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# *Profile*



JULY/AUGUST 2019





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# PORSCHE Profile

JUL/AUG 2019

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ON THE COVER - Photo by George Wienhold.  
Taken at Zonefest in back of Lakeside Inn,  
Mt. Dora.



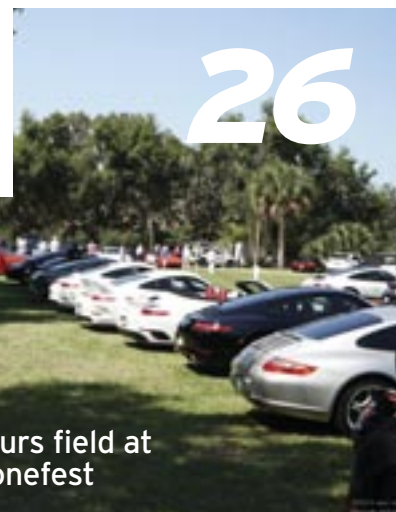
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# Suncoast Florida Porsche Club of America

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**Don't wait! See**

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website at**

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## PRESIDENT'S MESSAGE

by John Vita



# Here Comes Summertime!

Hello Suncoast PCAers and happy Summertime! I simply can't believe we are more than halfway through 2019. It's crazy how time flies. The region remains active, even though many of our activities are limited in the summer. We have an awesome group heading to Parade in late July. In fact, a group of over 100 from our region will be participating. What a great turn out. We will have many details of all the fun in the next issue, so be on the lookout.

I am constantly amazed at the people in our region and all the things that they do. For instance, in the latest issue of the national magazine, Panorama, Mary and Bill Caldwell were featured in an article entitled "Mac." It's a great story of two of our members who take full advantage of the member benefits our club has to offer. Bill and Mary can be seen on the autocross courses, tours, rallies, national events, and even international tours. I think it's safe to say that they figured out how to take their passion for Porsche and turn it into a fun and meaningful experience all over the world. Bill and Mary are just one example of the amazing people in our region. When I think about all that we have going on within the region I am constantly reminded of the army of volunteers that it takes to put it all together.

When I took over as president a year and a half ago, I truly had no idea of all the people that do their part to ensure that our region is the best in PCA. Folks like Bob and Connie Schmidt who are always willing to lend a hand, use their personal resources for the good of the club, and just do what needs to be done! Whether it's taking pictures at events and giving them to the Profile editor for inclusion in our magazine, or lending a hand on tours and other special events. Bob and Connie have been helping out for a long, long time within our region. There are so many things that our region and PCA in general have to offer that it is difficult to

keep up with. In fact, we can do so much more with your ideas and participation.

It's always fun to watch how the different events unfold and take on a life of their own as our members put their own personal stamp on things. A great example of this is the involvement of Rich Tillotson in several areas of our club. Rich has been involved in

the Festivals of Speed and organizing our group within that event. He works together with the event organizers and one of our dealers, Bert Smith Porsche, to put on a great event for our members and for the public. These events are so important because it gives the public a sense of what we do and how we do it within our organization. I'm also always impressed at the charitable intentions of the members of

our club. This year, we will be doing a tour to the children's hospitals in the area to visit with those that are there and hopefully add a smile to their faces with a small gift that we will present to them. We'll be doing this jointly with the Everglades region who has graciously put together this multi-region event. In fact, we have been invited by several regions in Florida to participate in some of their fun events for the remainder of the year. We will be resurrecting the Sunrise to Sunset Rally again! This will take place in November and will partner with the Space Coast region on the rally. This event is slated to take place November 8 through 10. Keep your eye out for details. We've also been invited to participate with the Gold Coast region on a trip down to Fort Myers that will be a fun overnight with fellow PCA members from South Florida. For more information on that event, go to: [https://emailer3.pca.org/UploadFiles/GCR\\_SanibelOvernight2019531.pdf](https://emailer3.pca.org/UploadFiles/GCR_SanibelOvernight2019531.pdf)



I'm happy to say that things within our region remain smooth. Financially, the region is in good shape and we're looking at our financial plan moving into the future. We always want to be sure that we have a healthy balance sheet and that all of our dollars are being used to provide benefits to you, our members. In addition we're

looking at the structure of the organization and reviewing the bylaws to be sure that we are running a modern organization and that we are being efficient and thoughtful with everything that we do. As a board, we are working hard to deliver member benefits that reach the broad cross-section of each and every one of you in our region. I can't emphasize enough, that we need your

ideas, feedback, and most of all, help! Please reach out to us, if you are interested in taking on a bigger role within our club. With such a large geographic region it's important for us to include members geographically from all over our region. This is the only way we can deliver benefits to everyone across the region. While we remain busy, there is always room for more participation within the organization. I look forward to hearing from all of you.

I hope everybody has an enjoyable summer and for those of you going to Parade, I look forward to seeing you there. Let us know if you do anything special over the summer so that we can bring your stories of fun and adventure to the rest of our region. I know in the next writing I will have lots to write about but, in the meantime, I'll see you..... down the road!

John



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# Plans for the Summer

The hot summer months are upon us and the time is right for parading in the Boca Raton streets July 21-27, 2019! I have been told that this is an opportunity that doesn't come around very often, so my husband and I have reserved our room at Boca's Waldorf Astoria Resort and are preparing to be bewildered with our first PCA Parade! I just didn't think we would visit Boca Raton on our own as we don't know much about the east coast of Florida, so this will be a whole new experience for us! I remember asking a native Floridian, "Since it would appear you natives are already in vacation central, where do you go for vacation?" Everyone says "Florida! Just a different part of Florida." I kind of get that now.

The summer also brings a slowdown with everyone on vacation or heading north to beat the heat. My children keep reproducing and, by the end of the year, I will have three grandchildren! I know this is not terribly unusual and there will be no grand-bragging yet, but I will be in Long Island and out-in-the-middle-of-nowhere Virginia for most of the month of June. Since this edition will be online in June, I will mention that if you need to contact me, I will do my best to keep up, but I do find it therapeutic to unplug every once in a while especially when I am with my kids—please forgive me. I need to manage my head-plugged-in input time carefully or my synapses will go dark and refuse to ignite at all. Maybe if I had more patience and less enthusiasm? Slowing down—just not my natural speed.

Since I have not been able to attend the DE in May for my annual Mother's Day present with my new-to-me 2014 Cayman S, I have been going through speed withdrawals. Having to wait for September's DE has made it really difficult for me to come up with strategies to lighten the weight on my foot and keep my driving record clean. Maybe a road trip up the east coast to visit the growing number of my offspring's offspring would bond me to my new car? All of my instructors keep telling me that the only way to practice smooth driving is to slow down and put my butt in the seat for enough practice time. I don't like slowing down much, but I know I have to do both. Would a couple thousand miles bond my butt to the seat? Sounds too painful.

At the last 48 Hours I met a woman who named her car "Rebecca." She said her car just "looked" like a Rebecca. I asked her if she would sometimes call her car "Becky" but no, it had to be Rebecca. According to her, Rebecca embraced her and kept her safe on the track. She asked me what I named my car and then told me about all her friends and some racers who had christened their cars with lucky names that helped them to be at one with their car. The only thing I can think to do until September is to name my new car "Patience."

And now for a huge thanks to all for stepping up and hosting socials recently!

First is a mega-thanks to Kim Cottrell who hosted Date Your Porsche Night at the R Beach Restaurant in Hernando Beach. Most of the feedback made Hernando Beach sound like a good time was had by all! There was a very good turnout even with Hernando Beach being so far north. A couple of people even traveled nearly 100 miles to attend! Now, that's dedication! So who can we count on for the third northern social?

Hans Krenz has volunteered to host many Date Your Porsche Nights in the past and we are so grateful! He is rapidly gaining a reputation for being a cool Margaritaville-style host. He says that it was a good turnout at Sharky's with some new members and as usual, he led the tropical relaxation disciples. Thank you to those who drove so far and thank you to Hans for hosting the fourth Sharky's on the Pier at Venice Beach on May 22!

June 19th brought us the Suncoast Porsche Social in Sarasota hosted by a retired and gracious Margharita! Since this article is being written early, I will be interested to hear about how this went and how well retirement suits her.

We now have a date of July 16 at 7:00 p.m. for the G-Body Porsches Social which will be hosted by Manny Mendoza at Grillsmith in Carrollwood! Manny describes these cars as sometimes called "Impact Bumper" or G Body 911s. It includes coupes, convertibles, turbos, and factory-

wide-body cars of the era. This event is a social that is designed to get all previous and current 1974 through 1989 Porsche 911 owners together for a "social gathering where interested parties can get together and share information, stories, contacts and advice about this era of vehicles." Maybe you've wondered what a certain exhaust would sound like on your car, or how

someone handled the rust in the lower corners of the windshield—chances are someone at this event will be able to help with these types of questions. This social event will be an opportunity to compare notes and enjoy a nice evening with friends that share the love of these wonderful cars. Manny goes on to say, "If this sounds like you, then bring your car and let's have some fun." (See



photos bottom of page 9)

August will hopefully bring a Lakeland Date Your Porsche Night at the Bay Street Bistro hosted by John Boring, if the Bay Street Bistro renovations are completed as planned. This French Bistro on East Bay Street is right on the quaint and browse-worthy main street of old town Lakeland. According to their website, they just received a 2019 Certificate of Excellence from TripAdvisor for consistently high reviews described as "Upscale seafood dishes and wine...served at this cozy spot with art-filled walls & outdoor seats." Keep an eye out for this event—registration will probably start at the end of July, once we nail down a date.

We are planning many events for the end of summer and fall and need some volunteer hosts to come forward. Suggested venues include Coopers Hawk Winery and Restaurant in Tampa and Black Rock Bar and Grille. Please let me know if you have a little time to host an event in the next few months. Thanks!

Please keep checking our website [www.SuncoastPCA.org](http://www.SuncoastPCA.org) for new event information and sign-up using Club Registration at <https://clubregistration.net/>.



# SUNCOAST PORSCHE



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## SCHEDULE OF EVENTS

# Suncoast Schedule of Events

Register for events at [www.ClubRegistration.net](http://www.ClubRegistration.net)

July 16 .....G-Body Porsches Social at Grillsmith, Carrollwood  
July 21-27 .....Porsche Parade, Boca Raton Resort and Club. See: [www.PorscheParade.org](http://www.PorscheParade.org)  
July 28 .....DE at PBIR, run by Gold Coast Region. Event i.d. 9992 on [www.clubregistration.net](http://www.clubregistration.net)  
August 24-25 .....Sanibel Run, by Gold Coast Region (We can drive directly).  
Event i.d. 9924 on [www.clubregistration.net](http://www.clubregistration.net)  
September 4 - 7 .....PCA Treffen Vermont, Woodstock Inn, Woodstock, VT  
September 7 & 8 .....Driver's Ed at Sebring International Raceway  
September 15 .....Autocross - Venice Airport  
September 22 .....Big Lake Tour. Check ClubReg for details.  
October 6 .....Autocross - Brooksville (new location at airport)  
October 25-27 .....OktoberFast Club Race, Solo DE and AX at Daytona,  
November 3 .....Autocross - Venice Airport  
November 8-10 .....Sunrise to Sunset Tour, Melbourne to ??? Details TBA  
November 22, 23 & 24 ....Instructor weekend, students can only register for Sunday, Nov. 24 DE.  
December 8 .....Autocross - Brooksville (new location)

*N.B.: Check our website [SuncoastPCA.org](http://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](http://www.clubregistration.net) (See Denise Remus's article in January 2018 issue on ClubRegistration.)*

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



Stop by the Carrollwood Grillsmith on July 16 for the G-Body Porsches Social.

## BOARD MEETINGS

# 2019 Tentative Board Meeting Schedule

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

July .....No Meeting  
August 14 .....Reeves Porsche - 6:00pm  
September 11 .....Conference Call - 7:00pm

October 9 .....Ready for Life - 6:00pm  
November 13 .....Conference Call - 7:00pm  
December 11 .....Location TBD



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## MEMBERSHIP ANNIVERSARIES

### 5 Year Anniversary

Michael & Dagmar Bucka  
Bryan Ogden & Jin Lee  
Craig & Deborah Payne  
Keith Pringle  
Thomas K. & Debbie Angell  
Barclay Boyd  
Richard & Jan Girard  
Glenn & Barbara Gomer  
Louis P. Marchetti &  
Julie Klutinoty  
Damian Presiga  
Terri Rambo & Jenna Kresak  
Martin & Lisa Richman  
Joe M. & Barbara Waunsch

### 10 Year Anniversary

Robert W & Linda Bain  
Gerald W & Barbara Strouse  
Jonathan D. Vaught &  
Nadine Allan-Vaught  
Randall Zomermaand & Jacques  
Benbassant  
Christopher J. O'Hare

### 15 Year Anniversary

Stanley M. Fulton  
Erik Lunseth & Dale Ferrera  
James E. Burt

### 20 Year Anniversary

Rene A. & Isabel Alarcon  
Joseph A. Giordano &  
Marleen Basile  
Val & Christie Jenkins  
John G. & Lauren Kasmer  
Donald A. & Rose Mattran

### 25 Year Anniversary

Philip R. Brashers  
John & Kimberly Geiss  
Bob & Sherlyn Brealey

### 30 Year Anniversary

Lawrence G. & Elaine Kaufman  
T C. & Jordan Davis

## STARTING LINE

Larry Mendez, Membership Chair

## Welcome our newest members:

### JULY/AUGUST

David & Esther Aviles	Bradenton	1999 911 Carrera Silver
Emilio Campos	Bradenton	2012 Panamera
Fredrick Dore	Lutz	2014 Cayenne GTS Black
Mike Ealy	Trinity	1987 944 Almond Beige Metallic
Randy Ferreira	Lakeland	2019 Cayenne
Donald Figliola	Tampa	2019 Panamera 4 E-Hybrid
Thomas Franck	Sarasota	2003 911 Carrera 4S Silver
Ron Hall	Saint Petersburg	2006 Cayman S
Michele Horwitz	Palm Harbor	1998 Boxster Black
Michael Johnson	St. Petersburg	2016 Panamera 4 White
Mark Renelt	Lithia	2014 Cayman Black
Kathleen Shelton-Yow	Port Orange	2018 911 GT3 Grey
Perry Simson	Bradenton	2009 911 Carrera Meteor Grey Metallic
Bruce Tigert	Tampa	2019 Cayenne
Samuel Wilde	Belleair Bluffs	2014 911 Carrera White
David Wright	Land O Lakes	2003 Boxster Speed Yellow
Brian Adamski	Lutz	2017 911 Carrera S Cabriolet Black
Hobart Alford	Palm City	2006 911 Carrera S Cabriolet Silver
Thomas Bambard	Wesley Chapel	2000 911 Carrera Cabriolet Silver
Wayne Boudreaux	Bradenton	1987 928 S4 Coupe Guards Red
Steve Harrison	Riverside	2010 Cayenne GTS Black
Charles Kane	Davenport	2019 718 Boxster GTS Miami Blue
Bunni Lefebvre	Tarpon Springs	2015 Boxster Silver
Tomas Martinez	Venice	1990 944 S2 Red
Richard McConnell	Oldsmar	2002 911 Carrera Cabriolet Silver
Chris McLaughlin	Sarasota	2008 911 Carrera 4S White
Dawn Ponton	St. Petersburg	2019 718 Cayman Midnight Blue
James Reznicek	Belleair	2013 911 Carrera S Agate Gray
Stephen Rivers	Bradenton	2007 911 Carrera 4S
Jon Schneider	North Port	2003 911 Carrera 4 Cabriolet Red
Austin Simmons	Safety Harbor	1988 911 Carrera White
Joseph Sylvester	Tampa	2017 718 Boxster S GT Silver
Jeremy Thayer	Sarasota	2013 Boxster Gray
Robert Traviesa	St Petersburg	2016 Cayenne Mahogany Metallic
Jarod Zamikoff	Bradenton	2008 Cayman S Black

Primary Members: 1,661

Affiliate Members: 972

Total Members: 2,633



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# Go Drive in the Rain!

"I want more HP to be faster!"

That's what you generally hear from new students that have done a few DE events. They are under the impression that more horsepower will help them go around the track faster. While in some cases this might be true, such as with very experienced drivers with underpowered cars. Generally, gobs of horsepower will make them go slower because high power-to-weight ratio cars are much more difficult to drive.

The general advice for becoming a better and faster track driver is the same as when someone asks: "How do I get to Carnegie Hall?"

The answer in both cases is PRACTICE!

Practice certainly makes perfect, and at the track it will make for a smoother, safer and faster driver. Once a student masters the art of braking, apexing, heel/toeing and accelerating with delicacy he/she will be more consistent and faster.

When we are new at DEs, we tend to be very aggressive with the way we turn the steering wheel, the way we press the brake pedal and the accelerator, thinking that this will make us faster.

In fact, until we can tone down our urge to be violent with the car's controls, we won't be as fast as we could be.

Probably the best platform to help you be a smoother driver is by doing it in the rain, or better yet, on ice!

The best DE sessions I've ever had, when I've learned the most, are in pouring rain. When it's slick, you HAVE to be smooth in the way you drive, or your tires (especially



track tires) will be sliding all over the track and the car will not be on it for long.

My very first session after I qualified as a solo driver was in rain, at Homestead-Miami Speedway. I remember I felt very anxious at first, but as I did some laps it became fun, until I forgot to be smooth with my right foot and...I lost it at turn 13! Fortunately, I was able to maintain the car on the track and there weren't any other cars immediately behind, so I was fine.

After that incident I've learned to be much smoother and my speed has gradually increased even though I haven't increased my horsepower. (Well, not too much.) While I'm tracking my car, I try to picture myself as being on wet pavement and that helps me be

a lot smoother...and faster.

In one of the best books I've read, *The Art of Racing in the Rain*, by Garth Stein, Enzo, the narrator of the book, says it perfectly:

"I know this much about racing in the rain. I know it is about balance. It is about anticipation and patience. I know all of the driving skills that are necessary for one to be successful in the rain. But racing in the rain is also about the mind! It is about owning one's own body. About believing that one's car is merely an extension of one's body. About believing that the track is an extension of the car, and the rain is an extension of the track, and the sky is an extension of the rain. It is about believing that you are not you; you are everything. And everything is you."

To learn more about High Performance Driving, watch some track videos and more, please visit my website at: [www.PedrosGarage.com](http://www.PedrosGarage.com).

Happy Porscheing,

Pedro



This article, which was written in 2012, was inspired by the book *The Art of Racing in the Rain* by Garth Stein (which, by the way, was made into a movie and will be brought to a theater near you this August 9th) and even though it talks mostly about HPDE (High Performance Driver Education) or DE for short, it's applicable to your everyday driving. To see the trailer: <https://www.garthstein.com/the-art-of-racing-in-the-rain-the-movie>

The wet summer months are now here with their afternoon downpours, so why not take advantage of the situation and become a better overall driver by driving in the rain! ©2012 Technolab / PedrosGarage.com



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## DRIVERS EDUCATION

2019 Suncoast Region DE Dates  
All at Sebring:

- September 7 & 8th
- November 22, 23, & 24th

We specialize in first time students. No prior experience necessary. See the DE information on [SuncoastPCA.org](http://SuncoastPCA.org)

Contact Amy Riches, Chief Track Instructor  
Email: [Fastgt3@gmail.com](mailto:Fastgt3@gmail.com)



## 2019 AUTOCROSS

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## Classic Lines

Among the many automobile manufactures in the world, the image of a Porsche has stood the test of time for 50 plus years. It doesn't matter from which angle it is photographed, sculpted, painted or whatever, a true Porscheophile will be able to instantly recognize such an image as that of a Porsche. And for that matter even the occasional fan of Porsche will know that it is a Porsche. That's my opinion and I'm holding on to it.

Thus it is for this month's image by Kurt Janisch who recently purchased this 2001 996 Turbo. He was negotiating the purchase of this turbo in the warehouse district of Orlando not too long ago and took to

photographing his new buy. As I did when I bought of my own Porsche, Kurt wanted to capture the many views that the car offers. Kurt sent me this image several months ago and I realized how timely our marque has endured for more than 50 plus years.

This photo by Kurt is a reminder that there is not one single angle, close-up, speed image, landscape capture or whatever that hits your fancy that fills the excitement of photographing your Porsche. This image highlights the absolutely classic beauty of our Porsches. It is a view that not only lets one know that this an image of a Porsche, but the lighting showcases an intriguing highlight of colors.

I look for the passion in the images that I receive each month for Photo of the Month submissions, and let me tell you they run HIGH. Keep them coming.

Please keep the passion going by sending me your photos for consideration to be posted for the next Photo of the Month PoM. Don't forget, the chosen photographer gets a Suncoast PCA cap. ■

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

Thank you,  
George Wienhold  
Photo Editor, Suncoast PCA Profile





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# Dateline March 1983

I joined PCA in January 1978 and, since then I have been through almost every office and board position for this region. Back in 1981, I was appointed to a new position as Club Historian by then-President Mark Krekorian. I'm not sure why he asked me, being a fairly new member, but it has worked quite well as I am, and have always been, a saver. (I am not a HORDER!) I have a copy of every *Panorama* and *Suncoast Profile* since 1978.

Back then, I was introduced to an old Club Secretary who asked me if I wanted some club history, which I gladly took him up on. Part of the documentation he provided was the first two years of the *Profile*, which back in those early days started out as a Xerox copy of a typed 2-page newsletter. With all this history and documentation, our current newsletter editor, Norm Sippel, thought it would be interesting to run some excerpts of historical interest.

My first input is from March 1983, which is the year I was Competitive Chairman for the club. I set up a meeting with all of the Florida regions and started a zone autocross series, with points for finish position in "Class" and bonus points for "Overall" for each event. Each region had to organize and hold two events during the year. To make sure Suncoast members were in their prime and ready to compete, we held rookie weekends to increase participation and I started a special autocross Help Article as shown here. ■

TOM

## Autocross

AUTOCROSSING FOR THE FUN OF IT  
Tom Briest

Listen to the experienced talk about autocross and you will surely hear words like understeer or oversteer. Did you ever wonder exactly what they were talking about? Understeer is when the car is not responsive to the inputs you give it with the steering wheel. Sometimes this condition is also referred to as push or plow. As the driver, you have the sensation that the car will continue in a straight line even though the front wheels are turned. The first response is to crank the wheels more, only adding to the problem, and eating up precious seconds. Too much understeer will actually cause you to come to a complete dead stop in a tight turn.

Oversteer, on the other hand, gives just the opposite effect.

The car will want to over-respond to the inputs of the driver. With oversteer, the rear of the car feels very light and wants to swing around on you. The net result of too much oversteer is a spin-out. In some conditions (like a 180 degree turn), a little oversteer is desirable or helpful.

The cheapest method of correcting either of these conditions is intelligent braking. Do all your braking in a straight line and complete that function before you execute the next. As you start into a turn, it is important to pick an appropriate apex, and be on the gas, not the brake. It's hard to understand exactly what is meant, but believe me, more autocrosses are won with the brakes than with the gas. Next month, I will talk about apexes and how to pick yours.

The word of the month is "brake." This is the small pedal in the middle (unless you have an automatic.) The brake pedal is small, but deadly (just like dynamite and my wife!)





# Porsches Porsches everywhere on the grass at the "Festival of Speed," St. Petersburg

We were invited by our host Bert Smith Porsche to display a few recent Porsche models in front of their hospitality tent at the 2019 Festival of Speed in St. Petersburg on April 7th. The "few" turned into approximately 50 beautiful Porsches all lined up in the center circle display area. The cars in the picture are mostly owned by our Suncoast members who responded to our call for display cars through our Profile article and other media including word of mouth. The cars included almost every model and in every color including bright blue, orange and green shades of glory.

Bert Smith displayed some new models from their dealership and also had a center highlight of a Mission E exhibit car in stunning white—truly a look at the future for all attendees to enjoy. Joe Sabatini and his associates who operate the numerous Festival of Speed events do a wonderful job before the event but really shine the day of, as watching them place all the cars in various assigned display areas is a show unto itself.

Bert Smith was a wonderful host opening up their VIP tent to us and providing food and refreshments the entire day. The tent was also a great place to visit with other Porsche folks, view some of the great Porsche models the dealership had on



display, and also get out of the Florida sun. Thank you again Bert Smith.

Here's looking forward to next year and the Porsche display; not sure what theme we

will employ for the invited models but, if you have the time, please join us. The day is sure to be full of sights and sounds that make a Porsche heart beat a little faster. ■





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RICHARD & JANE LANE



# I Raced a 911 RSR at Le Mans—on iRacing

By Paul Bienick

Back in the March, 2017, Profile issue, I gave a brief overview of the iRacing service and wrote of exciting times for Porsche sim racers, as iRacing was just about to release their first Porsche-branded race car: the 911 GT3 Cup. Since then, there have been several developments in iRacing relevant to us PCA members and Porscheophiles.

Perhaps the most exciting development is the introduction of the PCA Sim Racing Series, the very first official PCA-sanctioned sim racing series exclusively for PCA members. Every Friday night for 8 weeks, PCA members from around the country competed for the championship in the 911 GT3 Cup car. Each race was 45 minutes long and was broadcast live on YouTube with professional broadcasters. If you've never seen a sim race with live broadcasters, you

might mistake it for a real-world race! I can honestly say that I've had people confused both ways. One time I was watching a real-world race on TV, when someone passed by and commented that they thought I was watching iRacing; then on another day I was watching iRacing on TV via YouTube, when someone commented that they thought it was real. The video, iRacing replay and results from all 8 races are still available on <http://www.pcasimracing.org/>, and it looks like PCA is currently hinting at an upcoming event with a photo of the 911 RSR and the message: "It's almost time again."

In other Porsche-related news, two more Porsches have been introduced into the service: the 919 Hybrid prototype and the 911 RSR. If I'm honest, in spite of it being an

amazing car in the real world, the 919 is not my favorite to drive. Forward visibility is poor, and low downforce setups are a handful. But since this car has been retired in the real world, it's great to know that it will continue to live on in the virtual world, battling against the venerable Audi R18.

More recently, iRacing released the mid-engined Porsche 911 RSR, my favorite of all the Porsches on the service. This car currently runs in the iRacing IMSA Sports car Championship series alongside the Ford GT, the Ferrari 488 GTE, and the recently released BMW M8 GTE, and it's a blast to drive. I recently

spent many hours in this car as I prepared for and participated in the iRacing 24 Hours of Le Mans, which was held on June 1-2. I raced the Ford GT in this event for the first



To watch the whole race, scan this QR Code





time back in 2017, and it was an epic experience. Since then, iRacing added proper day/night transitions to the service which adds to the realism and difficulty, and as I drove the RSR through sunset into the early nighttime hours, I could swear I could smell the trackside grills firing up. (Maybe it was just my wife preparing dinner).

Growing up here in the states, Le Mans coverage was virtually non-existent, so it always had a mysterious, magical quality about it. Now here we are in 2019 with the ability to drive this track in a simulated environment in real-time racing against people from all over the world. What a great time to be alive!

For this year's event, I was thankful to find a well-organized team that was comprised of two drivers from the west coast, one in the U.K., and a young lady in New Zealand. Quite the globe-spanning team! Planning and scheduling stints for drivers from around the world in different time zones is a challenging task, so thankfully we were able to utilize a sophisticated spreadsheet (developed by one of my teammates) to keep track of actual stint times that allowed all of us to keep the schedule updated as the race unfolded.

We started in 22nd out of 55 cars with a goal of finishing in the top 10. We worked our way up to 8th by the time I went to bed around midnight. I set my alarm for 5:00 a.m. and awoke to 40-plus messages on Discord (an app we used for team communications). I walked over to the rig and noticed that Bea, our driver from New Zealand, was still in the car, and as I announced my online presence the first thing she said was: "Paul, help us!!"





Turns out that Isaac, our driver in the U.K., had some sort of computer issue that prevented him from doing his triple stint.

So I got in the car earlier than expected for one stint, turned the car back over to Bea for another stint, and then did my previously scheduled double-stint to finish the race. This turned out to be a poor decision because it cost us an extra 30s in the pits to do the extra driver change. (At that early morning hour, my brain was thinking about driving and not race strategy.) This was critical because it prevented us from reaching our goal of finishing in the top 10. On my last stint, I was in 10th place with a 40s lead on the 11th-place car and gaining on him, but I had to do a splash and dash for some fuel. I exited the pits in 11th place only 6s behind 10th! I had him in my sites during the final laps and was gaining on him every lap, but, sadly, we ran out of time and crossed the finish line 4s behind in 11th.

Still, though, it was another epic experience and I can't wait to do it again. It may only be virtual cars in a virtual environment, but the adrenaline rush, the heart pounding, the need to focus for long periods of time, the driving techniques, the camaraderie and the emotions are all very real. You may not ever get to experience driving a Porsche GT3 Cup car, or the fabulous Porsche 911 RSR, or the mind-bending performance of the Porsche 919 Hybrid prototype, but you can get as close as possible to not only driving them, but racing them against other drivers from around the world in real time in the virtual world of iRacing. ■



The author would like to add that there are other fine alternatives to the iRacing service, but he only has time for one! Also, feel free to contact him at [paul@bienick.com](mailto:paul@bienick.com) if you have any questions or comments.



# The First One Ending in a 1

A couple of days ago, after popping open a can of suds on a Saturday afternoon, Carol asked, “Are you drinking cheap beer?” Now, around our house that question can be loosely translated to “Are you trying to shrink beer expenditures to rationalize a new Porsche?” We borrowed the phrase from our good friends Sam and Nancy who put it to good use every time a new Porsche was on Sam’s mental horizon.

Admittedly, I was drinking a cheap beer that afternoon. It was some swill I grabbed without thinking, which usually ends up in pot to boil the brats (Minnesota style) before they go on the grill. Although my beer wasn’t brewed in a century’s old Belgian monastery, this time at least, I was not working up the courage to suggest to my wife that we should get “One last Porsche.” That’s worked twice before, but I’m not pressing my luck—not just yet anyway. Besides, I have to admit that we love our ’17 Carrera. Carol’s question did get me think however back to our first 911 and what made that car special.

Some years ago, about 45 in fact, I had 911 on the brain. We were, of course, much younger and had already dipped our toes into the sports car world. We started with an MGB which roasted our toes every summer along with its batteries. The ‘B’ was followed

a short time later with a very entry-level Zambezi Green 914. I still wish I had that 914 today, but this time with a 2.5 or 2.8 liter flat six. Unfortunately, the new owner, my brother in law, more than once drove it to his golf club with the top down, played 18 holes, and then watched the thunderstorms roll in while drinking his very own cheap beer in the clubhouse. Just about the time he was finishing cheap beer number two, he would remember that he forgot to put the top up on the car. A Minnesota spring thunderstorm can drop a substantial amount of water in mere minutes, along with hail. By my rough calculation, at least four inches of rain and hail ended up in the exposed interior and floor pans during the time he owned it. Probably not a barn find worth restoration today.

So, not having reached our 30s and retirement planning completely off our radar screens, a black ’76 Targa was put on order. Thinking back to ordering the car, the option list paled in comparison with today’s models. The result was a 911S that was basically entry level itself. We didn’t seriously consider air conditioning because of its cost. Who needs air in a Targa in

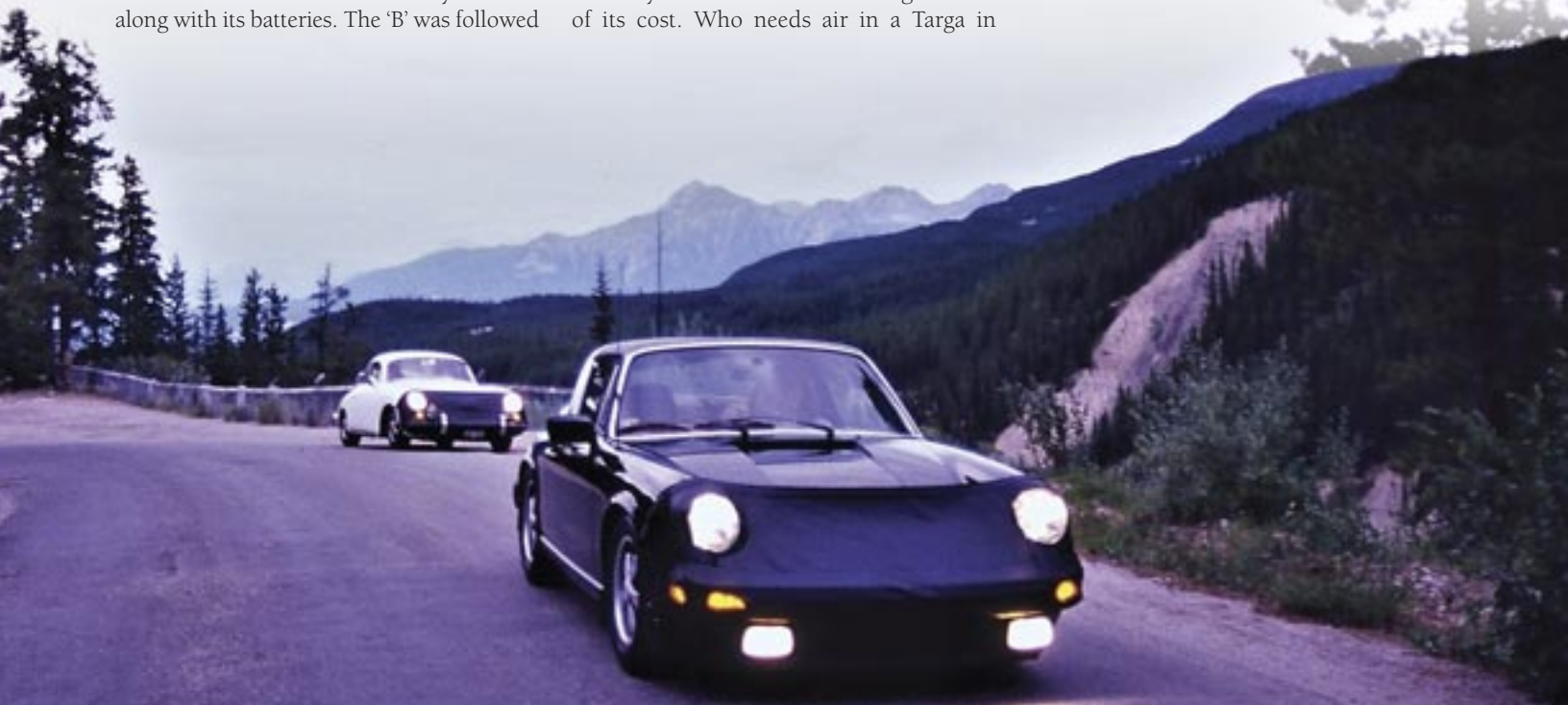
Minnesota? I was also concerned about the compressor robbing a few precious ponies from the smog-control choked 157-hp motor. Leather seats were out too, but the cloth Recaros with their red and white patterned inserts looked good and were arguably a more comfortable option—especially if one didn’t have air-con in the first place. We did check the box for the three-spoke turbo steering wheels and the

Fuchs alloys which say ’911 almost as much as the beautiful Porsche silhouette.

Within a few weeks of the Targa’s arrival in May of that year, we joined

PCA’s Nord Stern region and registered for our first event—an autocross at Brainerd International Raceway—about 125 miles north of Minneapolis. We learned three things that weekend. First, the Nord Stern PCA members were all friendly and welcoming. Second, we were both at the very bottom of the driving learning curve. Third, the Dunlop SP57 tires that came with the car were absolute rubbish, particularly on a wet track. Within a week they were replaced with the era’s gold standard—a set

**WHO NEEDS  
AIR IN A  
TARGA IN  
MINNESOTA?**





of 185/70 Michelin XWXs. A few weeks later, we attended our first Parade in the very same area, clearly having jumped into the deep end of the pool.

We loved the Targa and it went everywhere. Aspen—twice over the looming 12,000-foot Independence pass, Jackson Hole, Yellowstone, Louisville, Lake of the Ozarks, Appleton, Lake Superior's North Shore, Montreal, Whistler, Banff, Seattle, and Maine. We owned it for eleven years, and over 60,000 miles the engine never so much as hiccupped and we never had a hint of a tire issue either. I'm attributing the latter to the fact that 911's in that era came with a built-in insurance policy in the form of a seldom-used space-saver tire nestled against a form fitting 21-gallon gas tank. Despite being physically smaller than today's models, everything for our long trips always fit. Earlier 911's had several little pockets of space big enough for something, and most benefited from having an empty smuggler's box in the front bonnet originally intended for early-model gas heaters. It also was fitted with hooks behind and below the jump seats used for luggage straps to keep everything in place on those trips—a feature we really miss in our coupe today.

With complete candor, there were a few issues with cars of that vintage that were genuine headaches. For example, it had abysmal interior ventilation partially due to the miniscule air vents on either side of the dash which caused us to question the “who needs air conditioning in a Targa” decision more than once. And successfully defogging the windshield with the trio of incomprehensible air-flow control levers was only accomplished through sheer luck and a healthy dose of profanity. It also ran really hot, particularly over Independence pass where I almost passed out, not when I looked down over the guard rail free edge of the road, but at the oil temperature gauge stuck at 250. The fix, an eleven-bladed fan to replace the goof ball five-bladed unit, and a right front fender oil cooler, wasn't cheap, but it was effective. A few years later, it ran even cooler after swapping out the CIS motor with a 2.7-R/S-style version with Webers.

Magazine writers today like to describe cars of that vintage as analog. And I guess compared to the current gen cars with their CPUs and other electronic do-dads, they were. What I do know having owned both, is that our Targa was light and a ball to drive.

Fast forward to today, would we choose our current 911 PDK coupe or a Targa born



in an era of significantly simpler technology? Our current 911 with all its snort, hair trigger PDK, Air-Con, Nav, glass sunroof, heated and ventilated seats and Apple Car play is spectacular in virtually every situation. Never in the wrong gear, and it dove tails perfectly in how Carol and I drive it—brisk long-distance trips that mix twisty two-lane back

roads with occasional stretches of Interstates. So, with a cheap beer budget in full effect, I think I'd like to have all three. Our current '17 Carrera bracketed by a Zambezi green 914-6 and a black '70's to late '80's Targa — with a stainless-steel roll bar. That trio would be the perfect complement to any garage art I could ever find. ■

# Zone 12 Zonefest – Memorial Day Weekend 2019

In the small quiet town of Mt. Dora, Florida, once again there was an invasion of Porsches. Close to a hundred or more Porsches descended on this antique-loving town and its fine-dining restaurants for a weekend of fun. We were in town for PCA Zone 12's Zonefest 2019. It was all presented and organized by the Zone 12 Citrus Region of PCA. It was a three-day event for a weekend of what we do best—drive, make friends and consume mass quantities of good food and libations. It is our local “Porsche Parade” What more can one ask for, on a major holiday no less.

With more than 90 entrants and about 150 people we took Mt. Dora by storm. Commandeering the historic Lakeside Inn in downtown Mt. Dora, the weekend started with a welcome party that was a not-to-miss event. There was a selection of delicious hors d'oeuvres and beverages of course. When we registered with the event station, we were given a “goodie” bag that contained a really cool shirt and the event itinerary for the weekend. Based on the timeline, it looked like it would be a busy weekend.

There were participants from many of



Rally instructions

Zone 12's regions with more than 6 region participants. Our own Suncoast region was well represented with about a dozen of us that made the hour or so trek north. Go Suncoast region!

The following day, Saturday, started with

a People's Choice Concours at the historic and renovated Howie-in-the-Hills Mansion. This was all in preparation for the day's 60 plus-mile rally through some the finest back roads of central Florida. We even reached the highest point of Central Florida:

*It was a three-day event for a weekend of what we do best—drive, make friends and consume mass quantities of good food and libations.*



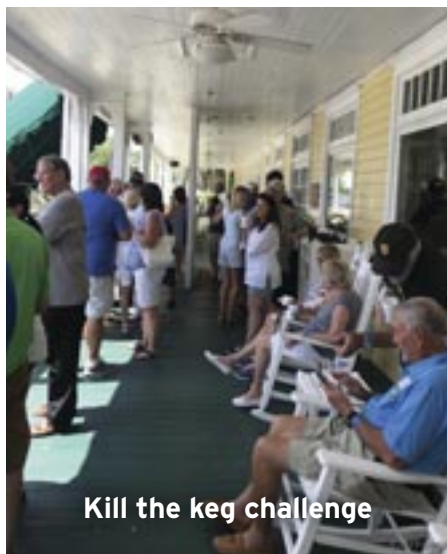
Lifting a wheel



**Mike Kwasin never misses an AX.**



**Kill the keg challenge**



**Autocross winners**



Sugarloaf Mountain at an elevation of 312 feet, it is nose-bleed height. The early morning Concours event drew more than 70 cars—everything from the first examples of our marque, early 356's all the way to a GT2RS. There were many, many examples of the finest cars ever made. Prior to starting the rally, a sponsor of Zonefest, Nort Northam of the Northam Collection put out a challenge to “kill the keg” when completing the rally back at Lakeside Inn. He should have known better, we really needed two of them. We have a



very big thanks to Cody, Beverage and Hospitality Manager for Lakeside Inn, for her beer-pouring expertise.

Sunday brought out the speed lovers--autocross. They set up the autocross track on the Mt. Dora Police parking lot with well over 70 speed demons competing for bragging rights and that trophy. At first glance it appeared a simple enough layout. But, the cones provided enough difficulty that even veteran participants drove off course and/or missed a few cones. That's the beauty of autocross, it looks easy until you walk it and drive it, many times.

Nerveless, I did not see any disappointment from anyone, only smiles and encouragement for the next run. Autocross is for fun and competition, and there was no shortage of either on this Sunday morning.

As with all things, it comes time to wrap up a most fantastic weekend—the awards banquet at the Lakeside Inn on Sunday night. As with all of the events that PCA Citrus region manages to put on, this was a highlight of the weekend. Great food, new friends made, a new town to explore. All in all, here's to the next Zonefest. My calendar is awaiting the next one. When, where? I'm in. How about you? ■

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## AUTOCROSS

By Bill Sumansky. Photos by Mike Kwasin.

### Dear Suncoast PCA Members:

Our autocross program and the sport of autocross, in general, lost a principal contributor, competitor, and mentor with the passing of Mark Lasota this past May. While this is a profound loss to the program, it is to all who knew him an even greater loss of a friend. While many of us are engrossed in seemingly important day-to-day tasks, it's times like this that should make us all take notice of just how lucky we all are, and literally make every day count. Danny Shields has penned a fitting tribute to Mark elsewhere in this issue. Godspeed Mark.

We finished off the spring portion of the 2019 competition with events at Brooksville in April and Sebring in May. Brooksville saw an impressive turnout for the "Last Dance" at what is now the old location. Cliff Bordwell took FTD honors in a 7,000 hp Camaro. It was also Blue. The top 13 logged in under 40 seconds on a course Mark designed in 2018 that was slightly modified by Rick Bradley for variety's sake. All told we had 51 competitors enjoy morning and

afternoon runs while being fortified by Motorsports by Reeves, who provided event support along with Panera Bread breakfast for all. This October we will begin competition on a new area of the airport.

May found us at Sebring hosting the autocross on the Easterly portion of the paddock during the DE weekend. Many thanks to the DE mucky mucks Amy Riches and Denise Remus for having us. This event was also with the Goldcoast PCA region as they also sort through location issues. Steve Kidd and his crew graciously helped out by providing course design and construction/demolition. Competitors enjoyed more attempts due to a small turnout (27) on a very quick course. Danny Shields led the group with a 32.272 best, followed closely by Tod Byram, who said he just needed one more run.

To all those heading to Parade, drive hard and have fun. All others enjoy the summer and we will see you in Venice in September.

For all the results please check [suncoastpca.org](http://suncoastpca.org).

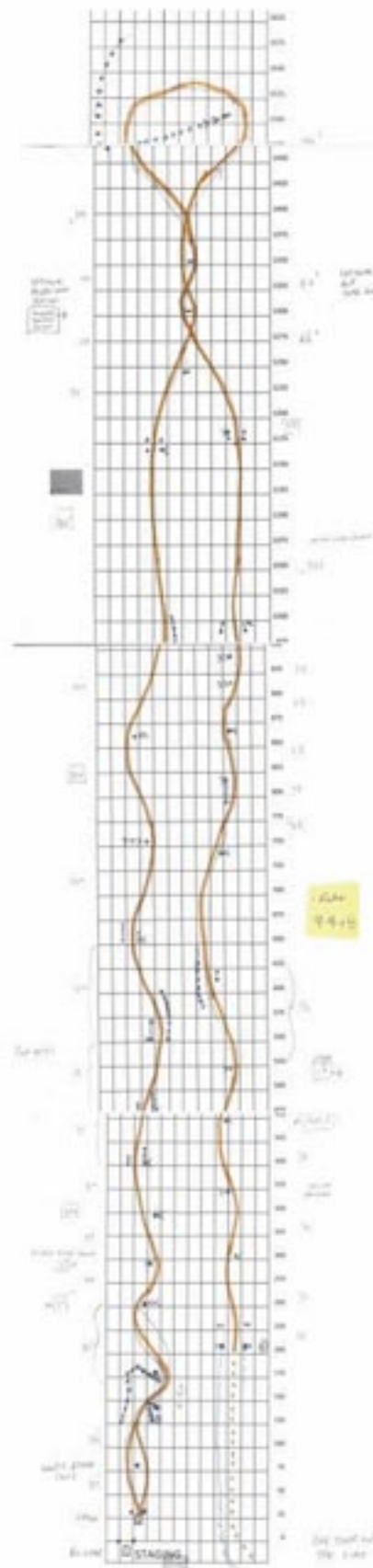
Beware the Cones. ■



Brian West,  
2002 C4S



Bob Tamandi,  
Boxster S



Mark Lasota's layout  
for Brooksville AX.

# AUTOCROSS

Continued from page 29

Russell Swope,  
996



Annie Carter,  
911 Cab



Danny Shields,  
Carrera



Rowen Suarez,  
Macan Turbo



Class	#	Name	Car	4/28/2019 best time	Pts
S-8	4	Borcan, Fulvia	2018 GT3	38.962	9
S-7-L	42	Carter, Annie	2012 991S Cab	43.362	9
S-7	2	Richman, Marty	2017 991 Carrera 4S	44.176	9
S-6-L	151	Shields, Sharon	996 Carrera	44.839	9
S-6	90	Young, Adrian	2007 Carrera	41.803	9
S-6	60	Hamill, Maury	2018 718 Cayman	41.834	6
S-6	7	Barrett, Mark	2007 Cayman S	42.622	4
S-6	16	Riching, Greg	2016 991 Carrera	43.527	3
S-5-L	0	Hamill, Heather	2007 987 Boxster	42.160	9
S-5	61	Saubert, Zac	2007 987 Boxster	39.915	9
S-5	21	Tamandl, Bob	2003 986 Boxster S	41.160	6
S-5	47	Smith, Tracy	2001 986 Boxster S	41.437	4
S-5	68	Bradley, Rick	2006 987 Boxster	42.192	3
S-5	11	Krekorian, Mark	1996 993 Carrera	47.718	2
S-1	912	Kwasin, Mike	1969 912	50.044	9
P-6	10	Swope, Russell	2000 996 C2	39.735	9
P-6	30	Alais, Rene	2009 Boxster S	41.740	6
P-6	9	Sabatini, John	2006 Cayman S	44.543	4
P-5-L	48	Eggert, Kirsten	2003 986 Boxster S	41.684	9
P-5-L	62	Lewis, Tori	2004 986 Boxster S	42.932	6
P-5	28	Sumansky, Bill	2004 986 Boxster S	39.541	9
P-5	49	Eggert, Jerry	2003 986 Boxster S	40.802	6
P-3	79	Pringle, Keith	1979 911SC	44.354	9
P-1	1	Suarez, Rowen	2015 Macan Turbo	40.618	9
P-1	74	Moushon, Michael	1974 914	42.613	6
M-2	51	Janisch, Dan	2001 996 Turbo	42.630	9
M-2	251	Janisch, Kurt	2001 996 Turbo	44.421	6
I-2	84	West, Brian	2002 996 C4S	41.154	9
I-2	55	Fogleman, Ross	2008 Cayman S	43.938	6
Expert	5	Shields, Danny	996 Carrera	39.726	9
BMW	777	Cassidy, Bill	2017 M2	39.554	9
BMW	48	Wright, Donald	2006 Z4	39.683	6
BMW	968	Quinones, Frank	1998 323Ci	44.799	4
BMW	898	Quinones, Gavin	1998 323Ci	49.212	3
XS	36	Bordwell, Cliff	2018 Camaro SS 1LE	38.040	9
XS	513	Shader, Kyle	1998 Miata	38.099	6
XS	25	Byram, Tod	S2000	38.698	4
XS	19	Smith, Andrew	1990 Miata	39.149	3
XS	52	Mulchi, Dan	2014 Corvette	39.327	2
XS	781	Lofredo, Doug	2002 Honda S2000	40.009	1
XS	121	Montemaran, John	2013 Mini Cooper S	40.941	0
XS	161	Juarbe-Diaz, Soraya	2008 Honda Fit	41.039	0
XS	38	Smith, Evan	2013 Genesis	41.557	0
XS	98	Bordwell, Tammie	2018 Camaro SS 1LE	43.350	0
XS	168	Adams, Doug	2004 RX-8	44.170	0
XS	7	Pamer, Walter	2018 Focus ST	44.553	0
XS	15	Lyon, Matthew	2017 Subaru WRX	45.426	0
XS	78	Dixon, Jeremy	2015 Scion FR-S	47.082	0
XS	17	Dixon, Annie	Scion FR-S	49.098	0
XS	68	Sabatini, Cameron	2008 Mini Cooper S	55.506	0
XR	7	Butcher, John	2019 Corvette Z06	38.648	9

Class	#	Name	Car	5/12/2019 best time	Pts
S-7	45	Karnap, Russ	2012 Cayman R	33.627	9
S-5	21	Tamandl, Bob	2003 986 Boxster S	33.298	9
S-5	68	Bradley, Rick	2006 987 Boxster	34.592	6
S-5	999	Jones, James	2008 987 Boxster	38.142	4
S-1-L	728	Bryant, Judith	2018 Macan GTS	44.476	9
S-1	912	Kwasin, Mike	1969 912	42.859	9
P-5-L	48	Eggert, Kirsten	2003 986 Boxster S	33.855	9
P-5-L	62	Lewis, Tori	2004 986 Boxster S	35.525	6
P-5	49	Eggert, Jerry	2003 986 Boxster S	33.125	9
P-5	28	Sumansky, Bill	2004 986 Boxster S	33.254	6
P-4	4	Kidd, Steve	944 S2	35.784	9
P-3	107	Muniz, Juan Carlos	1987 911 Carrera	36.540	9
P-1	74	Moushon, Michael	1974 914	36.729	9
M-2	12	Holliday, Morris	914-6	44.566	9
M-1	63	Samper, Joaquin	944	37.737	9
M-1	36	Samper, Julianna	944	38.280	6
Expert	5	Shields, Danny	996 Carrera	32.272	9
BMW	317	Suprenant, Andrew	328	32.883	9
BMW	968	Quinones, Frank	1998 323Ci	36.440	6
BMW	66	Klahr, Julie	2016 M3	40.804	4
BMW	898	Quinones, Gavin	1998 323Ci	41.017	3
XS	25	Byram, Tod	S2000	32.462	9
XS	31	Dillon, Steve	Mazda Miata	35.166	6
XS	161	Juarbe-Diaz, Soraya	2008 Honda Fit	35.210	4
XS	10	Stammer, James	Mazda Miata	37.446	3
XS	34	Dillon, Tracy	Mazda Miata	39.060	2
XS	111	Coats, Robert	Hyundai	39.471	1

Continued on page 37



# Remembering Mark Lasota, 1963-2019

Suncoast Region lost a popular member in May with the passing of Mark Lasota from cancer at age 56. Friend to many in the club, Mark could be found working at almost every Suncoast Region autocross and teen driving school.

"Fueled by Volunteers" has become a Porsche club slogan, and no one exemplified the volunteer spirit more than Mark. He was not one to seek the spotlight, but preferred to work quietly behind the scenes to help create great events. In March, Competition Chairman Bill Sumansky presented him the President's Award, from President John Vita, for his service to the club.

Mark is perhaps best known to PCA members as the designer of autocross courses. He could usually be seen wearing a Hawaiian shirt, and using his creative talents to set up a safe and fun course that he hoped everyone would enjoy. He strived to include challenging features for the veteran drivers, without making things too daunting for the newcomers.

He also served as the autocross Equipment Chairman, not just getting the equipment trailer to and from the events, but keeping the equipment in good repair, and the trailer stocked for the next event. He was the guy who cleaned up those loaner

helmets between events, waxed the trailer, fueled the blower, and ordered the new cones when needed.

Since he towed the club trailer behind his truck, Mark often didn't have a car of his own to drive in the autocrosses. Even when he shared someone else's car, he sometimes didn't make all his allotted runs. And yet, he won several season championships.

Mark used his knowledge and communication skills to serve as an autocross instructor, including at the Advanced Autocross School. At the Tire Rack Street Survival teen driving schools, he not only brought the equipment and set up the exercises, but served as a driving coach.

Inspired by his father's love of old cars, Mark was more of a "car guy" than a "Porsche guy" per se. He had owned a couple of Studebakers, a few Triumphs, an assortment of front-wheel-drive Dodges, and even a DeLorean. He especially liked Fords, and had owned examples ranging from a Model T to various Mustangs. Mark became an expert on the Merkur XR4ti, and owned five of the turbocharged coupes. For Porsche club events, he eventually bought a Boxster S, and, later, a standard Boxster. He enjoyed a series of Mazda Miatas as his daily driver.

Mark had teamed up with fellow Suncoast



Mark inspecting his AX course.



Mark Lasota

member Tod Byram to field a car every year since 2007 for the Grassroots Motorsports \$2000 Challenge, which includes an autocross, drag race, and concours for cars built to a strict \$2000 budget. Along with his creativity, Mark's fabrication, bodywork, and painting skills have meshed nicely with Tod's mechanical expertise. Remarkably, their \$2000 Ford Mustang "Ka-Bluey" has been quick enough to score Fast Time of Day at Porsche club autocrosses.

Valve Cover Racing is always part of the Challenge program, and Mark loved building the gravity-powered racers. Always the craftsman, he wouldn't just bolt wheels onto any old valve cover. He typically fabricated a tube frame chassis with scooter wheels and just the "right" valve cover. He would bring several cars and loan them out to kids at the event, so they could participate in the competition. He had asked that his racers be given away to kids at the Challenge this fall in Gainesville.

Mark held a garage sale after his cancer diagnosis to clear out his collection of cars, tools, and parts. Friends showed up not just from this area, but from around the state and beyond. Sure, they came to buy stuff, but they also came to visit a fair-minded friend with a common interest in cars.

As we often say about our Porsche club, "It isn't just the cars, it's the people."

Mark is survived by his mother Pat Lasota, father Edmund Lasota, and a sister, Marge Davis, and her husband Lynn. ■

Danny Shields



Mark giving tips to a competitor.

## Date Your Porsche Night, May 22nd

We had another enjoyable evening at Sharky's on the Pier in Venice. While the Pier is under repairs, the restaurant once again catered to the Suncoasters in attendance on May 22nd. Good food, good service, and great sunset views.

Sharky's has a nice outdoor setting with a large tent for shelter in case of inclement weather, but we had a nearly cloudless evening again this year (and, no car problems).

Did you know that Venice, Florida, is known as the "Shark Tooth Capitol of the

World"? The area of the Gulf of Mexico just offshore Sharky's is part of the Peace River Formation, which has millions of years of shark and Megalodon presence. Despite this, on the night we were there, it was easier to find Porsches than shark teeth. ■











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If you are currently a member and would like to opt out of the printed *Profile*, go to [pca.org](http://pca.org) and login. Once you are at the home page highlight the membership tab then click "My Account." Scroll down to see your opt out options, choose which ones you want and then click save at the bottom. In this same section you can change your membership information, add a photo of your car and, if your address has changed

make the change there. We pull our mailing list from PCA National so you don't need to make any notification to our Suncoast Chapter. If you click on your membership tab you can add an affiliate member and your car information.

Please make sure you correctly fill out your address including the additional 4 numbers of your zip code and email information. We bulk mail *Profile* and only mail to in-state member addresses. Remember you can go to [suncoastpca.org](http://suncoastpca.org) to view the current *Profile* and the calendar of events. We have updated the website so please go and take a look. It is full of very useful information.

If you do not live in our area but want to be a Suncoast Chapter member just call PCA National at 410-381-0911 and they will make the change. ■



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Continued from page 30

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Jerry Eggert,  
Boxster S



Rene Alaisa,  
Boxster



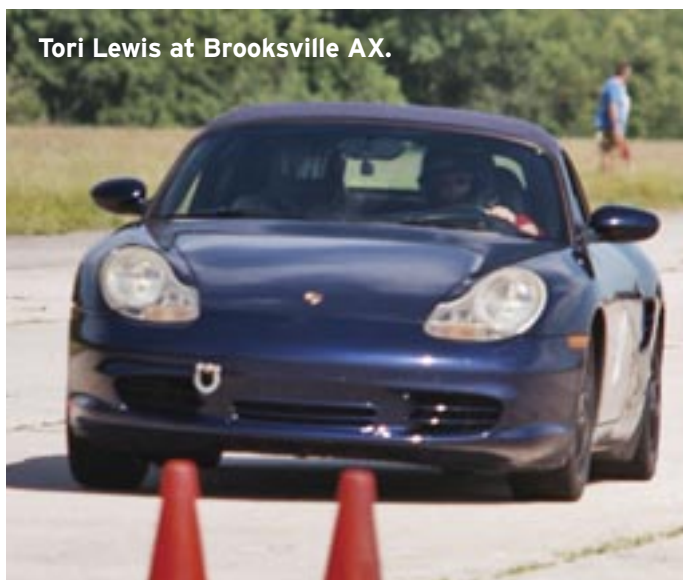
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### ENTER NOW!

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# News, Notes and Musings

We're recently back from 2 weeks in Connecticut during which we spent some time with the friend who inspired me to buy a Porsche and join PCA. Or, was it the other way around? (Long story.) Jim was hooked by a 928 which was logical since he has a family of four. But, it didn't take long for the 911 bug to bite. And, after becoming involved in PCA, he did a couple of DE's and then realized that a 944 Turbo was better suited to learning how to drive a Porsche fast. After a few years, and with two sons heading for college, he called it quits—but not for long. He now owns a Boxster with hardtop that he and his wife enjoy for drives on the twisty roads of New England. Hmmm? Will we see "SPB" letters on the Boxster's flanks soon?

During Jim's DE/racing days, he was kind enough to allow me use of his lightweight Trailex trailer to haul my race cars around the Northeast to vintage races with my Saab. He's that kind of generous Midwestern guy. Now, he's helping me begin the process of trying to lower our *Profile* mailing cost. Thanks, Jim.

Having spent most of our lives in the Northeast, we were looking forward to "Treffen Vermont" in September. Thanks to Volkswagen Porsche+Audi, there had been a few opportunities to enjoy our favorite cars on the winding roads of Vermont, New Hampshire, Massachusetts and Connecticut. But, it has been too long since those care-free days. So, I sat at the computer today and clicked on the Treffen site waiting for a "Register here" to pop up at 3:00PM EDT. Finally at 3:03PM it did. After completing the registration I got a message that my payment info was wrong. With that info having been moved from the screen and the Back button getting no results, all one could do was start over. Well by that time 3:08, it was sold out. I guess we'll have to join my old friend Rich Taylor (Vintage Rallies) on his Texas 1000. If you've never been to San Antonio, you owe it to yourself to go visit.

Having spent a number of years in New York and Detroit representing one of the San

Antonio newspapers, I often took trips to that city. Many of my columns ran in that paper, too. While we won't be there in time for the annual Fiesta San Antonio celebration along the Riverwalk, we'll see enough to give Penny a good taste of the city. BTW, did you know that one of the best places to view the next full solar eclipse is just northwest of San Antonio? It's a fun city and, not far north is Texas Hill Country—great Porsche roads there.

Please note the new column in this issue: "The Way It Was." Our club Historian, Tom Briest has offered to scan articles and columns from early newsletters and comment on them. This will be a regular column. Enjoy it. Thanks, Tom.

Well, it seems that "Rainy Season" has come to Tampa Bay with the resulting increase in accidents. Why? Water acts as a lubricant on roads. Pedro Bonilla's Tech Notes in this issue has some good tips for keeping safe both on public roads AND on the track in rain. If you didn't read it yet, please do. When we lived up north, my family used to prepare for slippery roads by heading to a large, empty parking lot right after the first snow to practice car handling under low-traction conditions. It saved all of us from mishaps and gave us the skills and muscle-memory to safely recover from skids. With no snow here, Autocross, TRSS, and DE experience can help.

Don't want to take your Porsche out in the rain? Read about Paul Bienick's solution to racing a Porsche while keeping his own Porsche in the garage. It is called, iRacing. iRacing was an early supplier of digital simulator racing software in 2008. While iRacing is a subscription-based system whose cost you can control to some extent, simulator prices are all over the map. I have a friend whose system I have used who likely spent over \$20k for a full-motion simulator

system. How good are they? High-end simulators are used by professional teams to train their drivers. And, thanks to my friend, I have driven a number of tracks I would never have raced on in reality.

Just received an eBlast from Zone 12 on the upcoming activities in the zone. Some right in our backyard including the "Sanibel Run" that will be put on by Gold Coast Region. There are already 65 cars entered. And, the 2-day event doesn't take place until the end of August. So, it seems that tours really are popular.

Jim Hoey, our Rally Master tells me that "Our TSD Rally in June didn't happen... There were not enough cars registered

to meet the requirements of the starting and ending venues minimum head count for food & beverage services. Also, we did not have the necessary volunteers to support the start, finish, and check point location staffing. We will reschedule this TSD for the Fall. Watch *Profile* and the Suncoast eBlasts for more information. Hope to see some of you at Parade in July!"

By the time you get to read this column, many of us will be very near packing our Porsches for the drive east to Boca Raton for Porsche Parade 2019.. At last count there will be about 100 Suncoast members there. We'll have full reports and photos in the September/October issue of *Profile*.

Meanwhile, plan for Bob and Connie Schmitt's "Big Lake Tour." Date has been set for September 22, starting in Sarasota County. Bob has told me about some of the highlights and we will be on it. Hope to see many of you there.

Until the next time,...



*Norm*

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# Marketplace

Suncoast Florida PCA's official free classified section



## AUTOMOBILES

### 2006 Club Coupe

28/50, 22,360 miles, 6 speed, gray leather, aerokit, all usual options plus new front spoiler for concours. Second owner, COA, garaged, driven weekends - rain once. Looks/smells new. Pre-purchase 2019 - replace needs tires. Excellence: "Readers Sales." \$89,700 OBO. 941-685-6720. Skip Fazzari. SkipperUS12@aol.com (0719)

### 2005 997.1 Cup

One of only 35 built. VIN WPOZZ99Z5S798017. Campaigned by Kardach, driven by David Saelens in 2005 SuperCup. Finished 3rd in the 05 championship. Competed at Daytona in 07 and 08. Porsche history restored to 05 specs and livery. POA. tbmotorsport@gmail.com or call Tanner at 863-414-6535. (0719)

### 1990 CARRERA 2 CABRIOLET

Red/Tan, Tiptronic. Clean CarFax, 3rd owner, mechanically excellent. Engine completely revealed 2/19. A genuine car. Beautiful. 70K miles, garaged. \$45,000 Dacolley@msn.com 941-915-3944 or rckinme@verizon.net 941-284-6785. (0519)

### 1979 911SC TARGA

Guards Red respray, 103,500 miles, Interior Black upholstery, Power Windows, New gas tank, complete rear suspension rebuild including shocks, recent complete service and new oil lines and tubes, valves adjusted. A/C removed, 5 speed manual, P6 Pirelli. Great Condition. \$33,000. Sarasota, FL 770-595-6726 (0519)

### 1994 968 CABRIOLET

Silver/grey, Clean CarFax, no accidents or damage, 5th owner, 89,990 miles, runs & looks great. Last inspected by Suncoast Motorsports 5/12/18. New tires, brake flush. Excellent clutch, was listed for \$19,995. Will sell for \$15,950. John Barrett 301-980-7536 dci8333@aol.com (0319)

### 1999 911 CABRIOLET

Pristine. 26,000 miles, 6-speed, Arena Red/Savanna Beige full leather/carbon. Porsche Sports Exhaust. Newer Pilot Super Sport tires, Windstop, & cover. LN IMS, AOS, water pump, PMS at 22k miles. Garaged, records. \$26,000. Steve. Dunedin, FL 608-322-8906 (0119)

## PARTS

**PARTS** - 997 Cup Exhaust, - \$1250 -----997 3.8 Grand Am Spec Cup Motor, PMNA built motor for World Challenge. Approximately 46 hours. POA For details tbmotorsport@gmail.com or call Tanner at 863-414-6535 (0719)

**BRAKE PADS** Pagid RS Racing Brake Pads RS29 Yellow, New. Pagid # E1204 29 010 Cost new \$278. Best offer. nsippel@mindspring.com 727-787-5929 (0519)

**WHEELS AND TIRES** - 4 OZ Ultraleggera 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)

## MISC.

• Rennline Retractable Tow Hook Assembly. New, never used. See www.rennline.com for details. Cost new \$125. Best offer. I/O Port Camera Mount for Medium to Large Cameras, w/strap. See www.ioportacing.com for details. \$60. nsippel@mindspring.com 727-787-5929 (0519)

• 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

### POLICIES & PROCEDURES

- *Porsche Profile* is the official newsletter of the Porsche Club of America Suncoast Region. Norm Sippel, Editor, David McGowan, Graphic Artist. No portion of this publication may be duplicated without the written permission of the Suncoast Region Board of Directors.
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- Address changes should be submitted tobajamar@aol.com.
- Subscriptions to non-members are \$24 per year. Contact Larry Mendez, Membership Chair.



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