

PORSCHE CLUB OF AMERICA - SUNCOAST REGION

PORSCHE

Profile

MAY/JUNE 2020



356
Loaded
with
Options



Celebrate Your Everyday Supercar

with Porsche of Tampa



Turbo
PERFORMANCE SOFTWARE UPGRADE

SALE
\$350 OFF

ALL PORSCHE TURBO MODELS
*UP TO 105HP, AND 120 LB/FT OF TORQUE!

Offer only valid through April 30, 2020. HP and torque gains vary by model. Must present this coupon at time of install. Must sign warranty disclaimer.

Why Get a Half Interval Oil Change?

Greater Performance for Your Track Car.



FROM
\$349.99

Enhance Oil Efficiency and Prevent Pre-mature Engine Wear
Ideal for Performance, Extreme or Aggressive Driving

Not to be combined with any discounts. Does not apply to previous repairs or invoices. Present coupon at time of write up. Excludes shop fees and tax. No Cash Value. Offer valid through April 30, 2020.

Why PCA Members Choose Us

- We offer 6 months same as cash financing as well as honor extended warranties
- We proudly provide support for the Drivers Education Program
- Porsche Club members enjoy discounts on parts and labor
- 2 years unlimited mileage warranty on all Porsche Parts redeemable at any Porsche Dealer in North America
- Complimentary HPDE technical inspections for all clubs

Choose the Suncoast's Most Proficient Technicians



The Area's Largest Porsche Selection and Authorized Service Facility
Convenience for the Entire Suncoast

We are the #1 Porsche Customer Satisfaction Dealer in the State of Florida. Our service department has over 100 years of combined Porsche Service Experience & 4 technicians achieving Porsche Gold Level Certification.



PORSCHE

PORSCHE
Profile
 MAY/JUN 2020 ISSUE 20.3

FEATURES

The Saga of 356 #119205 20

EVENTS

Breakfast with Porsches..... 27

Tire Rack Street Survival..... 28

Linger Lodge Tour..... 33



PORSCHE INTEREST

Charity-Ready for Life..... 30

Taycan Intro at Reeves..... 39

DEPARTMENTS

The President's Message 5

Social Ramblings..... 7

Schedule of Events 9

The Membership Starting Line..... 11

The Way It Was.....13

Photo of the Month.....15

Tech Notes17

Rally Meister.....19

Business Card Corner..... 43

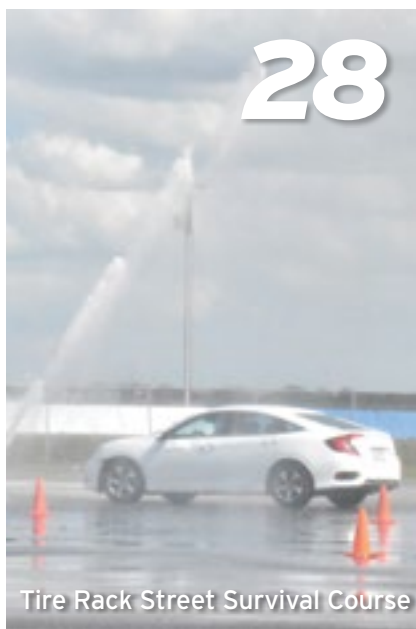
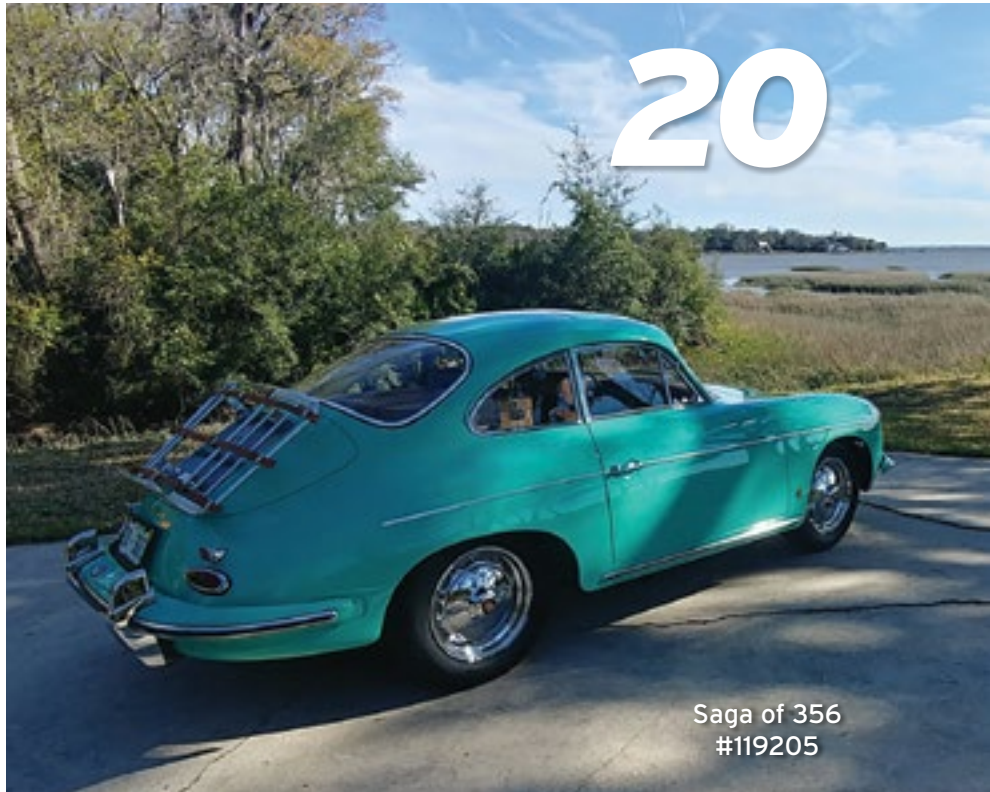
The Last Turn..... 45

Marketplace 46



CONTRIBUTORS:

Gerry Curts, William Caldwell,
 John Sabatini, Kathy Rossiter.



Tire Rack Street Survival Course



ON THE COVER - Gerry Curt's photo of his 1962 356 Coupe. See page 20 for all of the details and more photos.

Suncoast Porsche Club of America Board of Directors



OFFICERS



President
Denise Remus
727-215-7452

president@suncoastpca.org



Past President
John Vita
941-920-6698

johnvita@gmail.com



Vice President
John Sabatini
813-493-6359

vp@suncoastpca.org



Secretary
Daniela Boesshenz
727-365-2219

secretary@suncoastpca.org



Treasurer
Paul Auger
410-984-3416

treasurer@suncoastpca.org

ELECTED DIRECTORS



Social
Ed Rossiter
317-670-5207

social@suncoastpca.org



Safety
Dave White
727-709-0822

dewyacht69@gmail.com



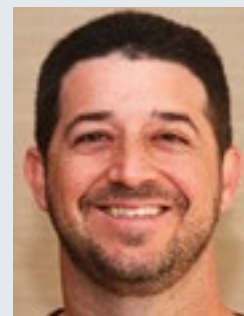
Rally Master
Jim Hoey
941-323-5184

rallymaster@suncoastpca.org



Member at Large
Pedro Bonilla
954-385-0330

pedro@pedrosgarage.com



Member at Large
Brian West
813-203-9869

bwfst84@gmail.com

BOARD MEMBERS AT LARGE



Competition
Kirsten Eggert
727-492-6124

autocross@suncoastpca.org



Membership
Larry Mendez
813-695-7093

membership@suncoastpca.org

PRESIDENT APPOINTED

Webmaster	Paul Bienick - 941-544-2775 admin@suncoastpca.org
Communications Director	Rick Meyer - 813-417-9779 communication@suncoastpca.org
Profile Editor	Norm Sippel - 727-787-5929 profile@suncoastpca.org
DE Registrar	Denise Remus - 727-215-7452 deregistrar@suncoastpca.org
DE Tech	Peter Vosotas - 727-479-2090 vosotas@aol.com
Charitable Endeavors	Bill Caldwell - 727-669-7954 give@suncoastpca.org
48 Hours Co-Chair	Joshua Breckeen - 727-251-5289 email@jbreckeen.org
Chief Track Instructor	Amy Riches - 941-518-0004 Amy@autoquestcars.com



Profile Editor & Publisher. . . . Norm Sippel - 727-787-5929
profile@suncoastpca.org
Graphic Artist. David McGowan - www.maudave.net
maudave@yahoo.com

Assistant Editor Ralph Porzio - rporzio@verizon.net
Photo Editor George Wienhold - ogee125@gmail.com
Copy Editor Penny Sippel - pennysippel@mindspring.com

By Denise Remus

This Too Shall Pass...

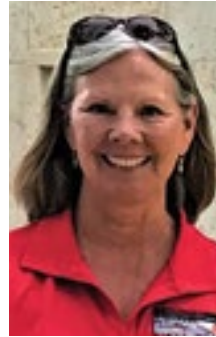
What a change a few months can make. My last column talked about our Rally program, the 48 Hours of Sebring, the member Gala, and our March DE. Now PCA events are canceled and the focus is social distancing and isolation in compliance with “Safer-at-Home” orders trying to stop the spread of the Covid-19 virus. We are appreciating the simpler things in life and doing all we can to stay healthy. We’ve learned to make masks out of bandanas and kitchen towels, how to do Zoom calls to stay in touch, and worked our way through the irritating “honey-do” lists. We’re learning to cook creatively with interesting items discovered in our own pantries and ordering home delivery from our local restaurants. We’ve caught up on Netflix and Hulu, learning more than we ever wanted to know about crazy owners of big cats and pondered over what really happened to Carole’s husband. We’ve realized the things we put off doing because we didn’t have enough time, were really delayed because we just didn’t want to do them since, for many of us, time is no longer an excuse. We’re connecting with family and friends in new and creative ways. While large races were canceled or postponed, including the St. Petersburg Grand Prix and the 12 Hours of Sebring, we’re still enjoying races thanks

to iRacing teams, sim racing, or watching replays of historic races. We are learning who and what is essential and what is not. Healthcare workers and employees of grocery stores, Amazon, FedEx, UPS, USPS, and other essential workers are the real heroes.

We anticipate it will be several months before things are even close to what they were before the virus, but the likelihood is we’ll be settling into a “new normal.” As we await what the future holds, your Board of Directors remains busy. Social events are being planned—for when restaurants reopen. Rallies and Tours are ready to go—for when we can gather again. While Autocross competitions and Driver’s Education at Sebring may be delayed until the fall, it’s giving our drivers lots of time to work on their cars—adding those track mods and enhancements they hope will result in a few seconds off their time.

However, for many of our friends and neighbors, the shut-down has been devastating. Unemployment, reduced income, loss of social support, illness and, tragically for some, the loss of loved ones has occurred. Your Board of Directors has responded to known needs through donations

to two charities, Ready for Life and Ronald McDonald House, organizations struggling to fulfill their missions at a time when the need for their services is at its greatest. We’ve also set up a GoFundMe campaign for the corner workers and other support staff from Sebring International Raceway who are now unable to work (www.gofundme.com, look for Support



Sebring Workers, Our Track Family). Thanks to the generosity of you, our members, we can help make a difference. Thank you, thank you, thank you!

On a personal note, all is well with my family. My husband Pat, an international pilot with Delta whose routes are typically to China, South Korea or Japan, has been home for several months.

He’s definitely busy around the house. He’s finished putting down a new floor in the garage and a lift for our track cars. Our son drove in from Dallas on March 22 to stay with us during the quarantine. We haven’t had the opportunity for this much time together for 20 years. I’m able to do my healthcare consulting work remotely. Feeling blessed.

Yet I’m wondering how each of you are doing? How are you managing during these difficult times? Is there something you need that we could help with? If so, please let us know. Feel free to reach out to any Board member, our contact information is published on page 4 in this magazine and also on our website (www.SuncoastPCA.org). Are you finding purpose through helping others? Learning new skills during social isolation? Are you experiencing special moments with your family—or with your Porsche? Share your stories with us on our Suncoast PCA Facebook page or send them to us for posting on our website—pictures are great! And you can remain anonymous if desired, just let us know.

We will see each other again—not exactly sure when or where it will be, but until then, stay safe. ■

Denise



Puristic, expressive, timeless.

The Taycan is ready for the future, thanks to its innovative concept. It is characterized by the features that have always been decisive for any Porsche: pure emotion and maximum driving pleasure. The key to designing an outstanding drivetrain was the systematic continuation of the purpose-design approach: no compromises with the perfect interaction of drive components. Porsche. There is no substitute.



SUNCOAST

Suncoast Porsche

5005 S. Tamiami Trail
Sarasota, FL 34231
(941) 923-1700
www.suncoastporsche.com

© 2019 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of traffic laws at all times. * All information is subject to change without notice. Neither Porsche Cars North America, Inc. nor the manufacturer can accept liability arising from the use of any information contained herein. Only an actual invoice issued by PCNA at the time a vehicle is sold to an authorized Porsche Dealer may be used as an official indication of equipment and pricing.



PORSCHE

Keeping Our Socials at a Distance

Greetings. I had hoped to be able this month to elaborate on some plans for great breakfasts, lunches, and dinners, but since we are not able to do so, let's talk about our latest breakfast and what we are putting together for the near future.

On February 29, a day which only comes every four years, we hosted a breakfast at the Burgundy Square Café in Venice. It was well attended with approximately 30 club members and guests. The food was good and priced reasonably. Parking was great for a downtown venue. We are planning a breakfast there several times later this year. Stay tuned. Pictures from the breakfast are elsewhere in this issue.

Over the past few years, we have had great success with Saturday morning breakfasts, and will at the earliest time have one at the First Watch in Lakewood Ranch. Paul Auger suggested this venue and will help by hosting the event. Look forward to it on Club Registration.

Speaking of breakfasts, we would like to get input from those reading this article regarding a monthly Saturday morning breakfast, either moving around to different locations, or at the same location, or even multiple sites

concurrently. Please email me at social@suncoastpca.org, and let me know what you think and what you would attend and support. We are always interested in finding the social venues that meet the interests and needs of our members.

Before we were paused from having social events, our committee was busy searching for venues that could handle a group our size, and also have a place for parking our cars safely. We had found that many restaurants did not want to entertain us with groups of up to 30 during the months of February and March. These restaurants will be ready to seat us when our pause is past, and the winter people leave. So, expect us to schedule a lot of opportunities to get together and enjoy the menus of our fine local restaurants and bars.

We will be rescheduling the dinner at the Bradenton Country Club. This very nice dinner venue was arranged by our past president John Vita, and is a great opportunity for us to look over the club, and possibly decide to join. If not, it will prove to be a great dinner to share with other members.

Additional upcoming events to look for: We have coordinated with two other restaurants at this time, to be ready to set up as soon as our shutdown is lifted. They will span the north and south ends of our club area. Both will provide us with ample parking as well as a diversified menu. More on that in the next issue of the *Profile*.

John Sabatini has made all the arrangements for the now annual Crystal River Invasion. Due to the current situation this event was postponed. It is expected to be rescheduled for the summer.

Denise Remus has also arranged with Carrabbas in St. Petersburg to host a wine pairing dinner, which will be rescheduled as soon as we are able to plan these events. This is a follow up to the successful and well attended dinner held in February.

A lot to look forward to, and a lot of opportunities to get together, even if we might have to keep our social distance. ■



Ed



Now All of Your Favorite *Profile* Advertisers are Just a Click Away!

All *Porsche Profile* display ads are now hotlinked to the websites of the advertisers. Just click on any display ad in the digital issue of *Profile* to go directly to that advertiser's website.

Go to www.suncoastpca.org and look for the new issue of *Profile*.

Bert Smith
PORSCHE

Tampa Bay's Home of
Driving Excitement



Bert Smith
PORSCHE

3800 34th St. N. • St. Petersburg, FL
727.527.1111
BertSmith.com

SCHEDULE OF EVENTS

Suncoast Schedule of Events

Register for events at www.ClubRegistration.net

PLEASE NOTE: Due to the Coronavirus, events may be postponed or cancelled with minimal notice. Check the appropriate website for the most up to date information.

- May 17 Autocross at Venice Airport - **CANCELLED**
May 22 - 25 Zonefest, Crown Plaza Hotel, Indian River Beach - **CANCELLED**
June 6 A Down South BBQ Tour to Palm Harbor
June 14 Autocross, Brooksville (possibly)
June 21 - 27 Porsche Parade, LaQuinta Resort, Palm Springs, CA - **CANCELLED**
July 9 Stumpknockers - Points North Tour and Lunch
September 13 Autocross at Venice Municipal Airport
October 4 Autocross , Location TBA
November 1 Luftgekühlt 7, Durham, NC * Postponed from May 30
<https://luftgekuhlt.com/l7-event-info>
November 6 Run to the Hills Tour, with a Foodie Side Trip to Dade City
November 11 - 14 Mobil 1 Twelve Hours of Sebring including Porscheplatz
December 13 Suncoast Member Gala

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 Club Registration).

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

Suncoast PCA 2020 DE Events

All events at Sebring International Raceway.

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

- Sept 12-13 Regular DE Nov 20-22 Instructor Weekend,
Oct 10-11 Regular DE Regular DE on Sunday, Nov 22

2020 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. First Tuesday of each month, except January and July as noted below. Locations to be determined.

- May 5 Conference call September 1 Conference call
June 2 In-person October 6 In-person - Ready for Life
July No meeting November 3 Conference call
August 4 In-person December 2 In-person

No Matter the Porsche You Drive,



Maintaining its Performance is Our Passion.



Service - Repair - Storage - Track Prep - Detailing - Transport

6244 Clark Center Ave, Unit 1, Sarasota, FL 34238 | (941) 203-3981 | www.rennhaus.com

MEMBERSHIP ANNIVERSARIES

40 YEAR ANNIVERSARY

Jere M. & Brenda White

35 YEAR ANNIVERSARY

Robert E. Bagby & Sarah Arosenius

30 YEAR ANNIVERSARY

Shirley Anne Cook & Carolyn Schrock
Michelle Demarest
Randy W. & Danielle Griffin
Scott P. & Cheryl Lapham
John S. & Jacqui Vento

25 YEAR ANNIVERSARY

Larry Mendez & LD Mendez
Dennis E. & Susan O'Keefe
Richard O. Pipher & David Cline
Wayne H. Kehm & Holly Reneau

20 YEAR ANNIVERSARY

Harvey Cummins
Christopher F. Kelly
Christian J. Rava
Rodney W. Coulter & Kathy Castillo
Jerry King & Barbara Marotto

15 YEAR ANNIVERSARY

Arnold & Colleen Berns
Timothy D. & Nicole McGaughey

10 YEAR ANNIVERSARY

Scott M. Ostrowsky & Tara Bilisland
Bruce W. & Patti Ziebarth
Leonard A. & Barbara McCue
Jerry O. Sayles

5 YEAR ANNIVERSARY

Chris Brauckmuller
John & Jonathan Cayton
Kurt & Suki Janisch
Ethan Low
William & Amanda Lyon
Jack Mallard & Mary Jean Scholl
Hector Ortega
Anastasios & Claire Papargiriou
William & Sherry Powell
George Womble
Linda & Ken Creager
David Jurocko
Frank Kaphan
John Keiser
Rick & Angela Krueger
Curt & Carol Lawnicki
Robert & Shirley A. Mariani
Nadine & Robert Pressner
Rowen Suarez
Reid & Bethany Yoder

STARTING LINE

Larry Mendez, Membership Chair

Welcome our newest members:

MAY/JUNE

James Adams	Tierra Verde	2019 911 Carrera GT Silver
Donald Beyer, Jr.	Tampa	2017 Cayenne Gray
Travis Chambers	Pinellas Park	1999 Boxster White
Jonathan Dayton	Lakewood Ranch	2018 Macan S Dark Grey
William Fennell	Lutz	1989 911 Turbo Cabriolet white
Tim Flaherty	Sarasota	1986 911 Carrera
Paul Hudale	Sarasota	2014 911 Carrera
Brian Londeree	Bradenton	2010 911 GT3
Jason Phaneuf	Tampa	2007 Cayman S Arctic Silver
Daniel Powers	Tampa	1988 911 Carrera Cab Expresso Brown
Anthony Purazzo	New Port Richey	2020 911 Carrera Adventure Green
Ronald Schalter	Tierra Verde	2018 Panamera 4 E-Hybrid Blue
David Schechter	Belleair	2008 911 Carrera S Blue
David Smith	Venice	2016 Boxster Spyder Blue
Erick Stohr	Clearwater	2003 911 GT2
Earl & Stevie Ward	Oldsmar	2005 Cayenne
Robert Cipriano	WeekiWachee	2008 911 Carrera S Black
David Clough	North Port	1985 911 Carrera Targa Guards Red
Greg Duff	St. Petersburg	2017 Macan
Angel Flores	Tampa	2017 911 Carrera
David Heath	Riverview	2012 911 Carrera S
Gabriel Hill	Tampa	2010 Panamera Turbo
William McGuire	Osprey	2013 911 Turbo S Cabriolet Black
Eugene Melendez	Tampa	2015 911 Carrera
Mark Muellers	Odessa	
George Philippidis	Tampa	
Debby Plaszcz	Dunedin	2002 Boxster S
Peter Redfern	Tarpon Springs	2017 718 Cayman Graphite Blue
James Robertson	Palmetto	2008 911 Carrera S Basalt Black
Jose Romero	Wesley Chapel	2007 Boxster S Gray
Sharon Rothlein	Hernando	1960 356
Owain Stevens	WeekiWachee	2015 911 Carrera Blue
William Stevenson	St Petersburg	1984 911 Carrera Targa Black
Lyle & Daneel Tapinos	Tampa	2019 Macan
Kyle Traeger	Pinellas Park	2011 Cayman Guards Red
Andrew Tsunis	St. Pete Beach	1997 911 Targa 911 4 Red
Russell Wurr	Seminole	2003 Boxster S Silver

Primary Members: 1,713 Affiliate Members: 994 Total Members: 2,707



TRACK INSPIRED – COMMUNITY DRIVEN



CUSTOMIZABLE FLOOR PLANS



FULLY AMENITIZED CLUBHOUSE

OPENING FALL 2020
ACCEPTING RESERVATIONS NOW

PREMIUM GARAGE CONDOS

CONTACT US TODAY FOR MORE INFORMATION
info@Paddock-1.com | 904.528.6571

PADDOCK1

Paddock-1.com

TAMPA | ORLANDO | ATLANTA

By Tom Brist

Dateline 1989

The December 1989 issue of the *Profile* included an advertisement from our longest continuous supporting dealership, Reeves Import Motorcars. Now I don't know when the last time was you took your car in for service, but I am willing to bet the oil change didn't cost you \$36.50, oil, filter and labor. How about a four-wheel alignment for a total of \$89.95, plus it included a four-wheel balance on a brand-new, state-of-the-art piece of equipment? Then to top off your dealer visit, you could replace that Blaupunkt AM-FM Stereo radio with a Cassette player for the unbelievable cost of just \$195.00. If I had known I would have bought four of them and put them away. Times have certainly changed, prices have definitely increased, but one thing has stayed constant over all these years, Reeves is still there and supporting the club. Thank you. ■



TOM

Oil & Filter Specials

924s, 944,	\$25 ⁰⁰
911, 930	\$36 ⁵⁰
928	\$40 ²⁵

Includes Castrol GTX 20-50 oil, Porsche filter and labor.

Free NFL Videotape with Castrol Oil Change.

Genuine
10 piece Porsche
Car Care Kits
~~\$43⁹⁵~~
Now \$39⁹⁵
(Expires 12-31-89)

Reeves offers total four-wheel alignment service using Hunter's System D111, Digital Wheel Aligner. Total four-wheel alignment results in all four wheels being parallel and the steering geometry being centered as the Porsche moves in a straight line. We have also installed the Hunter System 700 "off the car" wheel balancer with a unique force measurement system that measures the wheel and tire assembly separately and matches the two to compensate for any imbalance.

The end result is a degree of accuracy not available with conventional alignment and balancing systems.

Technician

(tek-nish'ən) *n.* One skilled in the mechanical aspects of an art or trade.

This is a definition that accurately describes the Porsche Technician. Each Reeves Technician has completed an eleven course curriculum in Porsche repair and maintenance, and is competent in the use of over 300 specialized tools unique to Porsche. Our technicians also attend a two-week servicing and general repair course at the Porsche Training Center. The course covers 4, 6, and 8 cylinder models.

The Objectives

- High Performance Service...
- Uncommon Diagnostic Ability...
- Superb, Efficient Repair...
- With respect for each Porsche vehicle.
- Consistently!

(All services include genuine Porsche parts. Genuine Porsche parts have a 12-month, unlimited mileage warranty covering both labor and parts.)

"GENUINE PORSCHE" RADIO"

New Blaupunkt - Charleston
AM-FM Digital Stereo Cassette
Regular \$688.00
Sale Price \$195.00
(While Quantities Last)

Special

Four Wheel Alignment
~~\$99⁹⁵~~

Includes Free Four Wheel
Balance - \$137⁹⁵ value

(Expires 12-31-89)

Corner of Florida
and Fowler Avenues
Phone 533-2811.

Service Hours:
Monday thru Friday
7:00 a.m. to 7:00 p.m.

The Finest Porsche Service On Florida's West Coast

September 7th - September 12th, 2020

Original FALL TREFFEN®



TREFFEN
STUTTGART

Makes a
Great Gift



© 2020 - Fast Lane Travel, Inc.

All-inclusive Luxury Experience - \$5,498



- › Drive a NEW Model 992 or Panamera
- › PORSCHE Museum and Factory Tour
- › Exclusive RUF Factory Tour
- › The German Autobahn - No Speed Limit
- › Scenic Country Roads in Bavaria
- › Thrilling Alpine Passes
- › Stay at a 5-star Resort Spa in the Alps
- › Lunch Near Neuschwanstein Castle

REQUEST YOUR **DETAILED DAILY ITINERARY**

CALL +1 813 343 3001 or VISIT www.FastLaneTravel.com

PHOTO OF THE MONTH

By George Wienhold, Profile Photo Editor



Sunrise Competition

Ever since Dr. Ing.h.c Ferdinand Porsche produced the first Porsche car with his name on it, the Type 64 in 1939, owners have been racing them. After opening his first plant in Stuttgart in 1948, Porsche has claimed victories in over 30,000 event victories of all types. There have been 108 class wins and 17 overall victories at Le Mans, 11 Targa Florio victories, 2 Dakar Rally wins, and an impressive 18 first-place podium finishes at Sebring Raceway, as one can see Porsches are defiantly built to race.

All of which brings this month's Photo of the Month selection in keeping the Porsche race heritage alive.

Jerry and Kirsten Eggert arrived way way way early at the Brooksville Tampa Bay Airport for some competition on the Autocross course. When I say competition, from their email submission, they are a true competitive couple. They purchased this beautiful '03 Boxster S in 2006, joined PCA in '07, and started

autocrossing the following year, finishing as class champions. At last year's Porsche Parade, Kirsten finished 12th and Jerry completed his run in 14th position. As a couple, they are Co-Suncoast PCA Competition Chair for 2020.

The difficult part of snapping an image at that time of day is that our cameras or photo-imaging machines try to interpret just what is going on with the lighting while shooting in JPG mode. Each device has an interpretation of what looks best. The cameras do that by reading the info from the photo sensor to achieve what looks best. By doing so, it keeps the shooter out of the equation. When shooting in JPG mode, the output only uses a fraction of the colors, highlights, and shadows to achieve the final image. The problem is that, in doing so, much information is left on the table. Try shooting in RAW format, and you will have the

full capability of just what the sensor sees. Sure the files are much larger, but you will have so much more to work with in post-production.



Most cameras have a RAW setting and even the newer phones that we use also have a RAW setting. Give RAW format a try and let me know how you like it.

As I sign-off every month for this column, I do want to thank all of you for your excellent submissions. Please keep in mind that I will send the winner of each month's Photo of the Month winner a very nice Porsche hat.

Back to the competitive issues with Jerry and Kirsten: Kirsten took the photo. They are also ogling the new 718 GTS but from what I was told, it will be a while. ■

George



NEWLY RENOVATED

A PLACE TO SHARE WITH
PORSCHE ENTHUSIASTS IN SEBRING, FL.

*WE ARE THE CLOSEST HOTEL TO
THE SEBRING INTERNATIONAL RACEWAY*



- Pet Friendly
- Complimentary Breakfast
- Complimentary Parking
- Preferred & Group Rates Available



OWNED BY A PCA MEMBER

Contact us

 4115 US Highway 27 South
Sebring, FL 33870

 www.laquintasebringfl.com
 lq6312gm@LaQuinta.com

 863.386.1000

Storing Your Porsche

Ed.Note: While few of us anticipated laying up our cars for so many weeks due to isolating from the Coronavirus, it is a reminder that, had we been given some warning, we could have followed Pedro's advice below.

We are blessed here in Florida that we don't have to store our cars for winter and we get to drive them all year. But, for many of our members, Florida is their second home. That means that they probably have to store their Porsche for an extended period of time either here or at their primary place of residency.

So, here is the procedure for storing:

- Find a suitable storage facility. A garage is fine but you need to make sure that it will be dry, free from pests (mice), and preferably humidity-controlled, clean and secure.
- Thoroughly wash the exterior and finish with a nice coat of wax. Do this the day before storage so that the car has a chance to dry completely.
- Clean the interior by vacuuming carpets and seats and clean & treat the leather. Clean all glass inside and out.
- Really clean the wheels. Brake dust is corrosive. The best way is to remove each wheel and clean the inside as well. Use a product such as P21-S. Waxing the wheels afterwards is a great idea.
- Condition all the rubber including tires and all rubber gaskets. Use a good conditioner such as Gummi Pflege. Stay away from silicone-based "protectants."
- Flush the brake/clutch fluid. This fluid is very hygroscopic, meaning that it absorbs water and must be replaced every 2 years or sooner.
- Change the oil and oil filter. Old oil can have corrosive characteristics (acid). Top off all other fluids as well (coolant/antifreeze, windshield washer, power steering fluid, etc.).



Use a product such as P21-S for cleaning the wheels.

- Fill the tank half way with gasoline. Add a good fuel stabilizer, such as StaBil and finish filling completely. By driving the car from the gas station to your storage facility the newly stabilized gas will start to run through the system, especially the injectors.

- Fully extract and lubricate the radio antenna mast (if present) then retract.

- Close all openings such windows, doors, and A/C vents. You may want to put some cedar chips or moth balls in the cabin and around the outside to repel mice and other vermin. If storing in non-humidity-controlled conditions, place a couple of desiccant bags in the cabin. Put plastic bags secured with rubber bands over the exhaust tips when they have cooled off.

- Overinflate the tires to 45-50 psi and leave the car on the ground. Don't raise the car off the ground on stands. The suspension components are meant to bear the weight of the car, not hang from it.

- Leave the car in gear (or in Park for an automatic). Do not set the parking brake.

Condition all the rubber including tires and all rubber gaskets.



- For convertible tops leave them relaxed, by opening the main latch. This won't keep the fabric stretched over an extended time. Same for Targa tops.

- Prop up the windshield wipers off the glass with a small block of wood or similar.

- Make sure you have any radio or alarm codes noted, then disconnect and remove the battery. On newer Porsches that have electrically operated trunks, make sure that the trunk cannot be closed completely by using a block of wood or similar to keep it propped open.

- The removed battery should be connected with a smart charger such as a TechnoCharger from CTEK or similar. Also, top off battery fluid with distilled water. It should be kept in a cool, dry place and not on a cement floor.

- Cover the vehicle with a good quality car cover.

- Give her a goodbye kiss.

I'm of the school that thinks that not starting the car during storage is best. I say this because most engine wear happens



Cover the vehicle with a good quality car cover.



during the first few seconds after startup, while the oil builds up pressure and starts lubricating the engine internals.

When you're ready to take her out again, there's very little that needs to be done, because most was done before:

A fuel stabilizer is always a good idea.

- Remove the cover
- Remove the plastic bags over the exhaust tips
- Remove desiccant bags and vermin repellent from the cabin
- Remove windshield-wiper props
- Secure the convertible or Targa top
- Replace and connect the battery
- Drop tire pressures to recommended psi
- Start the engine and let it warm up a bit
- Go for a drive!

If you're really concerned about that initial startup wear, the following is the procedure that the Porsche museum uses for their cars on display:

- Remove the sparkplugs
- Spray WD-40 into each cylinder through the spark-plug hole
- Spray WD-40 into the air intakes
- Turn over the engine by hand a couple of turns with a wrench on the main pulley
- Every 3 months repeat above (leave spark-plugs out of the engine)
- Every 3 months move the car a bit to change the position of the wheel bearings
- On a manual gearbox, shift into gear prior to doing above (No. 6) to move the transmission internals
- Drive the car every 6 months.

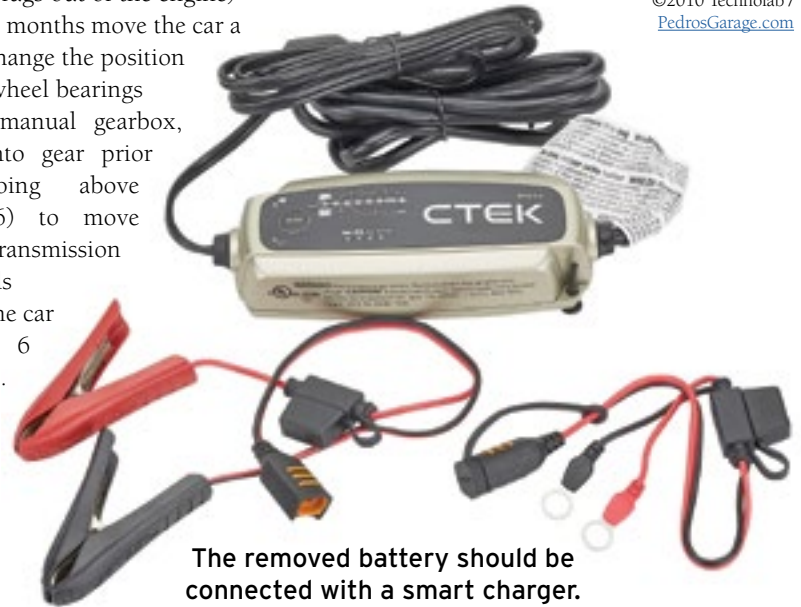
For more information on long- and short-term storage as well as multiple DIY projects and maintenance, please visit our website at: www.PedrosGarage.com.



Happy Porscheing,

Pedro

©2010 Technolab / PedrosGarage.com



The removed battery should be connected with a smart charger.



Now All of Your Favorite *Profile* Advertisers are Just a Click Away!

All *Porsche Profile* display ads are now hotlinked to the websites of the advertisers. Just click on any display ad in the digital issue of *Profile* to go directly to that advertiser's website.

Go to www.suncoastpca.org and look for the new issue of *Profile*.

Getting Anxious?

Are you getting anxious to get out and drive your Porsche? We sure are. The occasional short trip to the grocery store is simply not satisfying the need! So, in the absence of true driving time, I thought I would share some notes on how I create a Time-Speed-Distance (TSD) Rally.

The first step is deciding on in what location the rally will take place. There are not a lot of “back roads” in our part of Florida. The challenge is to study maps, county by county, looking for hidden, seldom used country roads with lots of turns. You know the term; you say it when coming upon one of those squiggly “S” yellow caution signs: “This is a Porsche Road.” When I come upon a likely choice and map it into my iPhone, we take the drive and see if it is for real. You wouldn’t believe how many great looking roads on a map do not actually qualify for rally purposes. Remember, a rally road cannot be any of the following: dirt, private, dead end, crushed stone/shells, etc. And some roads, even on today’s on-line maps, are not finished yet!

After verifying some good roads, we go back to the map and start calculating mileage along the route. For our region, a good TSD rally is about 60 miles from start to finish (note: Porsche Parade rallies are about 100 miles). We break our route down into several legs, with checkpoints along the way. Locating checkpoints is a combination of limiting the miles in a leg and finding a suitable area to host it. We choose public parking areas where available. In some cases we get an owner’s permission to use private land or parking lots. Local retailers usually agree to this, but large chain businesses usually reject it for liability concerns (even though we show them that PCA has liability insurance for all driving events). I believe local retailers feel that they will get a little business out of our use of their property; and they are correct.

Once the route is plotted, we start calculating the Time to drive it. The time to complete

each leg is based on the calculated map miles and the speeds set for driving it in the rally instructions. In striving to match the time for each leg one must compensate for unforeseen delays. The rally master does not calculate any delay time based on traffic lights, RR crossings, road construction, etc. The end result of this is that it is difficult to match exactly the calculated time to complete a leg. Therefore mileage is a more accurate indication of how well you followed the route instructions.

We notify the local authorities (police, sheriffs, etc.) a few days prior to the rally date. They are told of the route area, and that it is not a “race.” The reactions vary, but most raise an eyebrow and say “not a race?” with some surprise. This notification shows how the Porsche Club is supportive of our community protectors. So when you are out there on a rally be aware of possible police presence along the route. And wave at them if you wish! ■



22 Factory options make this paint-to-sample 356B one of the most unique ever built.



Fully Loaded

THE STORY OF OUR 1962 SUPER 90 SUNROOF COUPE VIN 119205

By Gerry Curts

For most of my life I have been a car guy, having owned two Lotuses, a 300 SL Roadster, several Alfas, Mini Coopers, a Sunbeam Alpine, and a couple of hot-rod VWs. I was active in the Mid-South SCCA Region enjoying serious rallying, autocross, and sedan racing. I had some success rallying a Ford Cortina in the U.S. and an Alfa Giulia Super in Europe. While on active duty in the Army in Germany, I was invited by Triumph Motorcars to drive in the 1969 Monte Carlo Rally in one of their custom-made 4-wheel drive Rover V-8-powered Spitfires.

Triumph then invited me to a test day at the Silverstone track in England. I passed their driving test. Soon thereafter, my commanding officer refused to let me take time off to run the actual rally. "Lieutenant, the U.S. Army doesn't pay you to drive race cars; you are dismissed," he told me, thus ending my professional-driver debut. In the end, it didn't matter since all three Spitfires entered had failed to make it through the first day, due to mechanical failures.



Red rear fog light.

I didn't really discover Porsches until I was about 35 years old. After discharge from active duty and moving to Florida, I got back into the local sports car scene. Damn, those Porsche pushers sure seemed to have a lot of fun and appeared to be a well-organized group. I gave in to the urge, sold my precious Lotus Elan, bought a used 1978 911SC, and joined the local PCA region. Attending my first Parade in Asheville, NC, in 1981, I was

completely hooked. Porsche Nirvana! I have been active in the Suncoast Region and National PCA ever since.

These last 40-plus years have given me many life-long friends because of the PCA. The Nirvana is still there. With the encouragement of our 356 friends, my wife Beth and I joined the 356 Registry in

2013. I had never owned a 356, always having been a diehard 911 guy. However, our first impression of these 356 folks was just how much fun they seemed to be having. It reminded me of the "good ole' days" in the PCA before Driver's Ed (DE) dominated the club.

Attending Registry events without a car was a real bummer regardless of how much fun we were having, so Beth and I started the quest to find a nice and fun “driver car.” After several “not–the–right–car” miscues, in 2014 I heard about a promising 1964 SC coupe, Heron Grey with red leather to be auctioned by Barrett Jackson in Miami later that month. Friends Jerry Remillard and Pete Bartelli agreed to tag along as my purchase advisors. A few days before leaving, while waiting in line at a local convenience store, I happened to see an ad for a 1962 T-6 “B” Coupe in AutoTrader. On a whim, I convinced Pete Bartelli to drive to Gainesville with me to see this car.

The Auto Trader 356 was sporting a 20+-year-old restoration, painted Guards Red with an odd brown leather interior and had an overbore kit with Weber carbs. This was not a Concours car by any means, but it looked decent and drove surprisingly well. The panel fit was outstanding, paint was holding up nicely for a Florida car, and there was no readily apparent rust or excessive body filler. Everything seemed to work properly and the price was fair.

I made an offer which was accepted and then canceled the trip to Barrett Jackson in Miami. Driving the car back to Tampa was a pleasure. It easily exceeded the generous Florida interstate speed limits and did so without protest. This car was exactly what Beth and I were looking for, a nice driver to have some fun and not take ourselves too seriously. Unfortunately, or perhaps fortunately, this plan didn’t work out quite as we hoped.

The car came with a bucket load of records, most of which seemed to be receipts for repairs and parts. It was several weeks before I seriously dug into the paperwork package. Buried in those papers was a brief handwritten history of the car along with a copy of the factory Kardex and the original PCNA Certificate of Authenticity (CoA). The original owners were Dr. and Mrs. Eugene Wille, a dentist in Waianae, Hawaii. The CoA confirmed the Willes took delivery under the Porsche Tourist Delivery Program at the Sonauto Porsche dealership in Paris, France, on March 28, 1962.

They toured France for a few weeks and then shipped the car back through the U.S. Port of Entry in Charleston, South Carolina. The information on the CoA didn’t exactly agree with the Kardex, mostly due to improper translations from the original German (sound familiar?). The Kardex showed that the car was actually delivered at Sonauto in



Beth poses with the red coupe, as purchased by the Curts.



It was only the verification of the Kardex, showing so many options, that convinced Gerry and Beth to embark on a restoration of this truly unusual 356.



It looked nice inside and out but removing the paint revealed some hidden flaws.

Paris on March 23rd, 1962--five days earlier than shown on the CoA. Also, the Kardex Sonderausführung/Sonderausstattung (Special Features/Optional Equipment) section listed an impressive twenty-two factory options. These options are further documented in the PCNA Certificate of Authenticity. Translated from the German, the options included: Electric Sunroof, “Chrome” Side Moldings, Left and Right

Headrests, Left and Right Armrests, Limited Slip Differential, Fiamm Road Master Fanfare Air Horn, Chrome Deluxe Horn Ring, Left and Right Seat Belts, Coco Mats, Chrome Wheels, Fog Lights, Electric Hand-lamp, Travel Kit, Chrome Luggage Rack, Luggage Rack Leather Straps, Interior Luggage Straps, Fire Extinguisher, Becker Grand Prix Radio, 2 Loudspeakers, Radio Antenna, and 3 ½ kilos of extra paint.

And then there was this curious old paint chip taped to the CoA. It was about the size and color of a faded English pea—but more about that chip later.

Of course, by 2014, every option that could be removed had long since disappeared. The sunroof, limited slip, and side moldings were still there and the luggage rack, radio, and chrome wheels had been replaced with cheap aftermarket reproductions. Everything else

was gone. This was not a big deal at the time as this car was intended to be a nice driver for my wife and me—right? As the word got out about the car—which aside from the options was a numbers-matching 356—a few of my Porsche friends encouraged me to consider restoring 119205. Some 356 “experts” even suggested this car might be the most optioned car sold to the U.S. market during the era. As the restoration insanity movement grew,

“YOU MUST RESTORE 119205” became the chant among a few friendly faithful.

I was not new to the restoration process or to the Concours arena. I restored a beautiful 1973 911S, a 1967 Lotus Elan SE, a 1961 Alfa Romeo Giulietta coupe, and a spectacular 1957 Mercedes 220S Cabriolet. Of course, I don’t own any of these wonderful cars now; stupid me. I also have had some success showing Porsches in National Concours events. There are still a couple of Parade Preparation Group overall winning cars taking up space in my garage and the last thing Beth and I wanted was another garage queen. All that apart, the good news for us was 119205 appeared to be an easy restoration. The body seemed sound, relatively rust free and amazingly straight. The motor top end would have to be replaced with the correct S90 items. The hard part was going to be finding the rest of those missing twenty-two option items. This ended up being much more difficult than I ever imagined!

Decision made, the restoration of 119205 began:

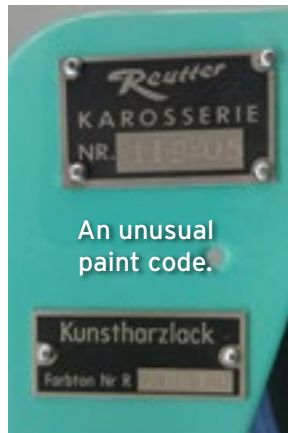
After a few “false starts” I took the car to Steve Hoffman’s shop in Melbourne, Florida, 356 Unlimited, LLC. They were chosen do the hard stuff like disassembly and then reassembly, the metal and paint work, etc. Fernando Lopez’s shop in Sarasota, Build Werks, rebuilt the motor with correct Super 90 pistons, cylinders, carbs, and air filters. The transmission and differential did not require rebuilding. I planned to do much of the easy stuff myself, like research, finding parts, and small-part restoration, etc.

The first step was to disassemble and chemically strip the body shell down to bare metal. Everyone seemed impressed with the condition of the car. There was evidence of some damage on the left front corner, but the panel fit and gaps were truly remarkable. My “magnet” test found no excessive body filler. We all agreed that the restoration of the body should likely be relatively easy and quick. Boy, were we wrong!

As soon as the car was disassembled, I collected many of the removed parts and brought them back to Tampa for my own restoration work. A correctly dated set of wheels was found and sent to California for re-chroming. The instrument set was also sent to the West Coast to be restored. The complete interior was sent to Autos International to do their magic, although it did take us a few tries to get the leather color right. Pete found a near-perfect toolkit and



Firewall damage inside door hinge area.



An unusual paint code.



Heavy damage and poor repair on the tail.



Very rare waffle pattern sound deadening.



FIAMM air compressor installed in front trunk compartment.

travelkit for me. Finding many of the missing options items proved to be a daunting task.

While modern reproductions were available for some items, a quest for original authentic parts was undertaken. ALL were eventually found, many in Europe, and all were painstakingly restored. I found and restored literally hundreds of items from correct hardware pieces to shock absorbers, electrical items, trim pieces, and manuals. Things like door latches and window lift hardware were cleaned and bead blasted, then zinc plated or painted as appropriate. Fortunately, I had a fairly complete set of tools including an air compressor, drill press, bead blasting cabinet, buffing wheel, painting equipment, etc.

From my point of view the restoration process, the easy stuff, was a labor of love. We found a complete NOS engine top end including pistons and beautiful unique black cylinder heads and cylinders for a 1962 Super 90 motor along with a pair of NOS Solex P-11-4 carbs with air cleaners and manifolds! We ordered a new full wiring harness with correct bullet connectors. The transmission and suspension all seemed to only need cleaning/painting and new hardware. The windshield had started to delaminate, so a new one was ordered. All chrome items were sent out to be stripped, polished, and re-chromed. That paint chip taped to the CoA proved to be a telling clue to this car's history.

The original "one off" aqua green color is unique and noteworthy. As the story of 119205 came together, we learned that the dentist's wife was especially fond of the color of the water in Pokai-T Bay near their Hawaiian home. She had the paint specially formulated in Hawaii to match the color of the water in the Bay. The paint was sent to Porsche in Stuttgart and then hand-delivered across the street to the coach builder, Reutter. There surely must have been plenty of paint sent by the Willes; the Kardex shows 3.5 kilos of unused paint was delivered with the new car at Sonauto.

We found many places on the car where that original paint was still intact, like the top of the dash panel where the old paint was cleaned and polished. Using a paint spectrophotometer, the color was matched perfectly. Contrary to the CoA, however, it was not metallic. The paint code shown on the Kardex, the PCNA Certificate of Authenticity and the original "Build Data Paperwork" I received from Ruetter all show a five-digit paint code of 60873. I have not confirmed



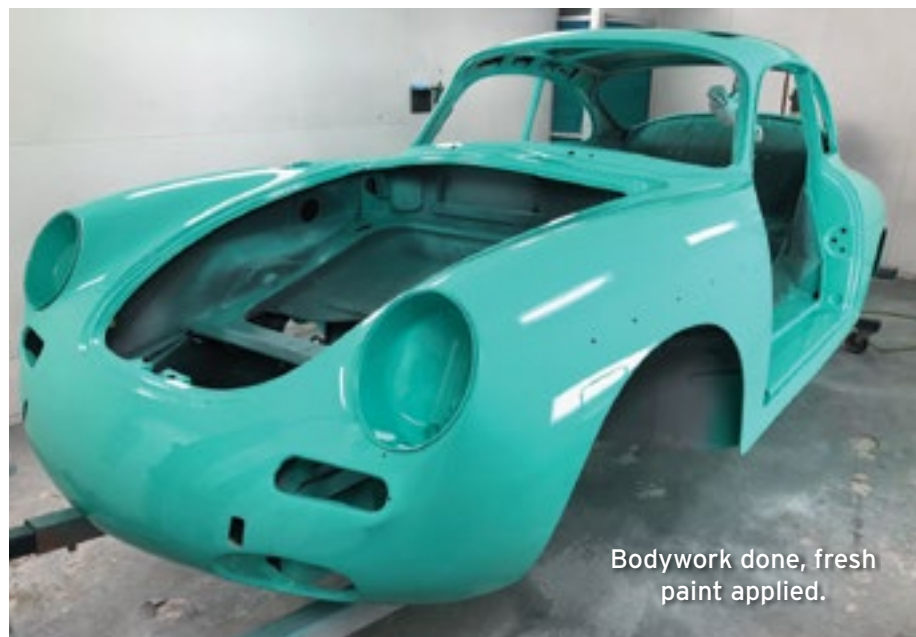
Gerry checking the progress after the decision was made to restore the car.



Carefully restored instruments, radio and knobs, including the fog lights switch with indicator..



Some mysterious holes in dash.



Bodywork done, fresh paint applied.

why five digits; however, Jim Perrin, a respected 356 authority, believes the code was assigned by Reutter. The 356B models paint codes were only four digits and special paint is coded either as 9401, the accessory code for listed special paint colors, or 9402, the code for an unlisted special paint color.

Everything was going great until the body was chemically stripped, which revealed there was thick "bondo" everywhere. Whoever had done the previous body work

used metal filings mixed in the bondo to successfully foil my magnet test and disguise incompetent metal work. At some time the car had been hit hard in the rear. The firewall was badly rusted and both door bottoms were gone, as was the floor pan. When the car came out of the chemical stripping, we had a serious decision to make. Beth and I discussed our options.

Perhaps the smart choice would be to sell off the already restored parts and junk



The crew at 356 Unlimited.



The rear seat area, shown here nearing completion also features brown upholstery and tan carpets. Luggage straps were yet to be added.



Rare bottom sender gas tank installed.

the body shell. The parts market should be strong because the vast majority of the restored parts were now in excellent condition and would be 100% Concours correct. I seriously considered this option; the financial impact would be minimal and then Beth and I would be in the position to find a nice 356 driver that started this whole story. Or, we might also find another decent body shell and try to clone 119205 using all the good stuff from the real 119205. This option was not a viable or honest choice in my opinion.

The last option would be to continue the restoration of this T-6 Super 90 Sunroof Coupe; VIN 119205 is so very unique and is literally one of one. The original color would be spectacular. Love it or hate it, it would definitely stand out. At this point, I had verified and confirmed this numbers' matching car was, in fact, delivered with at least twenty-two factory installed options. Although I had heard about two other cars with more options, neither was verifiable. Continuing the restoration would definitely mean considerably more restoration investment, and Beth and I decided to do so. Our determination was stronger than ever to do this car right and to return 119205 to the condition and completeness as originally delivered to Dr. and Mrs. Eugene Wille at Sonauto Porsche in Paris in 1962.

TEARING DOWN, BUILDING UP

The metal work was done by Steve Hoffman's metal and painting expert, Dennis Brown. Both front and rear floor pans were replaced. The driver's side door received a new door skin and the passenger door bottom was replaced, as was most of the firewall, inside fender wells and rear pan. We managed to source both front and rear NOS body clips from Germany. The car received new headlight buckets and battery tray. It made me sick to see parts and pieces being cut off the body, but as new metal went back on, 119205 started to look pretty good again. The skill and effort of Dennis Brown was amazing.

One of the most challenging original option items to source turned out to be the radio, a Becker "Grand Prix" AM, FM, short wave, signal seeker. It was somewhat common in Mercedes and BMWs, but not so in Porsches. That radio was the second most expensive option on the car at \$253. The sliding electric sunroof was listed at \$312, and the full leather interior for coupes was only \$222 at the time. I learned that Becker

Options shown on the Kardex as delivered on 3/28/62, at SONAUTO, Paris.

NO.	OPTION #	DESCRIPTION
1	60873	Special paint, not in color chart
2	6572	Limited slip differential
3	9103	Chrome plated wheels
4	9121	Fog lights with yellow glass
5	9180	Electric hand lamp
6	9191	Coco mats, brown, 2 pieces
7	9200/ 9201	Safety (seat) belts, left/right
8	9212	Horn ring, chrome
9	9216	Fire extinguisher, not mounted
10	9232	Travel kit for S-90
11	9245	Luggage straps for rear parcel shelf, brown
12	9301	Radio antenna, manual
13	9309	Two loud speakers
14	9336	Becker "Grand Prix" radio, US banded
15	9405	Full leather interior, light brown, color code "C"
16	9430/ 9431	Arm (rests) supports, leather, left/right
17	9434/ 9435	Head rests, leather, left/right
18	9471	Electric sunroof, "Golde"
19	9490	Side moldings (trim)
20	9495	Roadmaster (Fiamm) air horns
21	9510	Luggage rack, chrome, with ski straps
22	9511	Luggage straps for luggage rack, brown
N/A	9108	Dunlop SP tires
N/A	----	Rear fog light in lieu of back-up light



Very rare matched luggage set.



Wooden blocks for the door arm rests, left and right.



Fiamm air horns and the compressor.

radios came with two different shafts for the control knobs. Porsche radio knobs use a fat shaft, while Mercedes and BMW knobs require a skinny shaft. Finding one of these period-correct Becker radios is rare for a Mercedes, nearly impossible for a Porsche. I found a non-working unit in Italy for \$4500, which I passed on and finally found one in Belgium. It had one fat shaft and one skinny shaft and was a European version. I bought it anyway then had it restored to working condition by Becker USA in Newark, NJ. I happily did the cosmetic rework myself.

GAS TANK SURPRISES

When we first bought the car, I was pleasantly surprised that the gas tank looked to be in great shape, almost new. It was painted gray, incorrect, since early T-6's all had bottom sender tanks painted black. I really didn't like the bottom sender configuration because they are historically a problem. Many have been replaced with later-version top sender tanks. When the tank was removed, the truth was revealed. The top was perfect; the bottom was a mess. It was a collage of fiberglass and metal patches with lots of silicone frosting. This was an omen that I didn't realize at the

time. Finding a bottom sender tank in decent condition was almost as impossible as the radio. I did ultimately find one, in fairly good condition. However, it had a nice dent in the front and was missing all fittings.

EVERY HOLE TELLS A STORY

During the research, we discovered a possible Option #23. Why is there a strange extra hole in the dash? In fact, this car had what seemed to be several extra holes in the dash. There was a hole to the right of the glove box for the accessory socket. Most 356 people know this socket is normally located in the lower lip of the dash next to the steering column (more on this later). There was also an extra hole to the upper left of the glove box that looked like it had been made with a chisel, definitely not factory correct. This was where a previous owner had installed a switch for an electric fuel pump. That hole was filled in.

However, there was clearly a factory-punched hole above the cigarette lighter. I could find no use for this hole in any factory literature. Eventually, my fading memory allowed me to recall having to install a rear fog light on my Alfa Romeo while stationed

in Europe during the mid-late 1960s. I think it may have been required by German and French law at the time. Coincidentally, I found an early photo of 119205 with a red rear fog light in place of the normal back-up light. Although 119205 was a U.S. spec car, it was delivered in France with a red rear fog light. More inquiry led to finding a few unmolested Euro models with the same red rear fog light and a red illuminated switch on the dash above the cigarette lighter --exactly the same location of the mysterious factory hole. Finally, a light went off (pun intended): That hole is for the rear fog light switch. Bingo!

So, why would the accessory plug be in the dash to the right of the glove box instead of its normal location on the dash bottom lip? Well, it's really all about horns and the electric sunroof. The electric sunroof switch is normally located in the lower dash lip to the immediate right of the steering column. On this car, the sunroof switch was on the left side of the steering column. Also on the left of the steering column is another factory hole that is too small for the accessory socket. This car came with the Roadmaster Horns option, Italian Fiamm dual trumpet air horns. When I bought this car, it had a badly deteriorated set of regular Porsche electric horns. I tossed them out because I mistakenly assumed they would be replaced with the air horns. After much searching, we found two original cars with the Fiamm horns option. I wanted to be sure I had the mounting correct for both the horn trumpets (in the left front fender well) and the compressor (on the front trunk sidewall). Then, much to my surprise, it appeared that both cars also had the normal



The engine bits were carefully restored to reflect as-delivered condition, including the SONAUTO tag that was typically installed by the French dealer.

Porsche electric horns installed. They had a horn selector switch located on the lower dash lip. Bingo again! Mystery solved.

DOOR PANELS

Early T-6 "B" cars used a chrome door pull and had a solid armrest mounted on the door panels. This was soon changed to an armrest with a "hand-hold" opening that also served as the pull, and the chrome pulls were deleted. Try as I might, I could not find a set of the solid armrest wood blocks. So I borrowed an original set to use as a guide and reproduced my own. They were made from linden wood. I only know this because I rented my apartment in Oberammergau, Germany, from a famous woodcarver named Kuno Bierling. He used linden wood for all of his carvings. In the U.S., we call it basswood. I was able to accurately reproduce the door

armrests, and made an extra set for my new friends at Autos International.

CONTINUED

While researching door panels for things like how many panel sections are in the lower pockets, armrest configuration/location, and fastening screw locations, I noticed older original unmolested door panels had what appeared to be "weep" holes in the bottom of the pockets. More research confirmed that there were, indeed, typically two weep holes in each door pocket, a 6-mm chromed grommet punched in two panels. I ended up finding the proper grommets and fabricating special tools to install them.

The 2020 Werks Reunion at Amelia Island was the first showing of 119205. I could not be happier or more proud with this car; it looks and drives great. I even got one marriage proposal and one "can I come and live with you" invitation. The 356 Nirvana is alive and flourishing. The car will be at our Zone 12 ZoneFest on Memorial Day in Melbourne, so our Florida friends can look it over. Our plan is to also show 119205 at the Natchez, Mississippi, show on April 2-5 (Ed. Note: Still cancelled as of April 9), where Porsche 356 is the honored marque. And it is also entered in the Kiawah Island event on April 18th (Ed. Note: Now November 7, 2020) where again Porsche 356 is the honored marque. Beth and I wish to thank our many friends who have played significant roles in helping us complete this journey. I would like to make special mention of Pete Bartelli. A lifelong friend, Pete and I have ridden our motorcycles across the United States and around the European Alps on several wonderful trips. Pete's Porsche 356 expertise and experience has been invaluable in the restoration of 119205. ■



The interior sports leather seats in the original color light brown, with arm rests on the doors.

Breakfast with Porsches in Venice

By Norm Sippel. Photos by Kathy Rossiter.

As Ed Rossiter said, the date for our breakfast was a once in 4-years event. And, we had it just in time before the Shelter at Home decree.

About 30 members and guests came to Burgundy Square Café and created a mini-car show of Porsches on Miami Avenue in Venice. Our servers took good care of us and as far as I could tell, everyone had a great time. Evidence was that no one seemed in a hurry to leave and most people were there well before starting time.

I think that just like Gold Coast Region, we need to have more of these breakfasts and have them on a regular basis. Gold Coast has them on the first Saturday of the month in 9 different locations up and down the east coast of Florida, from Stuart to South Miami. With so many locations, no one has very far to drive, yet they can socialize with fellow Porschephiles on a regular basis. We could do the same since our Suncoast Region is even larger in geographic size with more miles between northern and southern cities/towns than Gold Coast, and our east-west distance is greater as well. What do you think? Let Ed know of restaurants in your area that can handle about 30 people and have good parking. That means spaces wide enough for our cars as at Burgundy Square Cafe.

Meanwhile, enjoy the photos of our February 29th breakfast. ■



February 2020 TRSS Report

Suncoast PCA began hosting TRSS on the skid pad area outside of Turn 17 at Sebring around 2013, with an average attendance of approximately 35 students. Our most recent TRSS, February 2020, had 34 students who enjoyed a full day of driving activities, classroom sessions, and demonstrations. The students also got to drive their car on a parade lap around the 3.7-mile Sebring racetrack during lunch.

The typical TRSS day is a mixture of classroom and in-car exercises. The students spend a total of about two hours in two different classroom sessions. The rest of the time is spent doing in-car exercises in their car with a hands-on driving coach. The purpose of the in-car exercises is to teach the teens to control their car in unpredictable situations while learning the handling limits of their car. The in-car exercises are based on real world scenarios while driving their own car. We strive to have the teens master the application of driving physics using their car. They learn

to make good driving decisions and react more quickly. They work on skid control on a wet skid pad; go through lane-change/accident-avoidance maneuvers; perform threshold breaking/ABS exercises; and drive a slalom course to learn about weight transfer. The teens learn to become more aware and learn how to begin anticipating the actions of other drivers.

One of the most eye-opening demonstrations is the semi-truck demonstration. Bealls department store parks an 18-wheel semi-truck on site with cars parked around it to simulate highway driving. The driver gives an excellent discussion on the dangers and limited visibility for the semi-trucks. Each student and their parents get into the cab and close the door to demonstrate how little the driver can see and how many of the cars are not visible to the driver.

We are planning our next TRSS which will be in the fall, probably in October, at Sebring. As soon as we have more

details, we will post it through the various channels. The TRSS schools are open to all licensed drivers age 16 to 21, using whatever car they normally drive so they will understand the handling characteristics of the car they drive, on a daily basis. For more information about the program, and to sign up for future schools, check out the Tire Rack Street Survival website at www.StreetSurvival.org.

Thank you to Sebring International Raceway for their continued support of our TRSS program; thank you to past president and past TRSS chairman John Vita, and Morgan Stanley for providing lunch to the students, parents, and coaches; and thank you to all the TRSS coaches and volunteers who make our program one of the best in the country.

If you have any further questions about the program, or if any of our many experienced autocross and HPDE drivers would like to help out and coach at a future TRSS, please contact me at john.a.sabatini@gmail.com. ■



Cars around Beall's truck.



Skid pad.



Bug in slalom.

FOLLOWING ARE SOME OF THE COMMENTS FROM THE STUDENTS AND PARENTS.

Some student comments:

- Really liked the instructor's ability to make driving safety fun!
- I enjoyed the entire day and really liked my car coach Kyle; he made everything fun!
- The class was definitely worth the time. Would like more skid pad time and actual (hot) laps around the track.
- My in-car coach was great, and the classroom instructor provided easy to understand explanations.
- Really liked how hands-on and serious (but fun) everything was.
- My in-car coach was a great instructor, very kind and knowledgeable.
- The classroom instructor was very clear, experienced, and a great instructor.
- The day was not as scary as I thought it would be.

Some parent comments:

- Really liked how the student could drive and learn in situations that cannot be done on the streets.
- Liked the knowledgeable, committed instructors and the safe environment for learning.
- The texting video in the classroom was very powerful.
- Coach Andre was such a huge help and very patient.
- The instructors were great, and best learning by hands-on exercises.
- Overall assessment was Fabulous. The classroom instruction was Better than the Best, Excellent!
- There was so much passion in the teaching!

The First “Drops in the Bucket”

Ready for Life: A Story About Our Charity Support in the Time of Covid-19

By Bill Caldwell. Photos by Ready for Life staff.

As members of Suncoast Region, we most often think of ourselves as Porsche owners and enthusiasts, with a common interest of all things Porsche. At this juncture with Covid-19 and its horrendous impacts, we need to recognize that we have other shared member interests, one of most significant of which is giving member support to charities within our communities.

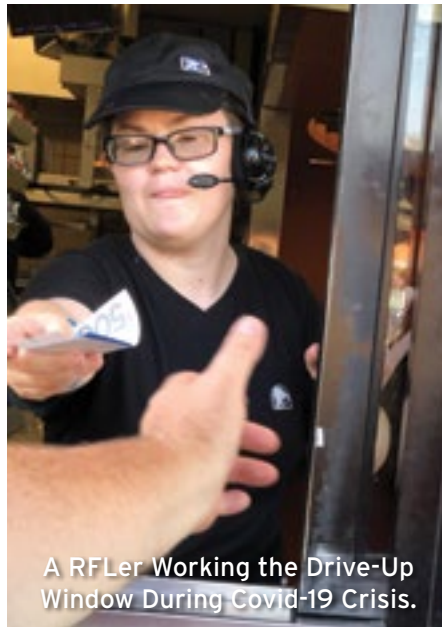
SUNCOAST REGION’S CHARITABLE EFFORTS

Ready for Life (or “RFL”) is one local charity that we have a history, with a yearly regional event, and contributions and donations made at the time. To refresh memories, think of the yearly November wine tasting and dinner at Mike Kwasin’s bay-front home. That event is designed to specially support RFL with its service mission through our members by event entry fees for wine and dinner, the monies collected through silent auction item-winning bids, and some very generous member-direct donations made to RFL at the event.

Yet unanswered at this point in this story is to learn what are RFL’s primary undertakings as a local charitable organization? A setting is needed to outline its services.

THE SIN OF BEING EIGHTEEN

Local media from time to time looks at the plight of foster kids, children under the age of eighteen, caught in a local-state foster care safety net, and the system problems that faces these kids and their wards. However, there is a huge, largely un-discussed gaping



A RFLer Working the Drive-Up Window During Covid-19 Crisis.

hole for these same kids/youths. That hole comes into existence when foster youths are no longer eligible for care, housing, and help under the foster care system because of their age—eighteen.

Many of these foster system-emancipated young adults are limited in needed life proficiencies and work skills. They may still be in high school, completely without individual strategies for obtaining food and necessities, housing, or employment, yet the societal anticipation is that they are expected to be independent; because they are eighteen.

RFL SERVICE MISSION

Ready for Life (www.ReadyforLifePinellas.org) is clear about its service mission toward and for these kids/young adults:

“Ready for Life provides support, resources and guidance [that] former foster care youth need to successfully transition to adulthood...”

Behind RFL’s mission statement for young adults coming out of our foster care system, what are its actual activities to support these youths in gaining life skills? Those activities are channeled to individuals by RFL offering a directed support network. Through an RFL office work team, RFL sets up individual staff/volunteer support networks for the young adults in its program. The individual’s RFL network offers guidance and counseling as to job training, employment, housing, along with some donated food supplies and limited financial aid.

The limited food and financial aid normally offered by RFL are there only to help bridge any short-term breakdowns in an individual’s progression to be self-sufficient. Also, and physically on-site at the RFL facilities, there is a small kitchen to teach basic know-how in home cooking, and showers for any individuals in the RFL program who may currently be on the street and homeless.

NOW TO THE PRESENT

As a direct effect of the Covid-19 pandemic, RFL is seeing a number of youths in its program experience job loss at their entry levels of employment, coupled with emergency needs by other individuals for basic necessities. Often those basic necessities are not available from other sources, as the governmental Supplemental Nutrition Assistance Program (“SNAP”), the successor program to food stamps.



2019 Thanksgiving Celebration with Over 200 RFLers and Staff.

RFL, in response to the current crises within the youth population it serves, set up a Ready for Tomorrow Crisis Relief Program (“Crisis Relief Programs”), supported initially by foundations and organizations that offer matching donations. The now in-place Crisis Relief Programs supported by the current RFL donation campaign are:

- “Keep in Touch,” which provides eligible youths with the lifeline of a phone for ninety days, making sure that he/she stays connected with RFL and its service programs.
- “Emergency Utilities Recovery,” which provides \$100 to help a household with one month of utility costs (individual youths in RFL service programs often live together).
- “Emergency Needs,” which provides individuals with prepaid grocery cards issued by Walmart, Publix, Costco, and Sam’s (\$20 each) for emergency basic needs; and gas cards for essential travel (\$10 each).

SUNCOAST REGION RESPONSE

Learning of RFL’s Crisis Relief Program and to make offered matching donations to RFL a certainty, Suncoast, your region, through its



RFL Alumni in His Second Year of Military Service.

Executive Committee, and subsequent Board action on April 7, addressed RFL’s urgent needs for its young adults by directing Five Thousand Dollars (\$5,000) be donated from our treasury to RFL. That check for \$5,000 has been cut and sent!

Hopefully, Suncoast’s contribution is but one of the first drops in the RFL donations bucket, which in turn will enable RFL to

meet the current emergency service needs brought about by the Covid-19 pandemic. Therein lays the story of our region’s early response to a compelling charitable need within one of our communities. That being said: Suncoasters, the real and spot-on story narrative—it is about the RFL kids, the young adults, who we will help at this time of crisis!

POST SCRIPT, RFL’S RECOGNITION OF SUNCOAST’S CONTRIBUTION

We received an enthusiastic “THANK YOU...and the Suncoast Porsche Club so much for your amazing support and investment. Please know how much we all appreciate our partnership with the Porsche Club ...! ...during this time of crisis your donation will have a huge impact on the lives of so many. Please let the entire organization know how grateful we are.”

Save the Date, We Are Not Done Here. Mike Kwasin confirmed that he would again open his home for the Wine, Wheels & Wishes Dinner for RFL’s benefit on Saturday, November 7. See you there! ■



Zotz has been family owned and operated for over 50 years! We provide many services that include modifications to increase performance for street or track use, as well as driver training and coaching.

PCA members and enthusiasts since 1960! • www.zotzracing.com
6625 Edgewater Drive, Unit A, Orlando FL 32810 • 407-294-0024



Risk management is not a do-it-yourself job.

Risk is a delicate issue. You know you should find the right balance between risk and opportunity, but how does that translate into investment choices?

As a Morgan Stanley Financial Advisor, I have the experience, knowledge and resources to help you maintain that balance within your investments. As your Financial Advisor, I will help identify risk, recognize how it could affect your portfolio and work toward minimizing its impact. These are times that demand professional guidance. Meet with me to learn more.

John Vita
 Senior Vice President
 Financial Advisor
 1401 Manatee Avenue W
 Bradenton, FL 34205
 941-714-7915
 john.vita@
 morganstanley.com
 www.morganstanleyfa.com/
 milestonefinancialgroup

© 2017 Morgan Stanley Smith Barney LLC. Member SIPC.
 MAR002 CRC1763643 04/17 CS 8893072 04/17



SONOMA RACEWAY ENGLEWOOD, CO
(800) 708-RACE (800) 251-8917

SEBRING INT'L RACEWAY JUPITER, FL
(863) 655-7777 (866) 320-FAST

WWW.WINECOUNTRYMOTORSPORTS.COM

Road-Keeper Dual HD vehicle video system with GPS

The Ultimate Road Car Video-Logging System
 Road-Keeper is fully compatible with the Comparo video data analysis application

ONLY \$399



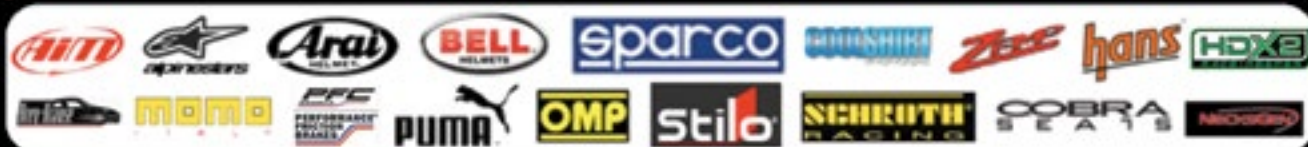
QRT TECHNOLOGY
ULTRA LIGHT-WEIGHT SEATS
4 New Styles For 2020



Lightest and most resistant fiberglass seat shells currently on the market; in fact, it guarantees a reduction in total weight of 30% compared to other seats.

CALL FOR YOUR SPECIAL PCA CLUB DISCOUNT

TOP QUALITY BRANDS · TRAINED SAFETY PROFESSIONALS · LARGEST COMBINED INVENTORY · ESTABLISHED 1992



Suncoast "Last Gasp" Tour to Linger Lodge

By Norm Sippel

On a beautiful Saturday in mid-March, a group of more than twenty Porsches set out from Wimauma for a tour of the farmlands east of I-75. Little did we know at the time that our world as we knew it would come to a screeching halt, just days later. What began in December 2019 on the other side of the world as an unknown virus, was now almost on top of us. And, as a result, this would be the last Suncoast PCA activity for a long time.

However, that's enough of the doom and gloom. The tour was great! Bill and Mary Caldwell found some great roads for us. This wasn't the first time Penny and I followed a route they discovered and plotted out. I don't know how they do it. But, we had more twists and turns than any drive since the Smoky Mountain tours. The only thing missing was the mountains of the Smokies, granted that many of the turns were 90-degree turns designed to go around farm properties. But, with little traffic on the roads other than Porsches, we did get to stress our passenger's seat-gripping skills. And, the scenes of horses, cows and crops weren't bad.

continued on p35



Tour Drivers Meeting.



The lineup.



The rest.



TRACK DAY



RACE DAY



EVERY DAY

Any day of the week.

At Speed Syndicate we share your passion for the pursuit of motorsports and high-performance vehicles.

From the shop to the track, our trained technicians and experienced race crew are driven to succeed with a combine 30 years of knowledge and insights.

Whether it's tuning & maintenance or race prep & track support we are able to meet your needs.



CURATORS OF SPEED

speedsyn.com

St. Petersburg, FL



A BMW group.



Late arrivals.

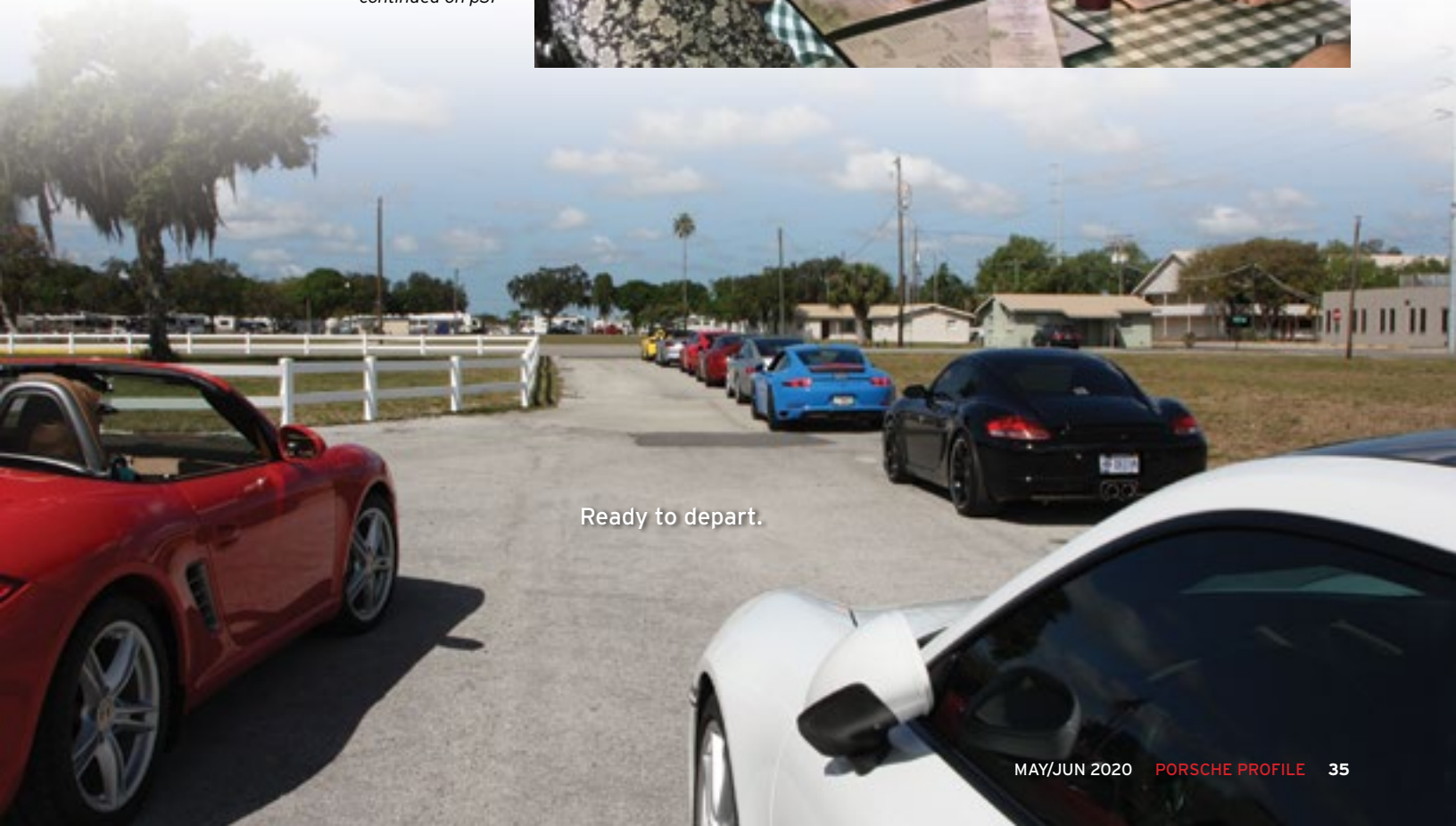
The Caldwell's had a couple of tricky route instructions that required close concentration. Nevertheless, I think we all caught them. At least we all ended up at Linger Lodge in Bradenton for a late lunch. While we dined on their back porch out in the fresh air, we didn't have much "social separation," and were surrounded by regular customers. Despite the potential danger, everyone had a good time and returned home safe.

No prizes were awarded for this tour. Remember, it wasn't a rally, just a nice drive through the low-traffic back roads of that part of Florida in our favorite cars

continued on p37



A table of friends.



Ready to depart.



For the finest in brushless & touchless car washes. Complete detail center.
 Nitrogen for tires. Reverse osmosis water for all of your soaps & online wax applications.
 Spot-free rinse. Let us take care of your every need.

WE ARE PROUD MEMBERS OF THE SUNCOAST PORSCHE REGION!

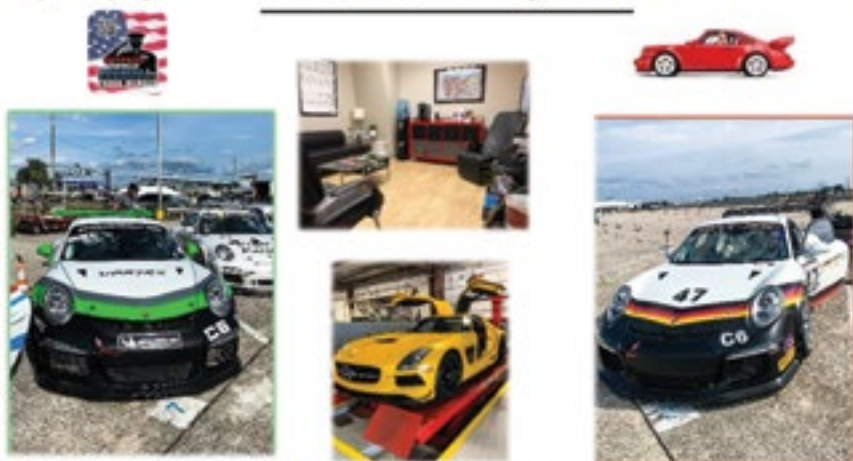
3338 4TH STREET NORTH • ST. PETERSBURG, FLORIDA 33704
727-895-9274 • MARINERCARWASH.COM

15 % OFF ALL SERVICES
 For all **FIRST RESPONDERS & HEALTHCARE PROFESSIONALS**,
 Thank you for being on the front lines and keeping our communities healthy & safe.
 We are all in this together!

8511 Sunstate St #103,
 Tampa, FL 33634
 813-874-1911
 VortexMotorsport.com

VORTEX MOTORSPORT

Keeping you in motion, Daily Driver & Track Car



Pre-Purchase Inspections • All Factory Scheduled Maintenance
 Engine Rebuilds • ECU Upgrades • Oil Changes • Brakes • Mount & Balance Tires
 Turbo upgrades • Performance Tuning • Suspensions • Mustang 4 Wheel Dyno
 State of the art Alignment • Engine Diagnostics



We specialize in IMS bearings for Porsches



Visit us at Vortex Motorsport



Authorized Dealer of Trailers

Suncoast "Last Gasp" Tour *continued from p35*

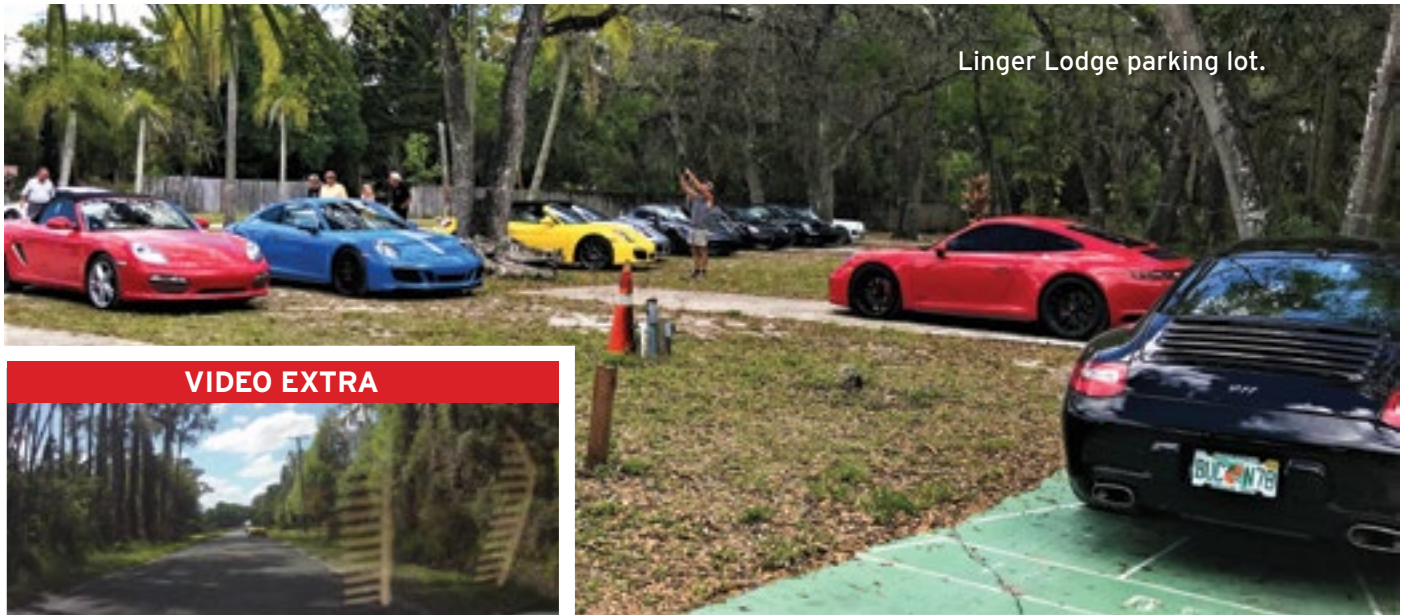
that led to a nice social gathering with good food and camaraderie.

Bill and Mary have more tours planned for whenever we get over this Covid-19 situation. So, keep looking at our Event Schedule here in *Profile* and on the Suncoast website. Until then, enjoy the photos and videos on these pages. BTW, to see the videos, click on the "Video Extras" images in our digital edition. Don't forget that the digital edition appears on www.suncoastpca.org two to three weeks before you get the print edition in your mailbox.

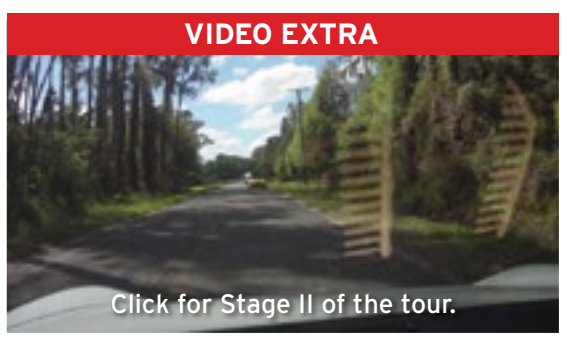
Until the next tour, be well. ■



Early birds.



Linger Lodge parking lot.



Click for Stage II of the tour.



The Hodges and friends.

On or off the track you can count on Bob Dikman for all your commercial real estate needs!



- Leasing and Sales
- Property Management
- Development
- Build-to-Suit for Lease or Purchase



THE DIKMAN COMPANY

Licensed Real Estate Broker
Commercial/Industrial Real Estate Services

813-251-5288

dikman@dikman.com

dikman.com



Proud sponsor of 48 Hours at Sebring presented by Champion Porsche

Bob Dikman, Chairman/CEO
ALC, CCIM, CRB, SIOR



FIRST IMPRESSION AUTOSHIELD

941.444.3033
5636 Lawton Dr. Sarasota, FL 34233
www.firstimpressionpad.com

TOTAL AUTOMOTIVE SURFACE PROTECTION SPECIALISTS.

PROTECT YOUR PORSCHE FROM DAMAGES CAUSED BY BUGS, ROCKS AND ROAD DEBRIS

- ▶ Factory trained and authorized installers for XPEL and SUNTEK paint protective films aka "Clear Bra".
- ▶ Full front, Full car and Track coverage options available.
- ▶ Authorized detailing facility for CERAMIC PRO, GTECHNIQ, and OPTI COAT PRO ceramic coatings.
- ▶ We offer 3M Crystalline and XPEL Prime high performance window tint films.
- ▶ Authorized installer for Bray windshield protection film

BRAY
WINDSHIELD SKIN™

CERAMIC PRO

XPEL **GTECHNIQ** **3M**

SunTek

**OPTI-COAT
PRO**



Taycan Introduction at Reeves Import Motorcars *By Norm Sippel*

On February 29th after starting the day with “Breakfast with Porsches” (see coverage elsewhere in this issue), we had a second dose of Porsches—the gala Introduction of the new Taycan at Reeves Import Motorcars, a.k.a. Porsche of Tampa. It was the usual superb event produced by Kim (Reeves) Rogers and included the whole family—Kelly and Chris Rogers and, of course, the always wonderful Mrs. Vivian Reeves.

The Reeves family has always had a unique ability to make their customers feel like valued old friends. While Penny and I have only purchased two vehicles from them over our years in Florida, they treat us as though we bought a new car from them every year. That same attitude is what moved them to help Suncoast Region PCA begin doing Driver’s Education at Sebring. They paid the club’s Sebring fees.

The Taycan introduction was an evening filled with great food and beverages, entertainment and electric robots, as seen in the photos. It culminated with the silent arrival of a white Taycan Turbo S into the midst of the gathered crowd. While most of us in attendance had seen many photos during the past year, and some of us saw the Mission-E in person, seeing a production version up close and personal

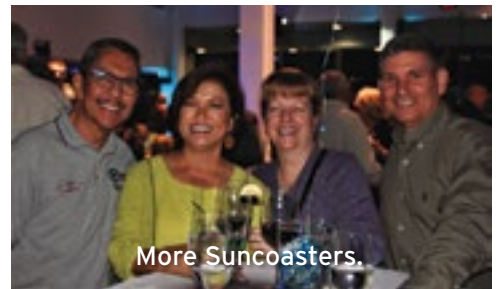
continued on p41



Taycan RR



Ron, Linda and Denise.



More Suncoasters.



Past and future.




Mrs. Reeves, Kim Rogers and friends.

INN ON THE LAKES

CASUAL COMFORTABLE ELEGANCE

Stay With The Best!

 #1 Ranked in Sebring, FL

Check Out Our Brand New Rooms & Suites!
Conveniently Located Just Minutes From
The Sebring International Speedway,
With All Of The Comforts Of Home & More!



FEATURING:

- 144 Meticulously Redesigned Guest Rooms & 15 Suites
- Discounted Room Rates For PCA Members
- Free WiFi
- Free Full Hot Breakfast at Our Onsite Restaurant Chicanes!
- Customized Stay & Play Golf Packages

OWNERS ARE PROUD MEMBERS OF THE SUNCOAST PCA

3101 Golfview Road Sebring, FL 33870 863 471 9400 | www.innonthelakes.com

PORSCHE DOOR PANELS DAMAGED ?



WE CAN PERMANENTLY REPAIR THEM FOR A FRACTION OF THEIR REPLACEMENT COST!

PEDROSGARAGE

SERVICE, MAINTENANCE, PERFORMANCE, MORE
ONE PORSCHE AT A TIME



CALL US TO ARRANGE SHIPPING
(954) 385-0330
TURNAROUND IN 24-48 HOURS
WWW.PEDROSGARAGE.COM

Best Under The Sun Since 1988

SOLAR ENERGY

Systems & Service



- Residential/Commercial Systems
- Over 15% Return on Investment
- 26% Federal Tax Credit
- 40+ Year Life Span

**SELL EXCESS
POWER FOR
PROFIT!**

www.solar4u.com

(727) 347-4246 • (813) 223-3411

www.youtube.com/solarenergyflorida

Licensed and Insured - State Lic #CVC05665-4



M.A. Davis & B.E. Taylor Classic Car Insurance

Contact Mike Davis at
(727) 560-7187

madavis33@yahoo.com

Representing Hagerty,
American Modern,
Heacock, Grundy,
Axa Insurance, J. C. Taylor,
Infinity and Condon Skelly





Kim, Denise, Michelle, Mary, Penny and a Robot. No. They didn't drink all of those drinks.



Bill, Michelle and Mark.

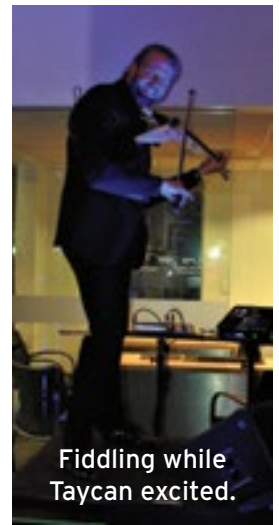
was impressive. We wish them great success in selling them. If you can't handle the as-delivered cost that ranges upward from \$103,800, consider buying some raffle tickets, as a Taycan 4S is the Grand Prize in the Spring PCA Raffle. (See www.pca.org for details.)

For we who used to live much closer to Reeves, it was like old Home Week. We saw many of our old Suncoast and Maserati friends, as well as our friends from the dealership. Among them was Bill Eichman who was the Porsche Sales Manager for many years and is now retired. But, my first stop once in the store was the Parts Department to see Collins Thomas, Parts Manager. Just can't stay away from parts departments. Must be a reflection of what I did during my Junior year in college—I worked days as Parts Manager at my local Chevrolet dealer.

The Taycan Introduction party lasted until late in the evening. Our great thanks to Mrs. Reeves, Kim, and the others for inviting so many Suncoasters. We all had a terrific time. ■



Collins Thomas and Kevin Seus always ready to sell parts for our Porsches



Fiddling while Taycan excited.



Mark and Bill trying out the seats.

AUTOPAINTGUARD

PROTECTING YOUR INVESTMENT

SPECIALIZING IN PAINT AND HEADLIGHT PROTECTION SINCE 2000

STOP ROCK CHIPS, SANDBLASTING & INSECTS FROM DAMAGING YOUR PAINT TODAY!

- ▶ All major film brands in stock: Xpel, Suntek, 3M & Clearshield
- ▶ Cover high impact areas or the entire car
- ▶ Race coverage options available

Other Services: Windshield Protection, Window Tint, Paint Correction & Ceramic Coatings.



Stop by and see why thousands of customers let us protect their Porsche.

14309 N. NEBRASKA AVE • TAMPA, FL 33613
(813) 505-3868

www.AutoPaintGuard.com



SEVEN

SEBRING RACEWAY
HOTEL

SPECIAL DISCOUNTED RATE FOR PORSCHE CLUB MEMBERS

NEWLY REBRANDED AND RENOVATED

Chateau Elan Hotel & Conference Center was recently renovated and rebranded as "Seven Sebring Raceway Hotel" to pay homage to the hotel's location on the Sebring International Raceway circuit - Turn 7.



- 123 renovated rooms
- Two restaurants (APEX, Sunrise at Seven)
- Full-service bar
- Indoor/outdoor event space
- Outdoor swimming pool
- Direct race track access
- Fitness center
- In-room dining

150 Midway Drive • Sebring, Florida 33870 • 888-SEVEN-01
sevensebringhotel.com • @sevensebringhotel



DRIVERS EDUCATION

2020 Suncoast Region DE Dates - All at Sebring:

- September 12 & 13
 - October 10 & 11
 - November 20 - 22
- Instructor Weekend,
Regular DE on Sunday

We specialize in first time students. No prior experience necessary. See the DE information on SuncoastPCA.org

Contact Amy Riches, Chief Track Instructor, at Fastgt3@gmail.com or Denise Remus, DE Registrar, at deregistrar@suncoastpca.org



2020 AUTOCROSS

Would you like to drive your Porsche to the limit, without worrying about other cars, guard rails, or law enforcement? Do you have the desire to drive in competition, without the expense of wheel-to-wheel racing? If so, please join your fellow Porsche fanatics for these AX's:

- June 14. Brooksville (possibly)
- September 13. . . . Venice Airport
- October 4 TBA
- November 8 Venice Airport
- December 6. TBA

Exercise your Porsche the way it was designed to run, and meet some friendly new folks at the same time! For more info, contact Kirsten Eggert at autocross@suncoastpca.org and visit SuncoastPCA.org.

(941) 923-1382

SCOTTSHOP, INC.

AUTO REPAIR
SPECIALIZING IN PORSCHE
ALL MAJOR & MINOR REPAIRS

5656 JASON LEE PLACE
SARASOTA, FL 34233

SCOTT KAMRATH
OWNER

St. Petersburg Yacht Sales & Service



PAGE OBENSHAIN

Cell (727) 430-6532
Email page.yachtsales@gmail.com

200 Beach Drive NE #8
St. Petersburg, FL 33701

727-823-2555 www.StPeteYachtSales.com

Warren Hense

Certified Brand Ambassador
PCA National DE Instructor
Sales Professional

Suncoast Porsche
5005 S. Tamiami Trail
Sarasota, FL 34231
Main: 941-923-1700
Fax: 941-925-4739
Cell: 941-524-6114
whense@sunsetautogroup.com
www.suncoast.porschedealer.com



Smith & Associates Real Estate

Larry Mendez, Realtor®
office 813.839.3800 x3486 • cell 813.695.7093
Janet Yadley Mendez, Realtor®
office 813.839.3800 x3486 • cell 813.690.0159

info@LarryandJanet.com
www.LarryandJanet.com



IN MEMORY OF DICK LANE

3338 4TH STREET NORTH ST. PETERSBURG, FL 33704
(727) 895-9274 MARINERCARWASH.COM



B & H Painting, LLC

"Your Shield Against the Elements"

Commercial - Industrial - Residential
Painting - Waterproofing - Floor Coatings

Jay Barrett 727.709.8934 jay@bhpaintllc.com

EIBELL PERFORMANCE

Full Service Auto Repair Shop
UNDER NEW OWNERSHIP

Porsche, Audi, Volkswagen,
Mercedes, BMW, & Ferrari

5000 110th Avenue N
Clearwater, FL 33760
(727) 573-0911
www.Eibell.com
EibellPerformance@gmail.com



Yumi White

Loan Officer
NMLS# 209466

Tel. 813-334-5219 Fax 855-454-3124
4800 West Cypress Street, Suite 500
Tampa, Florida 33607

YumikoWhite@eaglehm.com
www.eaglehm.com

Enter your photo for "Photo of the Month"

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 info and a few sentences about your photo.

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





NATIONWIDE
AUTO TRANSPORT

"Treating Your Vehicle Like Our Own"

1-800-689-6498

Apparel World II Inc.
• CUSTOM ART •

SCREEN PRINTING • EMBROIDERY

1000's of Promotional Items

2101 34TH WAY N. (727) 533-9331
LARGO, FL 33771 FAX (727) 533-9360
AW4APPAREL@AOL.COM (800) 905-1010

Ron Vallario

Superior
Auto Body

6700 49th Street North 727.525.7885
Pinellas Park, Florida 33781 Fax 727.527.4351
ronsbody@tampabay.rr.com

Brad Shugart
President & CEO

(941) 302-7467

www.TheWheelDoctor.org

The Wheel Doctor Inc.

We Heal Wounded Wheels™

WHEEL RECONDITIONING, RESTORATION, STRAIGHTENING AND REPAIR
5646 Jason Lee Place • Sarasota, FL 34233 • thewheeldoc@gmail.com

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.

ENTER NOW!

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



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.

What A Mess!

Who would have thought that Springtime would find us marooned? Our governor doesn't want us driving around and, with so many infectious people everywhere, who wants to be out and about anyway? So, it has to be time to work in our garages or catch up on our reading, or working on the next issue of *Profile*. Speaking of which, have you read the last issue of *Profile* yet? Have you read it online? Did you notice that you can go directly from a display ad to the advertiser's website? Have you viewed the videos linked to photos in the magazine? These hotlinks are just the beginning. We'll have more to come.

Now more than ever, we are depending on our digital devices to communicate. So, are you ready to move away from a printed *Profile*? PCA members in Connecticut did that in 2018. People say they like to hold the printed version in their hands. Well, how about reading *Profile* on a hand-held tablet? A standard-size iPad is only fractionally smaller than the printed version of *Profile*. The difference is that you get the digital benefits already noted, and you can enlarge the images for closer examination. Going forward we will strive to bring more and more advancements to the digital version. In that regard, if you have seen other digital publications that have features you would like to see in *Profile*, please let me know.

One of the last events we had in our region was a tour organized by Bill and Mary Caldwell. It took us over many farm/country roads east of I-75 and was a nice

break from the traffic of I-75 and west. (See article, photos and videos in this issue.) Having gone on drives with Bill and Mary over the years since we met them at a BMW Club event about 15 years ago, we can attest that once we are again able to drive freely and congregate at restaurants, Penny and I will be on as many of their tours as we can manage. I remember one drive that we took heading to Amelia Island that took us through one of the Florida State Forests on a road that was walled-in by forests and, while straight, was as wavy as a stormy ocean. It was like riding a Roller Coaster. But, our two cars were the only ones on the road, most of the time. Wow, did we ever have lots of fun!



Based on educated forecasts, it may well be into mid-summer before we have a reasonable opportunity to have safe gatherings again. When we do, I'm ready for a looonnngg ride. Maybe to the Appalachian Mountains? (Ike, are you listening?) But, for regional tours, Bill and I were discussing that just today and he has some great plans and ideas to keep us safely distanced. Stay tuned!

Meanwhile, take advantage of this time of isolation and do those long-delayed jobs on your car so it is fully ready when we are given the "green light." Once I finish this issue of *Profile*, I have a major task ahead on Penny's car. Its front bumper cover is just low enough to grab those "deadmen" in parking lots. Too many times one of us has gone over

one and despite backing gingerly, we have pulled the bottom forward too many times. Removal and flange bending is in the cards. The previous owner of my 991 also had at least one encounter with a "deadman" and that repair may not require bumper cover removal. Although, I may take advantage of the time to install a pair of radiator grille screens. With the bumper cover off (for Rennline grilles), I'll do a really good job of repairing the minor chips and scratches.

Speaking of family, my two grandsons in Connecticut are now licensed drivers and I wish our TRSS coincided with their vacation time. Yes, Tire Rack does sponsor a TRSS in Connecticut.

It used to be in conjunction with the Connecticut Valley PCA, now it is with my old Connecticut Valley BMW CCA. Yes, I had a few Bimmers (Not Beemers—Beemers have 2 wheels.) over the recent years, although the one BMW CCA Oktoberfest I went to I ran my Alfa Romeo Milano Verde in the autocross and came in 2nd to BMW Guru Ray Korman in his twin-turbo 5-series. I used that same Milano in a PCA or BMW DE at Lime Rock once, too—a fun car for a company car. Yes, it was my company car.

Stay safe. ■

Until next time

ADVERTISER INDEX The following businesses generously support *Porsche Profile* and the Suncoast Region.

Apparel World	44	Mariner Car Wash	36	St. Petersburg Yacht Sales	43
Auto Paint Guard	42	Mariner Car Wash BC	43	Suncoast Motorsports	6
B & H Painting	43	Morgan Stanley	33	Suncoast PCA Autocross	34
Bert Smith Porsche	8	Nationwide Auto Transport	44	Suncoast PCA Driver's Ed	34
Davis Taylor Classic Car Insurance	40	Paddock 1	12	Superior Auto Body	44
Eagle Home Mortgage	43	Pedro's Garage	40	The Dikman Company	38
Eibell Performance	43	Premier Financial Services	Cover 4	Vortex Motorsport	36
European Performance	47	Reeves Porsche	2	Warren Hense, Suncoast Porsche	43
Fast Lane Travel	14	RennHaus	10	Wheel Doctor	44
First Impression	38	Scottshop Auto Repair	43	Wine Country Motorsports	21
Inn on the Lake	40	Seven Sebring Hotel	42	Zotz Racing	31
La Quinta	16	Solar Energy Systems & Service	40		
Larry Mendez, Realtor	43v	Speed Syndicate	34		

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 dc18333@aol.com (0319)

PARTS

PARTS - 4 Porsche factory Carrera S II wheels: 19 x 8 and 19 x 11 - \$1300; 981 IPD Plenum and GT3 throttle body, used - \$800; 981 Fabspeed Supercup exhaust, used - \$700; Photos available. fullyield@yahoo.com, 813-778-9898 01/20

PARTS - 986/987/996/997 Schnell Short Shift Kit (Metal bushings), new -\$1002 - 981 BMC Air Filters, new \$120 for both; 997.1 base Cool Carbon rear brake pads, new- \$70. Photos available. fullyield@yahoo.com, 813-778-9898 01/20

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.rennline.com for details. Cost new \$125. Best offer. I/O Port Camera Mount for Medium to Large Cameras, w/strap. See www.ioportracing.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)

**YOUR AD CAN APPEAR
IN THIS SPACE.**

Send it to nsippel@mindspring.com

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

PORSCHE Profile

2020 ADVERTISING RATES

Business Cards	\$155
Quarter Page	\$400
Half Page.....	\$605
Full Page	\$990
Cover 2	\$1425
Cover 3	\$1285
Back Cover	\$1520

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 Card3 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

POLICIES AND 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.

• The ideas, opinions, and subjects are those of the authors and no authentication is implied by the editor, or endorsement given by the Suncoast Region, Porsche Club of America.

• All submissions are subject to editing for space constraints, style and editorial consistency, and must be accompanied with name and contact phone number. Anonymous submissions will not be published. Photos, articles, letters to the editor are accepted by email to the editor, and by snail mail, returnable only with SAS envelope.

• Address changes should be submitted to bajamar@aol.com.

• Subscriptions to non-members are \$24 per year. Contact Larry Mendez, Membership Chair.



FAMILY OWNED • FAMILY OPERATED

Specializing in Porsche, BMW and Mercedes Since 1983



930 4th Avenue N., St. Petersburg FL 33705

www.EuropeanPerformanceFL.com

European9304@gmail.com

727-823-4685

- Complete factory programming and diagnostic capabilities
- Scheduled maintenance
- In-house engine rebuilds
- In-house transmission rebuilds
- In-house machine shop
- Tires and alignment
- Custom fabrication
- Performance tuning



Performance Services & Race Preparation

In addition to providing superior service for your daily driver, European Performance offers custom fabrication for street or race applications, as well as track set up, including track alignment and corner balancing, and is an authorized dealer/installer of FabSpeed products

Also servicing Jaguar, Land Rover, Mini, Volvo, Volkswagen, Audi, Ferrari, Lamborghini & Aston Martin



Suncoast Region
Porsche Club of America
23482 Copperleaf Drive
Venice, FL 34293



PUTTING DREAMS IN DRIVEWAYS FOR 20 YEARS.

We do one thing: Lease exotic and vintage motorcars.

We do it fast: Delivery in 24 hours.

We use technology: Electronic signatures expedite everything.

We have a secret weapon: The 100% transparent amortization schedule.

When you're ready to take the wheel, contact us.



Experience the Premier Advantage
Call us toll free at 877-973-7700
premierfinancialservices.com



Premier Financial Services

Vintage and Exotic Motorcar Leasing since 1997