Other 12 Hours of Sebring

On the last weekend of November 2018, the Classic 12 Hours of Sebring and HSR Historic race was in full swing. This year's event was hailed as "Pistons and Props" for four days of racing on this historic track.

This event features cars from the not-too-distant past to cars that attacked this track way back when—I think as far back as when they had hay bales for corner turn ins. Many, if not most, of these older cars do not come equipped with the many electronic gizmos

featured on today's modern race vehicles. Not to discount today's much safer and more sophisticated race cars, this was when the cars were in the hands of the drivers. As for me, these were the race cars that fueled my passion for photographing races, especially Porsches, as there were too many to capture on film. Along with the classic and historic race cars, there were many vintage airplanes that flew in for the weekend event.

The event featured many of the cars that

won on this track as well as at Daytona, LeMans, and countless other tracks from across the globe. It was quite a pleasure to get up close to these famous vehicles and see them as they were in their heyday. Of course, not all of the cars there were famous as most teams come for the challenge of tackling this infamous track they call Sebring.

If anyone is into nostalgia race viewing, this is an event you should not miss. It will make you feel young again. ■



Start of group of Porsches



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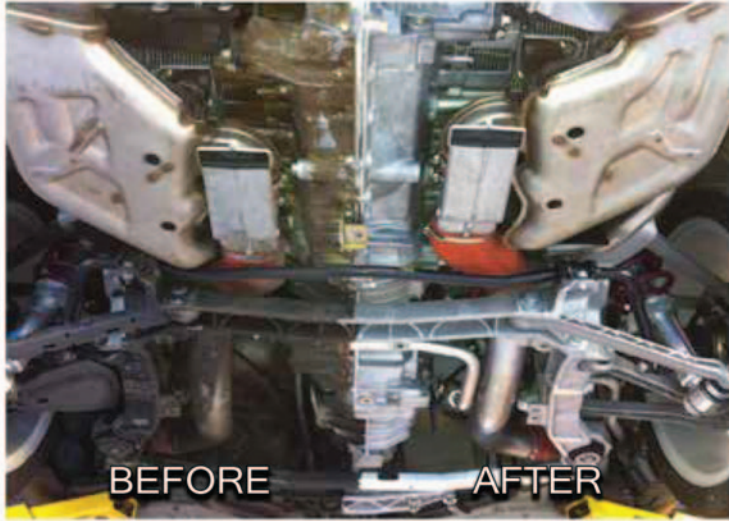
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EDITOR'S NOTES

By Norm Sippel

Parade Signup and more...

In early February, we spent a day at the 48 Hours at Sebring. There was great racing and a full house. Trailers, professional rigs and motor coaches filled the area from turn 15 to 17. It looked like the Sebring 12 Hours as I mentioned that a year ago, and this year it was even more so. If you haven't been to the 48 Hours, you should plan to attend next year. And, volunteer for one of the many jobs that are available. Even the Dunedin Boy Scouts do. While we didn't make it to the Friday night Expo, I'm told it was another great party.

Let me tell you about Boy Scout Troop 422. They are from Dunedin and have been helping at 48 Hours for 15 years! Wow! This year there were about a dozen scouts plus their Scout Master and other adults. They acted as stage hands in making changes in the Hall of Legends, switching around tables and chairs for the various events. Fantastic helpers. Their payback? Rides in Porsches at the lunch-break Track Drive. And, the result of that is the beginning of a lifetime of car love.

As I write this column today, Monday, February 4, it was sign-up day for Parade. It seemed more difficult than last year. But, we got it done, number 306. If you haven't signed up yet, you can probably still get in. Check it out: <http://porscheparade.org/index.html> Don't forget that Parade is in our own backyard this year—the Boca Raton Resort and Club. It is just 3 hours, 45 minutes from Tampa, not the 17 hours, 1,200 miles to Lake of the Ozarks, Missouri, like last year. For more info and photos, see page 100 of the January issue of *Panorama*.

If you haven't yet been to a Parade, take a look through the September 2018 issue of *Profile*. It includes two articles from two different perspectives by two first-timers. The other articles cover some of the activities of

Parade. Talk to some of our members who have been in PCA for a number of years and most likely they have been to numerous Parades. They can tell you of their experiences.

By now, you will have had time to see *Profile's* "New Look" in the January/February issue. I hope you like the larger photos. Still more tweaks are in the planning stages. One of the changes we want is to have captions on as many photos as possible. So, when you submit anything, please keep that in mind. Also, please send emails to us. We have only had a few "Letters to the Editor" in the past year. We would like to get more. And, of course, we always want more articles. And, don't forget your photos. Our Photo Editor, George Wienhold never tires of looking at beautiful photos of beautiful Porsches.

In this issue, Rich Tillotson captures the stages of car-mania quite well. I speak from experience. The issue of *Hot Rod* magazine I bought as a teenager led me to a similar progression of experiences and race cars. I miss the racing. But, I knew when to put my helmet and driving suit away—when my vision began to fail. Now, AX is the most I can handle.

I have mentioned this before, but have to repeat it. PLEASE, when submitting anything—an article, a column, or anecdote, (KISS) Keep It Simple S-----. DO NOT: use any formatting; staggered indents; hard returns; headers; footers; double spacing; quotation marks, fancy fonts; or anything other than just plain old standard type. Just sit at the computer and begin typing. Don't try to be fancy. It only slows down the production process as we have to undo all of that to get back to basics. Thank you.

Until next time,...

Norm



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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)

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 OZ Ultraleggra and MPSS tires. 19x11(et65) and 19x8.5(et53) Matte silver, includes TPMS and center caps. Tires 245/40 and 295/35. Fits most 991. \$1500 OBO 941-786-5242 (0119)

WHEELS AND TIRES - (Brand New) set of Techart Formula GTS Wheels, still in the boxes. Gloss Black with Diamond-cut edges, 20 x 11 (ET 55) and 20 x 8.5 (ET 52). Cayman/996/997/991. \$3450. Buyer can pick up or pay shipping- Sarasota. Regular new price is \$5000 David (941) 586-3475 reesinusa@verizon.net (1118)

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)

WHEELS AND TIRES - 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)

PARTS - 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)

WANTED

• 1960 356 motor, any condition. Mike (813) 837-5592 finewines@mindspring.com (0718)

• 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.

PORSCHE Profile

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 prorata 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., April 15 for May/June 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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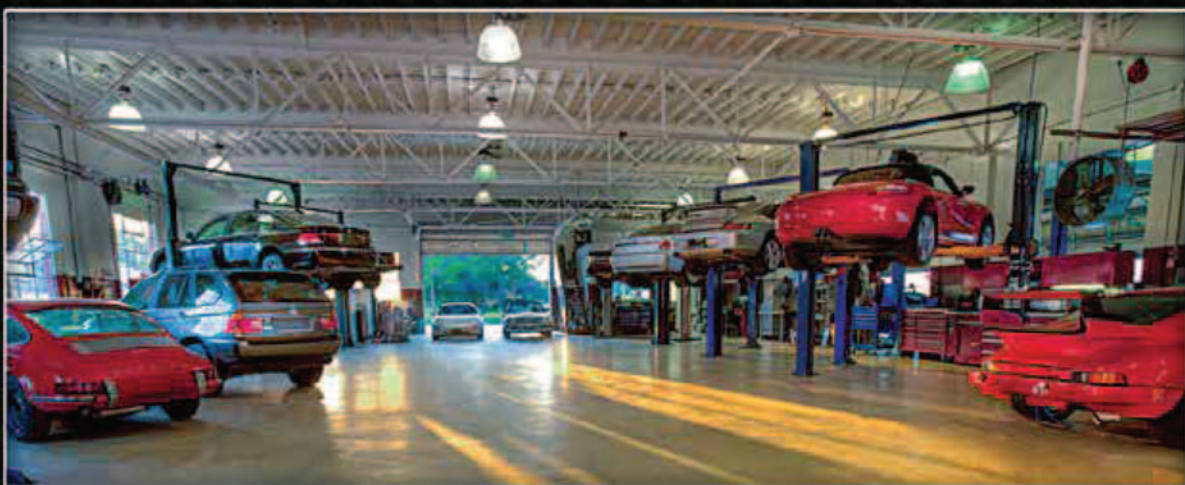
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