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PORSCHE

Profile



NOVEMBER/DECEMBER 2019



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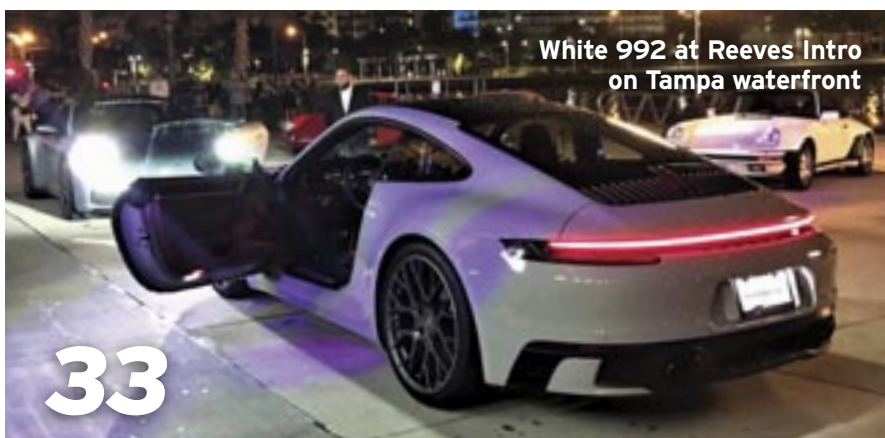
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 European Correspondent.



Taycan front and center

25



White 992 at Reeves Intro on Tampa waterfront

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22

Treffen reception at Woodstock Inn



ON THE COVER - Jeremy Swiger's photo of the new Porsche Taycan taken at the Frankfurt Motor Show in September.

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Don't wait! See

PORSCHE

Profile

**sooner on our
website at**

www.suncoastpca.org



Heading Down the Road

Many of you may have noticed over the past two years that I end my Profile articles with “down the road.” It’s been my way of saying that I look forward to getting on with things and how much I cherish seeing all of you. It’s amazing that my time as president of this great organization is now “down the road.” The fact that we have taken almost two laps around the sun is simply unbelievable and what has happened during that time has been an awesome journey.

The English dictionary does not contain enough words for me to describe what I have experienced over the past two years. The slogan, “It’s not just the cars, it’s the people,” is a good start to articulating what I have to say. I have never experienced such wonderful, genuine, caring, charitable, and fun-loving folks in any organization. The people make this club what it is and have made the past two years so amazing. I have never come across so many folks that have taken a passion they have in common and figured out so many ways to enjoy it. My primary goal, and that of your board, has been to increase member services and to make your experience as a PCA member the best in the world. I sincerely hope that the enhancement of our programming and the addition of some of the activities we have added have made your experience as a member more enjoyable. I hope that everyone will continue to try new things in our club and meet new people. There is something for everyone in the club and the possibilities of what can be added are endless. I truly appreciate the kindness and patience all of you have shown me and I cherish the friendships that I have made over the years. I thank each and every one of you for the opportunity to serve.

As immediate past president, I will continue to enjoy working with the board to ensure that we remain a vibrant

organization. I can assure you that our club is in great shape financially and as our treasurer Terry Richards would say, “The club has adequate funds to continue operation.” In fact, the club does have adequate funds to continue operations and a healthy reserve too, just in case we have any unforeseen issues. Many thanks go out to Terry who will be stepping aside at the end of the year as our treasurer. He has done a fantastic job and we will miss him. Per our bylaws, an audit will be conducted and our new treasurer (if you vote him in), Paul Auger, will take over a financially healthy organization. A very special thanks as well goes to Pamela Richards, who has been our long-time club secretary. The shoes she leaves behind will be incredibly hard to fill. She has quietly kept us organized and been a great source of help to me personally. She deserves the thanks of all of us, and I hope when you see her (and Terry) you will let her know how much we appreciate what she has done for us over the years.

The leadership of your organization will be as sound as ever with a diverse cross-section of members at the wheel. We have worked hard to find people from across the organization, who have participated in different activities, to serve on the board. We will say good bye, at least from the board, to some fantastic people, who will be replaced by capable, energetic folks who have great ideas and the ability to implement them.

In addition, a great big thank you to retiring board member Bill Sumansky. Bill ran our autocross program over the years and has been an amazing source of assistance to pretty much everything we do.

I know he will continue to be involved but we will miss his hard work, dedication, consistency and humor on the board moving forward. Bill thinks he’s a rancher now, so maybe we can talk him into a hoedown at his farm one day! My undying respect and admiration goes to the rest of



our board. They are the most dedicated group I have ever worked with and have made my job extremely easy. They have made me look great, but the reality is that this organization could not run without the dedicated people who volunteer their time to make it click. They are a truly amazing group and I hope you will let them know just how much you appreciate

them. I wish I could thank them all in the article but it would take the entire space we have to do so. I appreciate each and every one of them for what they do, who they are, and the dedication they have shown.

Moving forward, we will have an amazing leader to continue the momentum we have created over the past several years. Denise Remus will be an incredible president. She even retired from her job so she could give her full attention to this position! She is smart, organized, caring, and an incredible leader. She is probably the most organized, detail-oriented person I have ever met. She even has her own personal elf to assist her in every aspect of her job! On a personal note, Denise has been an incredible source of help to me over the past two years. Not only has she done a tremendous amount of work (that I probably should have done) but she has been a tremendous source of inspiration and joy. I had no idea that when I gained a great vice president, what I actually got was a really good friend that will last a lifetime. I am blessed that Denise and her husband Pat are who they are, and I assure you that

Continued on page 7

Bert Smith
PORSCHE

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Bert Smith
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Keep Track of Upcoming Events

As this year comes to an end, so does my tenure as the Social Director. I took this position rather quickly and thought it would be temporary as I have no experience in this area. Denise Remus showed me what was involved. I have tried to create as many socials as I could, rotating the areas so everyone would have a chance to participate. Hopefully everyone had as much fun as I did meeting fellow PCAers and visiting restaurants and places that I probably would never have seen, being a new Floridian as I am. Thanks to everyone who hosted a social this year. I couldn't have done it without you and I am sure you will be asked to host again because you made it so easy for me to support the events.

We spent part of Labor Day weekend hosting Porsches and Pancakes at the Hangar Restaurant and Flight Lounge, at the Albert Whitted Airport in downtown St. Petersburg. We could see the St. Pete Grand Prix track/road from the Lounge and wondered if there would be an influx of people trying to escape the projected hurricane Dorian's wrath. We had a wonderful buffet and some great conversations erupted as we discovered how much we had in common. It was a wonderful

way to spend on a Saturday morning.

Unfortunately the much-anticipated Big Lake Tour, September 22, from Sarasota to Indiantown hosted by Bob and Connie Schmitt was cancelled. Bob had a medical emergency, but we are hoping he will recover quickly and the tour will be rescheduled sometime soon.

I know that Debbie Spee who hosted Porsches and Museums social on Saturday, October 19th, was just tickled with the turnout for the 60-minute guided tour of the Edison and Ford Winter Estates and Museum in Fort Myers, FL. Lunch at Pinchers must have been beautiful as it is right on the water and the historical tour of the grounds sounds like a lesson in how these great inventors got together to invent a few things including the first tires used on our cars. It sounded so interesting!

In October, "Frostie" Schneemann will host a Date Your Porsche Night at Mattison's City Grille, Bradenton Riverwalk. Frostie has us parking in back where we will meet and admire each others' cars. Mattison's beef is

taken from livestock who are raised humanely and sustainably for some of the best tasting meat in the world.

Are all you Lakelanders ready for a change? We had to wait for the renovation but, on November 12, John Boring will be hosting a Date Your Porsche Night at the Bay Street Bistro, which is in the heart of Lakeland's historical district. They boast top quality

dining in a relaxed atmosphere with a wide variety and a European flavor.

And as a farewell, my husband and I are hosting a Date Your Porsche Night at Bahama Breeze (where we started) in Tampa on December 3. We all know Bahama Breeze for its fun, laid-back tropical ambiance and food. Hope to see you there.

See you at future DEs and socials but, until then, have a wonderful Florida winter and don't go four-off too often!

Please keep checking www.SuncoastPCA.org for new event information and don't forget to sign up using Club Registration at <https://clubregistration.net/>. ■



PRESIDENT'S MESSAGE

Continued from page 5

the next two years will see amazing things with Denise behind the wheel.

You simply can't do this job solo. It takes a team. But there is always someone behind the scenes that you lean on, that supports you, and that puts up with all the craziness. I simply can't put into words how much support my wife Tompie has been to me in this journey. I guess after 30 years she has figured out what I really need and she happily gives me the support that only a loving wife can provide. She has been my support, my rock, my calming spirit, and my

companion through all of this. Neither one of us realized it at the time, but she has found a whole new world through all of this and now loves all the activities, races, socials, and events more than I do! Love you honey!

As I head down the road, I have mixed feelings. I think I could do this job forever. But don't tell Denise that! All of you have been so inspiring to me through this. If anyone would have told me ten years ago, when I joined the club, that I would have done all of this, I would have thought them crazy. I hope you all, in some small way, will

use my experience to get more involved and try new things. Pretty much everything about this has been awesome. Thank you to all, from the bottom of my heart, for the past two years. Your confidence and support have meant the world to me. The people make it great. All of you make it great. I will cherish these memories forever and I will look forward to making new ones.....down the road!

John

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

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SCHEDULE OF EVENTS

Suncoast Schedule of Events

Register for events at www.ClubRegistration.net

- November 2Wine Tasting and Dinner Charity Event, Mike Kwaisin's Home, Tampa
November 3Autocross - Venice Airport
November 8-10Sunrise to Sunset Tour, fun gimmick rally from Melbourne to Sarasota (Space Coast PCA)
November 12Date Your Porsche Night, Bay Street Bistro, Lakeland
November 16Re-scheduled Tour of Edison and Ford winter estates. Register ASAP.
November 17Autocross - Brooksville
November 22, 23 & 24Instructor weekend, students can only register for Sunday, Nov. 24 DE.
December 3Date Your Porsche Night, Bahama Breeze, Rocky Point, Tampa
December 8Autocross - Brooksville (new location)
December 14Porsches in the Park, by Suncoast Motorsports, St. Armand's Circle, Sarasota
December 15Parade of Presents, Children's Hospitals, Holiday Toy Giveaway
January 12Parade of Porsches within the Festivals of Speed, Vinoy Park, St. Petersburg
January 19Member Celebration, St. Petersburg Yacht Club
January 30 - February 2 ...48 Hours at Sebring (See: <http://www.48hoursatsebring.com>)
June 21 - 27Porsche Parade, LaQuinta Resort, Palm Springs, CA

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.*

Suncoast PCA 2020 DE Events

All events at Sebring International Raceway

- February 22-23Regular DE
March 6-8Friday, March 6 Solo and Instructor only, regular DE March 7-8
April 4-5Regular DE
May 16-17Regular DE
September 12-13Regular DE
October 10-11Regular DE (we may offer another member Test Drive event on Saturday)
November 20-22Instructor Weekend, Regular DE on Sunday, Nov 22

Questions? Contact Denise Remus, at DERegistrar@SuncoastPCA.org

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.

- November 13Conference Call 7:00PM
December 11Location TBD
January 4, 2020St Petersburg Yacht Club



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MEMBERSHIP ANNIVERSARIES

45 Year Anniversary

Thomas & Mary Longfellow

40 Year Anniversary

Frederick & Blair Loopman

35 Year Anniversary

Michael & Sharon Cobb

John & Zachary Parrish

30 Year Anniversary

Steve & Valerie Parrish

Bill Rowell & Shelly Huffman

Carl & Vicki Emrick

25 Year Anniversary

Rokket & Kristie Horton

John & Cindy Oppihle

Michael & Regina Presta

Michael Tremmel & Jennifer Ferro

Cornelius Halvey & Jenifer Pennuto

Armando & Vanessa Ramirez

20 Year Anniversary

Lee & Gail Waits

15 Year Anniversary

Tony & Jennifer Ardolino

Clifford & Janice Davis

Brian Sonnenschein & Caroline Blair

Peter & Jennifer Collins

Mark & Lizette Dreyer

Merle & Cheryl Impson

Angus & Jackie Rogers

10 Year Anniversary

Warren & Ronda Hense

George & Marlene Wienhold

Albert & Helen Woerner

Nilo Ayuyao & Ruth Henson

David & Ellen Brown

Barry Dorsey

Curtiss Peabody

Carl Schreiner & Vicky Randall

Nilo Ayuyao & Ruth Henson

David & Ellen Brown

Barry Dorsey

Curtiss Peabody

Carl Schreiner & Vicky Randall

STARTING LINE

Larry Mendez, Membership Chair

Welcome our newest members:

NOVEMBER/DECEMBER

William Arkilander	Englewood	2019 911 Carrera Coupe Silver
Derek Armanious	Clearwater	2016 911 GT3 RS Ultra Violet
James Burt	Tarpon Springs	1982 911 SC Guards Red
Harold & Diane Corneloup Grant	Reddington Shores	1984 911 Carrera Coupe White
C Scott & Kimberly Longenecker	Bradenton	2014 Panamera Turbo Black
Chris Lutocka	Madeira Beach	1999 Boxster Silver
Philip Matthy	Parrish	2006 911 Carrera S Coupe Black
Alan McDonnell	Tampa	2008 Cayman
John McKnight	Lakeland	2012 911 Carrera S Agate Gray Metallic
Daniel Ruiz	Tampa	2002 911 Carrera White
Shahid Saigol	Tampa	2005 911 Carrera S Cabriolet Silver
Hal Weaver	Odessa	2009 911 Carrera S Atlas Grey Metallic
Randy Andersen	Lakeland	2018 911 GT3
Stuart Browne	Tampa	2013 911 Carrera S T Silver Metallic
Joe & Kim Carder	Bradenton	2018 911 GT3
Brian Charity	Tarpon Springs	2016 911 GT3 RS
Joe Clark	Sarasota	2004 911 Carrera 4S Coupe White
George DiCostanzo	Osprey	2013 Boxster S
William LaRosa Jr	Indian Rocks Beach	2012 911 Turbo S Coupe White
Robert Lyons	Seminole	2019 911 GT3 RS Coupe Chalk
Greg McCarthy	Clearwater	2019 911 GT2 RS Silver
Chris McGough	Wesley Chapel	2016 Panamera Edition
Teresita Motola	Brooksville	1984 944 Red
Robert Mueller Jr	Tierra Verde	2014 911 Turbo S
Niki Noojin	Tampa	2006 Boxster S
Richard Pagliuco	Apollo Beach	2015 911 Carrera Cabriolet Black
Charles Phelps	Lutz	2016 Boxster Spyder
Tracey Raven	Lakeland	2015 911 GT3
Ang Ristuccia	Sarasota	2012 Cayenne S
Jesper Ronngard	Saint Petersburg	2006 911 Carrera S Cabrio Grey Metallic
Aaron Sprague	St Petersburg	2018 718 Cayman GTS Sport Silver
Steven Tsangaris	Tarpon Springs	1999 Boxster Yellow
Bradley Warren	Sarasota	2013 Boxster S White
Pier Westra	Tampa	2007 911 Carrera 4S Cabriolet Black
Virgil Zaporteza	Palm Harbor	2005 911 Carrera S

Primary Members: 1,669

Affiliate Members: 969

Total Members: 2,632

5 Year Anniversary

David Angel

Dwight Anthony Townsend

Sharon Christensen

Maria & Virginia Iles

Darren Impson & Josh Shimpfky

Michael & Shawn Richardson

Paul & Bryane Soni

Ana V Toro

Todd Wickner & Chris Arfsten

Dan & Sharon Willison

Mario & Patricia Avallone

Michael Conroy

David Evans

Tim & Brenda Huffer

Brian & Melinda Lacerna Kimbrell

Max Nayakakorala

Ian Nicolson

Kenny Pages

Randall & Marilyn Garbaty-Wade

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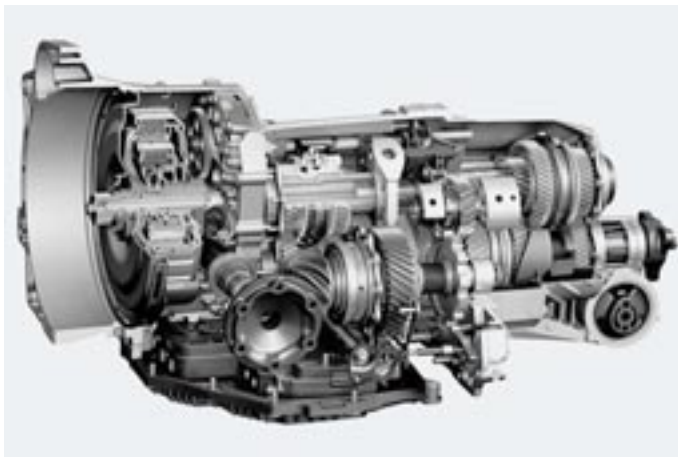
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Vanishing Art

Well, it looks like if you're getting a new Porsche, you're going to have to take lessons in German because you'll need to be able to say Porsche Doppelkupplungsgetriebe, please. This is the wave of the future, the new(er) 7-speed dual clutch transmission from Porsche, now in its third generation. Even the new GT3 is now only offered exclusively with PDK. You cannot get it with a stick shift!



To me, sports cars made a connection between the driver and the car through the shifter. Taking a manual transmission Porsche to the track or to a spirited drive on tight and winding mountain roads is like going to church. Having to concentrate on accelerating, braking, steering and shifting, and making it all seem effortless and appear like a ballet, requires a lot of effort and after a session like that I generally finish "cleansed" in body and soul.

One of my fondest memories is remembering my Dad teaching me to drive: Learning to synchronize the letting out of the clutch with the left foot while smoothly accelerating with the right was jarring to say the least. I remember the jerking forward and stopping as my left foot let out too soon, but I overcame and within a short time became a very smooth driver. A year or so later my Dad decided that it was time for me to learn to heel-and-toe. He was then, as I am now, a track junkie, and having one of his sons also enjoy anything that burned rubber and gasoline made him want to teach me everything he knew about cars, and he knew a great deal.

But I'm now somewhat saddened because my children probably won't be able to teach my grandkids how to drive a stick, because there won't be any! Well, there'll be my Boxster, which will live forever, but...you know what I mean.

There's no doubt though, that the Porsche Doppelkupplungsgetriebe is an incredible feat of engineering capable of extremely fast shifting and it also makes shift points get their bearings from the driving dynamics of the driver. Upshifts and especially downshifts are perfect and made almost at the speed of light! Downshifts are even done with rev-matching, much better than what we can heel-and-toe in our dreams!

Having a PDK-equipped Porsche eliminates the requirement for heel-and-toe'ing and shifting which, in turn, allows the driver to better concentrate on steering, accelerating and braking, making him/her a faster driver around the track.

Porsche calls it a dual-clutch manual, but we all know it's an automatic. I mean, it shifts for you without any input and that's the definition of an automatic, even though it has some pretty cool steering wheel-mounted shift paddles.

So, the joy of being one with the car and the road will very soon come to an end when the last Porsche stick shift is made (probably sooner than we expect). But if there's one thing I enjoy more than shifting and heel-and-toe'ing, it's lowering my lap times at the track, so I can't wait to have one of the new generation Porsche Doppelkupplungsgetriebe-equipped Porsches!!!

I guess I'll just start teaching German to my grandkids so that they can properly pronounce: Porsche Doppelkupplungsgetriebe.

To learn more about PDK please visit my website at: www.PedrosGarage.com.



Happy Porscheing,
Pedro

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Dateline November 1983

In 1983 I was elected as the Region Competitive Chairperson. They wanted a good TSD Rally for Rookie Weekend so I agreed to do it. After all, we (Cindy and I) had been on quite a few rallies over



the years and actually started to get pretty good at it, winning many of them, in and out of region. By this time we had fallen for almost every possible trap, so I figured "piece of cake". As you can see from the post-

rally article not everything goes to plan. The next time you go on a rally, thank the Rally Master and all the checkpoint workers, whether you had a good time and enjoyed the event or not, because you have no idea what they all went through to put on the event for you. ■

TOM

ROOKIE WEEKEND RESULTS

ROOKIE RALLY MASTERS DILEMMA
Tom Briest

Put on a rally? Sure!! Sounds easy enough. I've been on enough rallies that putting one together seemed like a cream puff. Well, I started working on it back in June, not quite sure exactly how long it would take. With a nice vacation break (Parade), many long weekends (Porsche and non-Porsche), and, of course, work, everything seemed to go very well (and a little too easily). Except for a few last minute details, I managed to complete the rally sometime around the middle of August. Now all I had to do is wait and wait. Now, don't get me wrong, I wasn't just sitting idle. I re-checked and re-proofed the rally about twice a week. (Excellence is expected, right?) Still seemed like it was all too easy. Everything was going great...until...the day. Wednesday, September 22, 1983 - T minus 11 days and counting. After waiting for three months, why should I expect the worst now? Picture me sitting at my desk at work, just before lunchtime, reading The St. Petersburg Times (City & State section) when all of a sudden - SHREEK!!! I think I scared the Hell out of everyone for 300 yards. Front page, there is a picture I was admiring about

a 50 foot section of roadway washed out. Oh, my God, it's San Martin Blvd. - one of my rally roads. I run out to the car and go tearing down to the site for visual confirmation like I'm on my way to the hospital with my pregnant wife. Sure enough, the news media was right. (Looked more like a 50 mile slice out of the road). So, I say to myself, "Self, Don't worry!!" The paper said that it would be repaired in 3 days. Now I'm use to bad promises (my line or work), but, shoot, they had 11 days. Even as slow as the Department of Transportation is, that should be ample time. So...everyday, I go by. Fours days and all they had done is put up a barricade across the road. T minus 7 days and counting. Am I worried? Heck, no. But, I did take the time to lay an alternate route. Shoot, messed up a good trick, too. Oh well, I re-type a new "Page Three" to the instructions (being an optimist, you know.) T minus 3 days and counting. Still checking San Martin Blvd. each day (never say never.) I'm having my doubts. T minus 2 days. The pipes are all covered up and repaved - super, I can use it after all. I took down the road a few hundred yards...oh, no. Today they decide to dig up the other culverts under the road. (I'll bet you're asking yourself, "Why didn't they do this last week?") Forget San Martin Blvd., I conceded. It's time I thought about the rest of the rally. OK, proof the whole thing again. Cindy finds an error in one of the instructions. (6th opportunity is really the 7th.) Hell, we only ran the rally 673 times; how could you expect us to catch a simple mistake like that? T minus 1 day. Just to be sure, proof it again. First instruction, "Right out of Cont.

Minnreg Parking Lot* - easy enough. Second instruction, "Right about 60 feet (4 way stop) - too easy. Third instruction, "Right; Pull up to stop sign." Wait, this should be a forced turn. Where the He-- did the dead end sign go? (A multitude of four letter words.) Some idiot - probably a drunk in a '64 Ford Fairlane 500 rusted beyond recognition - ran over my sign; even tore the sign right off the post. Some weekend when you have absolutely nothing to do and want to spend a whole afternoon having some fun, try to straighten out one of those d--- little posts. (The Incredible Hulk would have given up.) Not me, though. I even wired the sign back onto the post. Two signs run over, one sign removed, and one road washed away - all in the last two weeks. I'm going to get ulcers for sure. Friday, September 30th. Spend most of the night putting everything together. Instructions (new ones), check point signs, private road sign (I had to paint myself to replace the missing sign), critique slips, etc.. etc. Finally get some sleep about midnight. Up at 5:00 AM to proof the rally one last time, for the big day is here. First the O.D.O. leg. About half way through the O.D.O. - "Oh, S---!!" "ROAD CLOSED." Until this time, I did not know what PANIC meant. Run the sign and see if it's all just a bluff. Around a small curve, more four letter words. There is a mountain of dirt in the middle of the road with a Grand Canyon on the other side. Quick, re-do the instructions. Used about about 2 hours and most of my gas, but I have alternate instructions. Drive like Hell through the rest of the rally and make it back to Honeywell. Cindy sits out in the parking lot and

starts registering rallyists (you might know that rookies would be on time) and I am inside frantically re-typing and re-doing instructions. Quickly run 40 copies (I'm an optimist, remember?) Well, we got started and only 30 minutes late. Honest, it started out as a great rally. Oh, by the way, only 15 cars showed up, but at least 15 couples had fun. The weather was great (12 cars finished) and no one hung the rally master. Do it again?!! You bet! I can't wait till next year. Rookie Weekend was a great success on the whole due mainly to the turnout at the autocross.

Rookie Weekend results are posted elsewhere in the Profile. Congratulations on all the winners at both events. (Remind me to tell you about the rattle snake on the rally...)

Auto-cross	
Big Cypress	2
Space Coast	5
Fla. Crown	1
Suncoast	32

Rally
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PHOTO OF THE MONTH

By George Wienhold, Profile Photo Editor



Photo of the Month(s)

Wow, what a year it has been! When Norm Sippel and I got together back in 2017, we were looking to find an avenue to encourage Suncoast PCA members to participate and showcase their Porsches. We came up with a Photo of the Month theme. We had no idea of the outcome or what the input would be.

The Photo of the Month (POM) started back in 2017 with just a few images. But hey, it was new for Profile and it took a while for members to notice. Since then, I have received an incredible mix of



Porsche photos from our members. To paraphrase Forest Gump, the photos that were sent were “like a box of images, you never know what you get.” There are some talented photographers out there.

I would like to showcase all of the images that were sent, but it would take up the entire issue of Profile. In respect for the available space that I am allotted, I want to highlight just some images that were received in 2019. Thank you so much for your contributions.

As we enter 2020, I have a

challenge for everyone. Keep sending me all of those Porsche photos and I'll keep offering tips and insight on making you a better photographer. I hope that sounds like it's fair. I'll know by the images that I receive in 2020. Don't forget, each month's winner gets a Suncoast PCA cap.

Thanks for a great 2019. ■

George Wienhold
Ogee125@gmail.com



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TSD Rally Manatee

The TSD Rally on September 14th is in the history books. And it was a good one! The day was perfect, as summer weather goes around here: bright and sunny! All participants had a very good time. Comments like “great TSD, what a fun ride, never saw those roads before, so happy we didn’t get lost, etc.” are very much appreciated.

This rally used a new procedure for checkpoints: a “Do It Yourself Checkpoint” or DIYC. This was something Jeanne and I learned at Parade in Boca Raton this year. It simplifies checkpoint activities, and eliminates the need for checkpoint workers at each location. The DIYC procedures were discussed during the “rally school,” and everyone seemed to pick up on how it works rather quickly.

Rally School students were treated to coffee, tea, and pastries at Kostas Family Restaurant in Palmetto, FL, prior to the rally start. All finishers ended up at the Anna Maria Oyster Bar in Ellenton, FL, to enjoy one of the area’s best seafood venues. Scoring was compiled while participants



Rally Meister Jim instructing the rallyists.



The Top Three Rallyists

enjoyed lunch and drinks. The 1st-, 2nd-, and 3rd-place winners were announced, and everyone was thanked for their participation.

Results: 1st - Tom & Cindy Brist, 2nd - Stan & Patricia Hodge, 3rd - Christal Smithyman & Daniela, 4th - John & Tompie Vita.

Both restaurant venues enjoyed hosting Suncoast PCA at their facilities. Some of the servers even went out to the parking lot to see all the beautiful Porsches. Someone told

Continued on page 21



Kosta's parking lot with Porsches



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RALLY MEISTER

Continued from page 19

the owner of Kostas that she had over a million dollars worth of Porsches there. She was impressed!

Most importantly: We thank our volunteers for working hard and supporting this activity. Rallies are one of the few (perhaps only) PCA activities where the volunteers do not get to participate in the driving event. Be sure to thank the volunteers whenever you are in a PCA rally.

The next TSD Rally will be in Sarasota County. We have some unchartered roads to conquer there. :-)

PS - Reviewers gave us some good input, and we use these suggestions in future rallies: i.e., my spreadsheet is now fully functional to calculate time. At this rally I had to convert hr:min:sec to seconds manually. No more of that process will be needed! Mileage was not used as a scoring factor in this rally. This is what we learned at Parade in Boca this year. It is different compared to how TSDs were run in the past (and I agree that distance should be more important). We'll try to use more rally school restaurants that are open for breakfast; this time we only had coffee, tea, donuts, sweet rolls, etc. because Kostas is not open for breakfast; they opened early specifically for us, and we appreciated that very much. ■



Rally start Tom & Cindys Targa ready to roll with a clutch of Macans



Some Rallyists lined up and ready to roll



The Rally School continues

Treffen Vermont

Story and Photos by Hans-Joachim Krenz

According to Langenscheidt's German-English dictionary, the German noun "Treffen" simply translates as "meeting." However, dictionaries, while helpful tools for learning a new language, often fail to adequately convey the connotations and nuances that are attached to words by native speakers. Thus, an analysis of the word Treffen in context, as used by speakers of German, leads us to a much better understanding of the term. For example, a family reunion is a "Familientreffen"; a class reunion is a "Klassentreffen"; and a summit meeting (like JFK with Nikita Krushchev back in the day) is a "Gipfeltreffen."

The implied meaning very subtly carried within that simple little noun "Treffen" is that people with some type of bond or common purpose are coming together, at an agreed time and place, with a shared objective. So, PCA's choice of "Treffen," for its semi-annual, national-level social get-together, was very apropos, on several levels. Nicely played, PCA! Nicely played.

The site chosen for the 2019 Fall Treffen was the Village of Woodstock, Vermont. Located in the Green Mountains, near the center of the state, this little town epitomizes rural New England. It's historical, charming, and quaint, with a simple elegance rarely seen. This town impresses with its honesty and genuine presentation. Sure, tourism is a major source of income here, but somehow the tourist doesn't notice. This place is not "touristy." Even riding around the back streets on a rented bicycle, listening for conversations, looking at the backyards, watching people go about their business, the visitor cannot ever peek behind a facade--because there is none. Somehow it's all genuine. Woodstock is fortunate to have had several wealthy benefactors who, years ago, recognized the unique beauty of this town and gave of their resources so that key structures and elements of the town could be restored and maintained for future generations.

Our PCA Treffen group, consisting of 137 cars, took every room in the Woodstock Inn, the premier hotel and resort in this community. The Inn, located directly in the center of town next to the village green, combines timeless elegance and eclectic décor with excellent service to provide a marvelous resort experience. The PCA-sponsored banquets and receptions catered for us by the hotel were excellent, and our dining experiences in the restaurant and



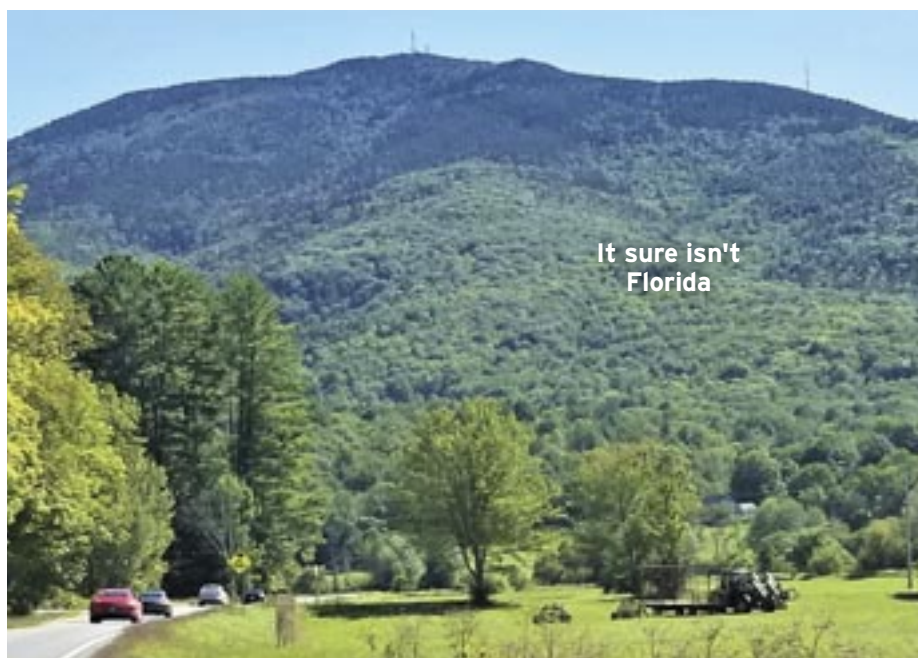
Tour scenery



The Mill at Simon Pearce in Quechee, Vermont



Yes. A Moose X-ing



It sure isn't Florida

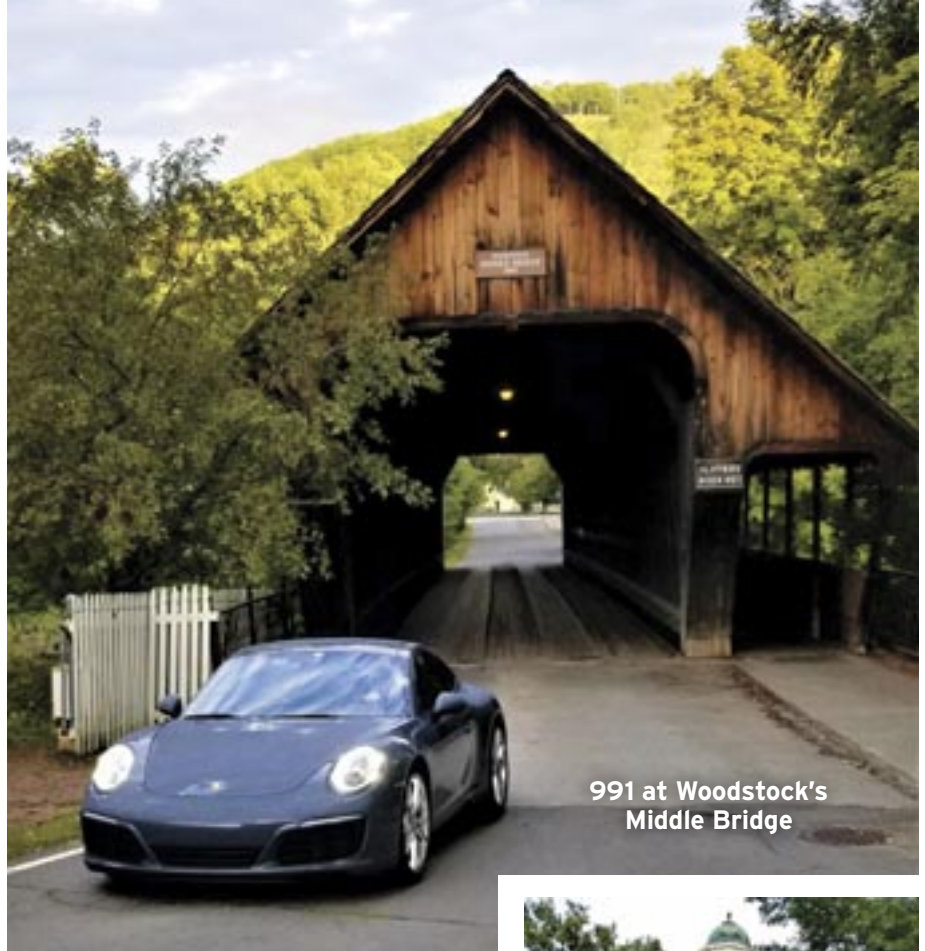
tavern on non-banquet evenings were of an equally high standard with diverse menus and a cosmopolitan yet local flair.

Our activities during Treffen, of course, centered on the driving tours that led through beautiful rural New England scenery to lovely luncheon settings. While we were warned many times by event organizers and local PCA members that the somewhat low Vermont speed limits were very strictly enforced by the local gendarmes, some of us were still able to squeeze in just a tiny little burst of throttle while exiting some turns on the tours. (Disclaimer: The foregoing shall in no way be construed as a confession, or as any type of accusation against any person.)

The last day of Treffen was officially declared to be “Navigator’s Day Off.” Everyone had total control of their own day and schedule of activities, with an excellent list of options provided by the organizers. Choices included self-guided driving tours, local walks and hikes, hotel amenities, and recommendations for other activities. There was truly something for everyone.

A review of the Fall 2019 Treffen would be incomplete without acknowledging the very successful work of the organizers, both PCA-national and regional. They organized a gathering that achieved a perfect balance of structure and freedom thus giving club members plenty of opportunities to get acquainted and to socialize. There was simply no excuse for not making new Porsche friends.

Another look at Langenscheidt’s dictionary will reveal that the German verb “treffen” (note: not capitalized) means to “hit” or “strike” as in to hit a target. This verb, in turn, has another derivative noun, “Treffer,” which means a “hit.” Thus a “Volltreffer” (a full or complete hit) translates as a “direct hit.” So, one way to describe the Woodstock Treffen would be “Das 2019 Porsche Club Treffen in Woodstock war ein Volltreffer!” ■



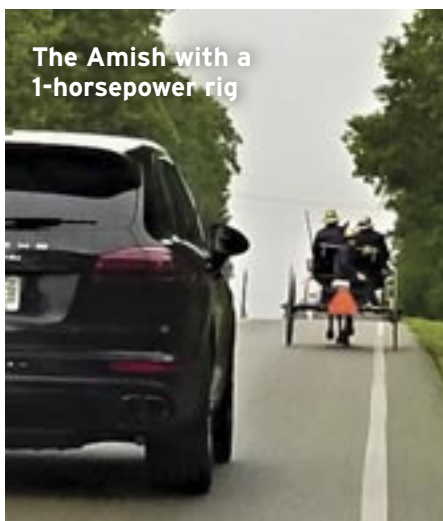
991 at Woodstock’s Middle Bridge



Hans and LaDonna Krenz’s GT3 at Woodstock Inn



914 at courthouse



The Amish with a 1-horsepower rig



Tour staging at Suicide Six Ski area



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Paradigm Shift

Story and Photos by Jeremy Swiger

In the November 2017 issue of *Profile*, I wrote about my first-time experience visiting the Frankfurt Motor Show, held in September of that year. A few weeks ago, at the end of this September, I visited the 2019 show to see the latest world premieres of new vehicles. In particular, the new Porsche Taycan piqued my interest.

In the two years since the last show, a paradigm shift from internal combustion engines to electric motors has taken hold and is rapidly propelling us into a new norm with regard to how we look at the automobile. In the context of the show as a preeminent venue for new vehicle introductions, it seemed that electric vehicles (EVs) were the price of admission for exhibitors. Generally speaking, auto manufacturers without a new EV occupied a smaller exhibit space than in 2017 or didn't exhibit at all. Additionally, EVs sat at the forefront of each display, relegating their gas and diesel counterparts to the back.

Back in 2017, we spent 3 days checking out such impressive cars as the then-new 911 GT2 Touring, Bugatti Chiron, Honda NSX, and Ford GT. These cars drew large crowds, most notably the Chiron, which required navigating something closer to a mosh pit than an automotive display. In stark contrast to then, this year, new exotics were almost non-existent. The apparent industry-wide shift to electrics since 2017 caught us off guard.

This year's show saw the premiere of the new Porsche Taycan, Porsche's realization of the Mission-E electric vehicle concept. Sitting at the highest end of the EV market, the Taycan featured front and center in the Porsche display, a bright star in a sea of new cars which have more in common with a laptop computer than the roads on which they drive. Quite honestly, the Taycan has little in common with other new electric



vehicles than its method of propulsion. By its design and marketing, it truly is meant to be a driver's car, emphasizing stats such as acceleration and top speed over range and carrying capacity.

Inevitably, comparisons will be drawn between it and its closest competition, the

Tesla Model S. The two vehicles are similar in some respects with the top range Model S just slightly edging out the Taycan Turbo S in acceleration (2.4s vs 2.6s) and top speed (163mph vs 161mph) according to their respective websites.

Where the gap between the two really increases is in range, capacity, and price. On paper, the Model S blows the Taycan out of the water, so to speak, with an advertised range of up to 370 miles, 30 cubic feet of cargo space, and a base price of \$79,990. Using the "Order Now" feature on the Tesla website, a Model S can be fully optioned with a max price close to \$115,000. If the range of the Taycan is published on the Porsche website, it is well hidden. According to an online article in British automotive magazine Autocar, the Taycan offers a driving range of 240-281 miles depending on configuration.¹ From the





Porsche website, cargo capacity is 2.8 cubic feet up front and 12.9 cubic feet in the rear, for a combined 15.7 cubic feet. Starting base price is \$150,900 and can easily go north of \$200,000 for a well-optioned, nearly bespoke, Turbo S.

Obviously, there is some marketing "magic" on the websites for these two cars. The \$79,990 does not purchase the 2.4s 0-60mph Model S, nor does \$150,900 purchase a 2.6s 0-60mph Taycan Turbo S. However, close performance specs and the lower cost and better range of the Tesla suggests Porsche have better do their homework with regard to their targeted market segment.

And perhaps they have....

What the objective specifications don't offer is the subjective experience of sitting in the environment created in the cockpit of these cars. This is where the new Taycan shines best. What the Taycan has going for it, which the Model S doesn't, is the backing of Porsche itself, with its 70-plus years of automotive engineering excellence. Walking up to the Porsche display and seeing that unmistakable shape leaves an impression. From the similar Panamera-ish shape to the linear taillights, the Taycan is unmistakably a Porsche. Teardrop air ducts flanking the LED headlights and the Mission-E style, white-rimmed wheels with black spokes, differentiate it.

There were multiple Taycans on the main display floor, including a sharp-looking red one on the presentation stage. A couple of interior mock-ups put the Taycan's exquisite interior out in the open, emphasizing the



attention to detail. Well-bolstered seats feel secure and supportive. The rim of the 3-spoke steering wheel is just the right diameter for a comfortable, but supporting grip. The fit, finish, and quality of the materials appear better than in a Tesla and are even a step advanced from the already beautiful interiors of other modern Porsches. This aside, what stood out most were the subtle details. In keeping with the “glass-cockpit” dashboards of current-generation Porsches, this one features four different displays. However, the Taycan takes this concept to the next level; think spaceship rather than airplane.

As is becoming increasingly commonplace in cars, analog gauges and physical knobs are replaced by high-resolution touch-screen displays. The driver's instrument panel is a frameless, curved work of art; a subtle design and an impressive feat of engineering. No doubt long hours of development and testing went into making such a feature possible. Also new is the addition of another display in front of the passenger, making the experience interactive for both the driver and passenger. This is a neat, if unnecessary, feature which will surely be responsible for many future bouts of car-sickness on twisty roads. Climate control is low and central,



operated from a touch screen on top of a floating console. As evidenced from the car show demonstrator, it is a fingerprint magnet. Only the timer of the sport chrono gauge remains analog in appearance, adorning the center top of the dash, as if to remind those who enter it of its pedigree.

Porsche's approach to the EV is in the only way in which Porsche knows: high performance, high-tech, and highly customizable to suit the buyer's needs and taste. In keeping with tradition, terms such as “Turbo” and “Turbo S” are used to define variants of a car that has no need for a turbocharger. This is perhaps silly but it's





probably safe to say that in the four years since the Mission-E concept was introduced, the marketing execs at Porsche have performed their due diligence. Time will tell if this approach to the electric vehicle is successful, justifying its steep purchase price.

So what did we learn at this year's Frankfurt Motor Show? Collectively, the automotive industry has awakened to the eventual demise of internal combustion and, for the foreseeable future, rechargeable electrics are the replacements. The manual transmission won't be replaced entirely by flappy-paddled, dual-clutch gearboxes but rather by direct-drive DC motors. TFT displays and other high-resolution computer screens replace actual needles for gauges and in some cases even the side and rear-view mirrors. Most importantly, the new Porsche Taycan offers a refreshing take on electric vehicles and does so with an emphasis on style and performance in a way that only Porsche can. ■

1: Holder, Jim. "New Porsche Taycan 'set to rewrite performance EV benchmarks'." Autocar, 9 September 2019, <https://www.autocar.co.uk/car-news/new-cars/porsche-taycan-specs-sale-date-performance>. Accessed 5 Oct. 2019.

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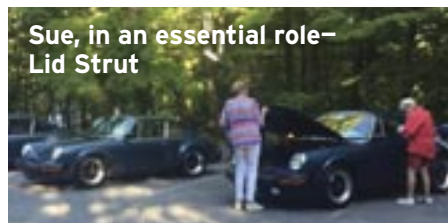
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2019 Rennfest Report (AKA The Saga of the Pink Pig!)

By Bill Caldwell & Mary Hill Caldwell

Peachstate Region's three-day Rennfest over Labor Day weekend was in its fifty-first (51st) year, and the 2019 edition, in our humble opinions (IOHOs), kept tradition by just getting better for participants. Rennfest is much akin to a Mini-National Parade, but much more personalized for competitors and participants, as this regional event typically draws about 70 to 80 cars, or 140 to 160 PCA members and guests, as opposed to Parade's 1,600 to 1,800 members and guests. Besides us, two other Suncoast Region couples were 2019 Rennfest entrants, Tom and Cindy Briest, and Mark and Michele Krekorian.

Rennfest opened on Friday, with Concours preparation starting at 9:00 a.m., and the Welcome Social and Registration at 4:00 p.m. at the Brasstown Valley Resort, the headquarters hotel. Mary Hill Caldwell is my co-entrant, and we are "up on the hill" (the upper tier of the parking lot) by 9:30 a.m. Friday, preparing 'Old Blue,' our 1978



Sue, in an essential role—Lid Strut

911SC. The camaraderie up on the hill is great, and my co-entrant firmly believes that I always spend more time socializing, as opposed to spending time cleaning. This year was no different. For those not entering Concours on Saturday morning, there are other events and happenings during the weekend, including "Grape and Grains" (use your imagination here), daily tours (one to the Tail of the Dragon), an outdoor yoga session, Autocross (AX) and Rally, with pre-event seminars on the latter two event experiences.

Early on Saturday morning for the 2019 Rennfest, we were back up on the hill for the Concours judging. The hood struts on 'Old Blue' did not like the chilly morning air in Northern Georgia, so a visiting Suncoaster at the Concours, Sue Mriscin, took on the role of 'hood holder' for the front compartment judge. (See, Photo No. 1): "Sue, in an Essential Role, as Hood Holder." There exists a marvelous sidebar story here, as Suncoast Region's Len and Sue Mriscin started the process of purchasing a Boca Raton National Parade Concours class



Pink Pig and Piglets 2019

winner Boxster this same morning!

Saturday afternoon was reserved for Time/Speed/Distance (TSD) Rally on the great roads of Northern Georgia. Two of the three Suncoast Region couples entered that event, but we were the only ones to 'trophy' (read on, some would not boast about this particular trophy). The mileage segment went sour for Team Caldwell, and after the first timed leg, we knew that we were in real trouble as to a respectful placing in the event.

Yet, all hope was not lost, as some forty years ago Peachstate's Rennfest established the tradition of recognizing the DALBF (Dead Ass Last But Finished) team in its

rallies. In the 1980s, a Peachstate member created a large paper mache pink pig (Pink Pig) to award to the recipients of the DALBF trophy. In 2019, 200 yards from the out point of the second timed leg of the rally, Team Caldwell decided to go for the Pink Pig trophy.

After an 'inspired' rally drive where we found all the check points and finished, we were sure that we were strong contenders for the Pink Pig. The TSD Rally results were announced at the Sunday evening awards dinner. (See Photo No. 2): "Team Caldwell with the Pink Pig and the Piglets"; and (Photo No. 3): "In Their Glory, the Pink Pig and Piglets." Not only had we finished the rally, but we had run up the highest score (for the uninitiated, not a good thing in a TSD rally). Besides the Pink Pig award, "Old Blue" eked out a First in Concours, but we are most proud of the DALBF trophy, which we had determined to win in the early, dismal throes of the rally.

Three Suncoasters ran the Autocross (AX) event on Sunday. Two, Mark and Tom, were in the hunt for an AX trophy, but at the end of six runs each--neither won silver. As to effort in the AX, one Suncoast couple had to have his (and hers) Porsche trailered to Porsche of Asheville for new tires (it was not 'Old Blue'). For a reveal on this latter point, you need to ask around! With this, our report as to the enjoyable and fun-filled 51st Rennfest ends. IOHOs, you gotta love the Pink Pig and the Piglets. ■



The Pink Pig and Piglets Team

Mark Lasota Tribute and Fall Kick-Off

The second half of the season began at the Venice Festival Grounds on the 15th of September with a Hawaiian Shirt Day tribute to Mark Lasota. Mark was almost always at the course in one of his favorite Hawaiian shirts. The Suncoast AX bunch paid tribute to Mark by wearing them and sharing both heartfelt and humorous stories at lunch. Well done.

The competition was very close with the course being somewhat compact. Danny Shields led the parade followed by the rest of us mortals.

The circus moved North to the Brooksville Regional Airport for the first shot at the new chunk for concrete we'll call the Tower Stretch until somebody comes up with a better moniker for it. Space is not a problem here to say the least, and many configurations will be possible in the future. As you might have guessed, Danny Shields led all competitors with a 60.459 time, followed closely by Kyle Shader at 61.343.

The season will wrap up with action at Venice on 11/3, and the finally on 12/8 at Brooksville. Check the website for results and club reg for upcoming 2020 events.

As usual I am writing this the night before



Flag Man Bill Sumansky ready to start Brice Tilton

it's due. Norm the Profile Editor is sitting in the driveway honking the horn while patiently waiting. Due to scheduling of the remaining Profile issues for 2019, this article will be my last as Competition Chairman. It

has been an honor to serve the Suncoast PCA members in general and what may be the strongest Autocross program in all the land.

As always,

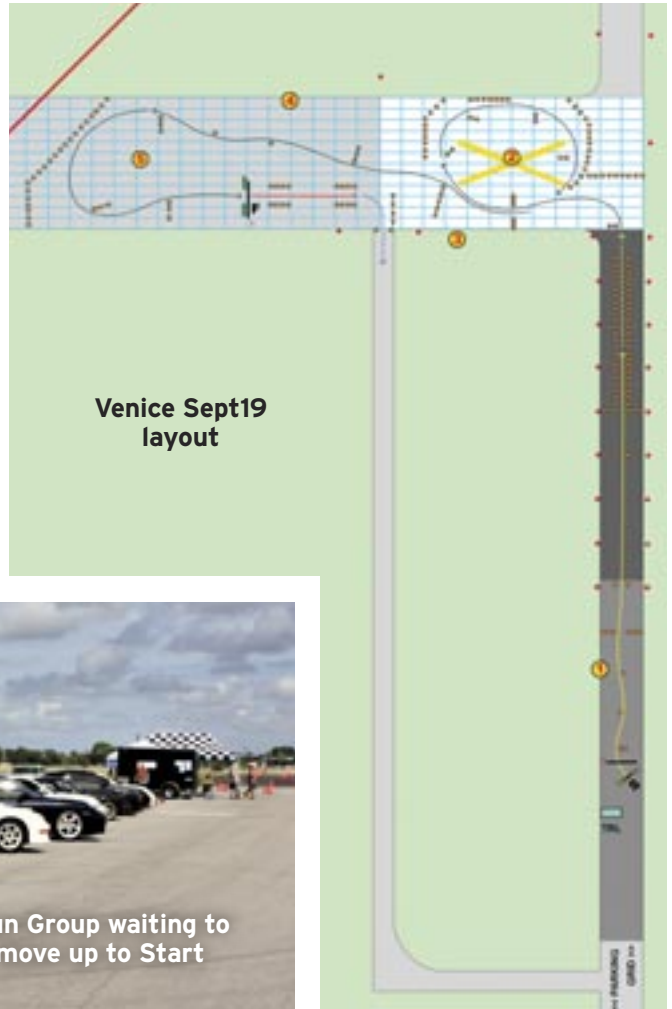
Beware the Cones. ■

Honoring Mark Lasota





Overflight!



Venice Sept19 layout



Run Group waiting to move up to Start



Tod Byram piloting Mark Lasotas Mustang



Rene Alaisa makes the hard left to navigate the technical part of the course



Brian West Looking Ahead on The Circle



Lots of Mark Lasota stories and lots of Hawaiian shirts



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The New 992s Are Here

Story by Norm Sippel. Photos by Norm Sippel, George Wienhold & Reeves' staff.

For 2020, Porsche has introduced the new 992 in waves by various models. The most recent were the Carrera and Carrera S.

Our dealers are also staggering their introduction events with Bert Smith doing theirs first in conjunction with Festivals of Speed (FoS). George Wienhold was there and reported that FoS did provide a variety of outstanding beverages, high-end watches to drool over and/or buy, and other trinkets. As usual, the models that they hired provided the eye candy—both 2-legged and 4-wheeled. Bert Smith provided the Porsches; someone else the Bentley.

Porsche of Tampa, a.k.a. Reeves Porsche, had their usual extraordinary event. This time it was at Tampa River Center. Vivian Reeves, Kim and Kelly Rogers produced another memorable evening to showcase the new model Porsche. Farouk Hosein, General Manager narrated a video introduction with Mrs. Reeves while we were still inside the Center. Also in attendance was the new Porsche Service Manager, Jamie Dobson and his lovely wife. Scattered among the crowd were many Suncoast Region members. I would have had lots of photos of them had not my camera had a failure.

The Tampa River Center is a new building whose lower level houses the rowing shells for a number of organizations. The second floor is a venue for functions like the 992 Carrera's introduction to hundreds of Porsche owners, friends, and press. In this setting, the area south of the building alongside the Hillsborough River was lined with a half dozen iconic Porsches from a nut-and-bolt restored early 912 to a new 911 Targa. Beyond the cars, there was a great view of Tampa's downtown skyline! After a brief rain, the lights across the river and reflections on the river made the Porsches glisten.

After enough time for all to enjoy delicious food and drink, Chris Rogers called in the two new Carreras from further downriver. They zoomed in and around the six early models before settling in front of them for all to examine. True to our last and current 911s, we zeroed in on the white one with black glass sunroof/top.

Our third Porsche dealer, Suncoast, will have their Carrera introduction after this issue goes to press. Hopefully someone will cover it and we can tell you about it in our January/February issue. ■



Early 911 display



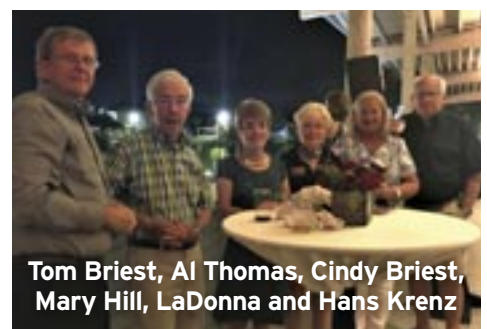
Mrs. Reeves and Farouk Hosein, GM



2020 992 Cab in Miami Blue at Bert Smith



A RAUH Welt special at Bert Smith



Tom Brist, Al Thomas, Cindy Brist, Mary Hill, LaDonna and Hans Krenz



992 in White with Bordeaux interior



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Festival of Speed January 12, 2020 St. Petersburg, FL.

“Air-Cooled Porsches from First to Last”

By Rich Tillotson, Photos by Gerry Curts and Norm Sippel

Mark your calendars now, as the Festival of Speed has been moved to the cooler time of year here in Florida. Do not miss this opportunity to view, and if you are an owner, to display a classic air-cooled Porsche, proudly owned by some of our Suncoast members.

January is a great time to drive an air-cooled Porsche, windows down, engine running cool and putting out that great air-cooled sound as you drive to the beautiful Vinoy Park in St. Petersburg. These cars will be displayed as a group in the center grass-viewing area at this great event. Does anything look better than a 356, 911, 964, 993 or a 914, shining in the Florida sun on a bed of beautiful grass? If you have a real early 356 or a real late 993, a special invitation goes out to you.

This year we are looking for these air-cooled Porsche model owners who would like to join us by displaying their Porsche at this event. If you own an air-cooled Porsche and you would like to be included in this display, please contact me directly (see below). I can give you further details including how to register your car for the event. This event is being sponsored by our good- and long-standing 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. BTW, Bert Smith is planning to have a real street-going electric Taycan displayed in front of their tent.

There are so many great events within PCA, especially in the Suncoast Region. The social gatherings, autocross, Driver's Education, and a host of other Porsche events can be found in the Profile issue that comes to you as a member. The Festival of Speed is a great way to talk to folks in your region about all these types of events and more, whether you have a question about how to maintain your car or what are the best accessories or upgrades for your particular model. There will be other PCA members in attendance, who will be happy to discuss those items with you; after all we are all Porsche people. 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, get those lazy bones in motion, please plan to join our club display. You can even stroll around the display area and see other marques such as Ferrari, Lamborghini, Audi, BMW, Aston Martin, Jaguar, and even domestic models, motorcycles, classic and hot rod cars.

A great time will be had by all.
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Racers Wanted, Apply Within

By Rich Tillotson. Photos by Norm Sippel.

So you have been doing PCA DEs and you love it. Remember the first DE you did? The excitement, the fear, the fun of that first DE—well, those sensations are available to you again by moving on to doing your first PCA Club Race. In fact, the step transition from street driver to DE master is a less incremental experience compared to the move from DE to wheel-to-wheel real racing. The first time you race and go through turn one at Sebring with another car next to you that you feel is way to close and you don't remember giving him a passing signal, it hits you. Those DE days are definitely in your rear-view mirror. In Club Racing you and your car will be classed with other performance-rated cars that are closely grouped by that performance. The commitment to go racing does have some advanced requirements for both you and your car. You, as a driver, will need to apply for a PCA race license which will require you to have been a solo DE driver for a period of



time and receive a letter substantiating that experience. You will need a detailed required physical from your medical professional verifying your health and ability to endure the physical stresses that come along with racing. You will also need the required driver equipment, including a certified helmet with a Hans-type device. You'll also need a one-piece-approved racing suit, gloves, shoes, and Nomex socks, and a balaclava if you maintain facial hair, mustache or beard.

Your car will need to pass a technical

inspection as well. Full cage, certified race seat, five or six point belts, an electronic cut-off switch, window net, roll-cage padding, fire extinguisher or suppression system, a lap-timing transponder and a few other items. Fortunately, all the requirements for car and driver are listed in the PCA race rule book at www.pcaclubracing.org.

If you would like to know what lap times are necessary to be competitive in a class, the web page also offers race history. Just find a

Continued on page 38



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Racers Wanted, Apply Within Continued from page 37

racetrack event, such as Sebring, and look up the race group your proposed car would run in and you can look up the class results. This gives you a feel for where you are in your DE environment compared to Club Racing.

In order to keep the PCA racing program growing, it needs new blood to replace those racers who have stopped participating due to various reasons. Be assured, you will not be going it alone. There is a deep and strong racer support network both on the regional level such as Suncoast race members but also on the national level with a vast staff of Club Racing officials who are there to help answer any of your questions or concerns.

The 48 Hours of Sebring, our region's Cub Race, is coming up this February. If you have an interest in learning more, come out to the event to watch or volunteer which is the best way to get close to the racing and help out your region. If you are ready to join the on-track race fun, there is still time to prepare to participate at that event. So pull up your big boy/girl pants and jump in. ■



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Suncoast PCA “Parade of Presents” by Denise Remus

Sunday, December 15, 2019 (times TBD)

Join your fellow Suncoast PCA members on December 15th for our first annual “Parade of Presents,” delivering gifts to the children at Johns Hopkins All Children’s Hospital, St. Petersburg, FL. The Thoroughbred PCA region started the “Parade of Presents” in the Fort Myers, FL, area a few years ago and now, through collaboration with other Zone 12 regions, we’re excited to host our first event. We are still working on logistics and will share updates on our website (SuncoastPCA.org), Facebook page, email blasts, and in ClubRegistration.net as plans evolve. We anticipate all cars will gather in one place, sign PCA waivers, drive to the hospital to drop off gifts, then gather for a social. Participants will receive a list of acceptable toys; monetary donations are always welcome.

There is no cost to participate but registration is required as we need to know the number of cars and individuals participating. Registration will open in ClubRegistration.net on November 6th under Suncoast PCA Special Events (the direct link is <https://clubregistration.net/events/signUp.cfm/event/10248>). ■



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Solving the 911 Interior Luggage Straps Bogey

Article by Dan Engel. Photos by Dan Engel, Sam Mancino, Hans Krenz & Norm Sippel.

In September, Carol and I logged about 12,000 miles on a drive to the Treffen in Woodstock, Vermont. Packing for a trip of that length in a 911 can be daunting but, thankfully, we have more than a few years of experience. Our system is to put a suitcase in the front surrounded by some tools, two quarts of oil, and lots of Costco's yellow microfiber towels. Inside the coupe are smaller soft-sided bags stuffed under and on top of the jump seats, and for the Treffen trip even on the package shelf over the engine. This amount of interior flotsam and jetsam always gives me some angst because those soft sided bags could turn into missiles flying by our heads in the front seats if we ever needed to hit the brakes unexpectedly. Even scarier is that one of those bags might contain Carol's big-girl shoes and one of her stilettos could stab me in the neck. Okay, that probably won't happen, but it could.

Years ago, we weren't concerned about getting stabbed in the neck with a stiletto because Porsche provided the 356's and early 911's a nifty set of luggage hooks to cinch anything behind you securely in place with leather or nylon straps. Sometime in the late '70s those hooks disappeared about the time Porsche decided to upgrade their sound systems with rear speakers. Ever since then, we've been left on our own to



live with the prospect of a squadron of "incoming" or finally figuring out a solution. After the Treffen trip, I decided it was time for a permanent fix. I lobbed a basic design concept to some club members locally as well as friends in Florida and California, who due to the length of their home states, know a thing or two about long trips in a 911. Hans Krenz (who made the Treffen trip from the West Coast of Florida in his GTS) and Norm Sippel also from the Suncoast

Region chipped in with a couple suggestions. Cabriolet owner Sam Mancino from the California Central Coast region shared his approach. After years of waiting, and with their input, it looks like safe, cheap, and cosmetically acceptable solutions for coupes and cabriolets can be achieved.

For 991 coupe owners at least, your starting points are the top tethers for the child seat restraint system. These neatly accept 1-inch-wide nylon straps. Simply pass one end of the strap through the tether and then down between the jump seat and firewall and back up again to form a loop around anything stored on top of the package shelf and the jump seats. I picked up two 15' X 1" straps (more than enough length) with metal closures from Dick's Sporting Goods, (but you can find 1-inch nylon straps and buckles from just about any camping or sporting goods store). Once you've gotten the loop of strapping secured, you might want to also pick up some plastic or velcro strap keepers to keep everything tidy when not holding down luggage. I also had enough extra strapping to fashion a crosspiece between the passenger and driver's side which, depending on the amount of luggage, may or not see regular duty.

After seeing pictures of the prototype, Norm suggested utilizing the lower child seat anchorage tethers which are exposed when removing the lumbar pads of the





jump seats. Who knew Porsche has been hiding those missing luggage strap anchor points all along? It bears pointing out that the owner's manual clearly states that these hooks are for child weights and should not be used for adult seat belts or harnesses, because they cannot accommodate adult weight. Hans tested these hooks in his GTS and suggests using the tethers next to the transmission tunnel to cross the straps bit over the luggage.

For cabriolets and more than likely pre-991 coupes which lack upper tethers, Sam developed his own solution. With their 2013 Cabriolet, he realized that one can't screw any hardware into the upper area behind the rear seats because of the folding top and wind deflector. So, he went to his camping store and bought a high-quality 2-inch nylon strap and 4 sets of corresponding 2-inch Fastex buckles. He then cut four lengths of strapping to about 6 feet each, stitched the webbing to the primary side of the buckle set and made 4 strap "keepers" out of some wide shrink-wrap. (Fastex also sells plastic strap keepers.)

Just like for a coupe, cab owners can easily slide the free end of the webbing behind the seatbacks without any damage, and, "voila," you have a strap system that you can adjust or remove easily. Sam has used the system many times without issue and guesses it will easily handle 15- to 20-pound loads per seat and has even lashed fully loaded duffels on top of another set of bags. Lots of aggressive driving and braking have not resulted in any incidents or apparent wear to the seat structures or seat leather. All in, Sam guesses he has about \$50



invested in the system.

I think we've got sound solutions from members around the country that faced the same challenges on long trips. As Hannibal

Smith--with his ever-present cigar on the old 'A-Team' TV show--used to say: "I love it when a plan comes together."

So, thanks PCA-Team! ■

In Memoriam, Ferdinand Karl Piëch, 17 April 1937 to 25 August 2019

By Kevin Pizzarello

It is with personal deep emotion, I feel, for the automotive community and the Porsche/Piëch family the untimely loss of Herr Ferdinand Karl Piëch. Herr Piëch was the consummate Engineer and Car guy – a man whose passion, commitment to excellence and drive for superiority, almost unanimously without regard to cost, and character will never be replicated in our lifetime.

Much has been written about Herr Piëch in the last week, most notably by Bob Lutz, both prior to his passing and again earlier last week (<https://www.roadandtrack.com/carculture/profiles/a28833339/the-complicated-legacy-of-ferdinand-piëch/>).

Regrettably, to some extent, the narrative(s), while largely accurate and consistently written on the ascent of his career rise, achievements, and his leadership style fall short in providing a complete view of his respect for the factory workers. The human resources who assemble the products necessary to achieve his ambitious sales goal decreed in 2008, where by 2018 Volkswagen would take the Global Crown of Automotive Industry manufacturing 10

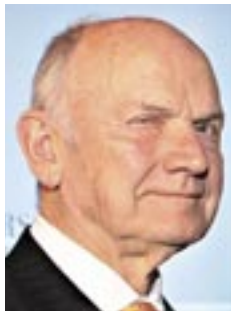
million vehicles with a global footprint of over 100 factories and in excess of 660,000 employees which was achieved in 2015--three years ahead of schedule.

Significant to note is the Volkswagen acquisition of the Karmann Works in Osnabrück, Germany, in November 2009, which not only saved the company, it also set forth manufacture of future Porsche products, such as the Boxster/Cayman Series and the Cayenne models. Around this same time, Herr Piëch was faced with eliminating 30,000 jobs in Germany, insuring that the future goals would be accomplished--the path is the goal.

Prior to implementing the significant jobs cuts, Peter Hartz, VW Human Resource Board Member, explained to Ferdinand Piëch, "I am not the right man to terminate the employees." In the discussion that followed, and one Hartz will never forget, in a single sentence, Piëch stated, somewhat loosely translated, "Should you come to an

alternative (job reduction) solution, feel free to implement it."

Piëch's comment opened the door and planted the seed for a new work model introduced and agreed to by the VW Board of Directors and the VW Labor Works council



implementing a 4-day work week, which achieved the desired financial outcome, thereby saving 30,000 jobs.

Volkswagen has truly lost the Patriarch who led, steered, reshaped, and set the course of rebuilding VW through his DNA as only he did could. Piëch established a foundation manifested over a quarter century where VW is positioned to execute its 2025 goal of electrification to secure its future. Although I never had the opportunity to meet Herr Piëch, I believe I would have enjoyed working under his leadership, regardless of how short the tenure may have been. My deepest thoughts, respect and condolences to the family during this most difficult time. ■



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The winner chosen each month will receive a Suncoast PCA Chino Cotton Cap!



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Enter your photos for "Photo of the Month"



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

Submit to George at: ogee125@gmail.com with "Profile Photo of the Month" as the Subject of your email. Images should be PDF or JPEG between 2 MB and 5 MB. Include your name, city, contact information and a few sentences about your photo. Photos must have been taken by the Suncoast member.

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EDITOR'S NOTES

By Norm Sippel

Year End News, Notes and Musings

With so much focus on the Porsche Parade in our last issue, there wasn't enough space to congratulate a multi-year friend, Jamie Dobson on his promotion to Service Manager at Porsche of Tampa, aka, Reeves Porsche. I first met Jamie when I bought a Maserati GranTurismo from Reeves. He was their service tech. It was always great working with him as he understood that I knew a lot about cars mechanically and wasn't just the average Maserati buyer. Before I sold the GT, he was appointed Service Manager on Maseratis. Flash forward 5 years, and just before our recent Suncoast PCA board meeting at Reeves, Jamie called me to let me know he was now back at the Porsche shop where he began his time with the Reeves family. Congratulations, Jamie! And, when any of you Suncoasters find yourselves at Reeves, stop in to see him. If you're bringing your Porsche in for service, you can be sure that he'll take good care of you.

For those of you who are reading Profile on line, we now have the latest edition set up to read like the hardcopy, i.e., the pages turn. Our next move will be to link photos to videos. And, for that we need you the readers to take and share videos. If you take videos of your drives, your Autocross runs, a DE session or even video at an event that you then post to YouTube, all you need to do for Profile is to send me a still image from the beginning of the video and the URL of the YouTube clip. We will then link the image to the site and you get more "Views" by way of that image as our readers follow it to your YouTube clip. Our goal is to make the digital Profile more interactive. After all, the next issue will be the first of 2020. Time for us to move to the future.

"Our goal is to make the digital Profile more interactive. After all, the next issue will be the first of 2020. Time for us to move to the future."

The cost of printing Profile is one of our club's greatest expenses. At a time when many regions have already moved to digital-only for their region's newsletter, we remain a predominantly hardcopy group. Did you know that you can opt-out of the hardcopy of Profile and read it on your smart phone, tablet or computer with all of the advantages of digital. What are those advantages? First, you can read the digital copy roughly 2 weeks sooner than the printed version. Right now, you can flip pages just like a hardcopy. And, for those of us who want or need more detail on a page, the pages can be enlarged for better visibility. Soon, the interactivity noted above will begin. And, don't forget about the waste of discarded paper copies.

If you want to enjoy the benefits of a digital copy and gain these advantages, go to www.pca.org. Sign in as a member. On your Member page, click on the Edit tab. Once there, scroll down to "Email Settings." Then click on, "Opt out of printed regional newsletters." Profile digital issues are usually available the first of the month of publication. Or, just watch for the e-Blast from our Marketing and Communications Director announcing that a new issue has been posted.

Right now, two of our three dealers have had their 992 introductions—Bert Smith at their facility in St. Petersburg and Reeves/Porsche of Tampa at a new facility on the Hillsborough River that serves the Hillsborough High School Rowing Club. It has a great view of downtown Tampa.

See article in this issue about these. Suncoast Porsche will have theirs soon after our deadline. We hope to cover it in the next issue.

Also in this issue is our European Correspondent, Jeremy Swiger's article covering the Frankfurt Auto Show's debut of the production Taycan. I can't get used to it in colors other than white. I've compared photos of the prototype with the production version and there seem only minor differences. Yet, to me, when I see them in "other than white" they look oddly like a Panamera. Maybe it is my preference for white like my current and last Porsches. Or, is it just that all of the prototype "Mission E's" we saw were white? By the way, the Mission E was introduced at the Frankfurt Auto Show four years ago.

Speaking of preferences, I must remind all contributors that the format of what you submit is critical. Please submit your copy as a Word document, not a PDF or other image. When laying out a page of copy it has to flow around the images, and because we do all copy in the same size font on all pages. Please keep your copy single-line spaced. Do not use "hard returns." And, also important—only ONE space between sentences, not two. As for images, they are best if NOT embedded in your emailed copy, but are included as attachments. If you want them in a particular spot, please indicate that spot with a note in red like this: (Image # 2 here).

Here's to a Happy Holiday Season and a Happy and Adventurous New Year!

Until then...




ELECTIONS FOR SUNCOAST PCA OFFICERS

Please watch for an e-Blast about elections. It will direct you to suncoastpca.org. Follow instructions there to cast your ballot.

PresidentDenise Remus
Vice PresidentJohn Sabatini
TreasurerPaul Auger

SocialEd Rossiter
CompetitionKristian and
Jerry Eggert

At LargeBill Caldwell
Brian West
Pedro Bonilla

Marketplace

Suncoast Florida PCA's official free classified section



AUTOMOBILES

1989 944S2 Coupe

Guards Red with black leather, 209K. Rare, very original car with factory limited slip diff, 5-speed, factory tool kit, valet key, manuals, COA, etc.. Past Porsche Parade Concours and autocross winner. \$13,944. Dan 813.465.1023. fastdan5@aol.com (0919)

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 WPOZZZ99Z5S798017. 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 resealed 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)

PARTS

WHEELS AND TIRES - 4 Black 19" OZ Formula HLT wheels with TPMS. Front 19 x 8.5 (53mm), Rear 19 x 10 (40mm). Now \$1,908 at Tire Rack. Michelin Pilot Super Sports tires, 235/35 ZR19 (4013) and 265/35 ZR19 (4513). Fit most Boxster and Cayman +?. Photos available. \$1,100 OBO. Maury: mshamill@embarqmail.com, 352-348-8285

WHEELS - OZ Leggera HLT wheels in white. Front - 19x8.5 ET53, Rear - 19x10 ET40. Fits 987 & 981 Boxster/Cayman. All four were tested and

trued by Glenn's in Tampa. No TPMS or center caps. \$1400 OBO. michael.presta@verizon.net 813-973-2790 (0919)

PARTS - 3.4 L Cayman S Engine for Parts or Rebuild. Disassembled. With bad crankshaft. All parts are from the running engine. Engine suffered from Rod Bearing Failure. Crankcase, Heads, Camshafts and all accessories in good condition. \$1,200: Pictures available. althomas238@gmail.com 727-488-5307 (0919)

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 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)

MISC.

• Griots Garage Random Orbital Polisher Master Kit. Door prize from Porsche Parade. List \$379 sale \$250 or best offer. Bill Riley 863 619 8983 (0919)

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

WANTED

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

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

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

Porsche Profile

2019 ADVERTISING RATES

Business Cards	.....\$155
Quarter Page	.....\$400
Half Page	.....\$605
Full Page	.....\$990
Cover 2	.....\$1,425
Cover 3	.....\$1,285
Back Cover	.....\$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.

AD SIZES

Full Page	.....Inset: 7.825 x 10.25"
	Bleed: 8.75 x 11.25"
Half Page	.....7.825 x 5"
Quarter Page	.....3.825 x 5"
Business Card	.....3 x 2"

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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- 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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