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PORSCHE

Profile

JUL/AUG 2020

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JULY/AUGUST 2020 ISSUE 20.4

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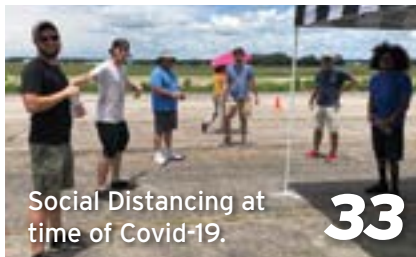
Lyndon Fox of MotorImages.com
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European Correspondent.



Daniela Boesshenz in her Boxster heading for Turn 1.



Autohaus Faas in the Black Forest pre-owned Porsche shop.



Social Distancing at time of Covid-19.



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908 Chassis and underbody at Porsche Restoration Shop.



ON THE COVER - Jeremy Swiger's photo of Porsche Headquarters in Stuttgart, Germany.

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By Denise Remus

We Are In This Together..

The state of Florida is in Phase Two of reopening and a few PCA activities are resuming. Suncoast PCA was privileged to be the first region in the country to host a Driver's Education (DE) event since the shutdown and the first group to return to Sebring. Working closely with the management team of Sebring International Raceway, plans were developed to ensure everyone's health and safety. These included preregistration of all in attendance (146 drivers and more than 90 immediate family and crew members), temperature checks and Covid-19 screenings upon entry to the track, wearing a face mask at all times, and maintaining social distancing. Even the cars on the paddock were separated by at least 12 feet. Everyone did a fantastic job following the guidelines and were excited to be back at the track! A special thank you to Wayne Estes, Jimmy Anzuetto, Matt Muha, Billy Kingston, RC Clark, Michelle Adams, and the other Sebring staff for their support and partnership; to Amy Riches, Chief Track Instructor (CTI), Brad Beckett (Asst. CTI), Stephen Dodson (Asst. Registrar), and Pete Vosotas, Tech Chief, whose leadership made the event possible; and to Jim Farmer, Pat Remus, Kurt Janisch, Dennis O'Keefe, and the other PCA members

who volunteered to help with parking and paddock management. Sadly, students were not allowed—we couldn't have two people in a car. Our next DE isn't until September, and we're hopeful things will be closer to normal by that time.

Another sign of reopening success was our Autocross on Sunday, June 14th at Brooksville. There were 60 confirmed drivers and a long wait list. Folks are definitely eager to get back to driving their cars. Thanks to Jerry and Kirsten Eggert, Competition Chairs, for their focus, persistence, and patience in working with local officials and PCA to ensure a safe event.

PCA National has implemented a new waiver, Communicable Disease Spectator and Participant Release, which is required for any event that involves moving cars. ClubRegistration.net is working with PCA to develop a process to sign this waiver, as well as the Driver waiver, electronically. Hopefully this will be in place within the next few months.

Watch our web page (www.SuncoastPCA.org), Facebook page, e-blasts, and www.ClubRegistration.net for information about

other events including tours, rallies, and socials. These will resume as soon as feasible, given the need to comply with all local, state, and national safety guidelines.

As you can imagine, these remain difficult times for many. Yet with all the challenges, we've seen amazing strength, resilience, and purposeful action; a sense of commitment—



to use this time to improve self, family, community. We want to hear your stories and learn more about you. We want to highlight members in future communications. Perhaps you used your Cayenne to take donations to a food pantry, hosted a fundraiser for a local business or needy family, added

“how to care for your Porsche” to your child's home school curriculum, or discovered hidden treasures in a nearby town as you drove through the quiet streets. Send your name, contact information, a brief summary of your story, and any pictures to Norm Sippel, Profile Editor and Publisher at profile@suncoastpca.org. Whatever it may be, please consider sharing with us and your fellow PCA members!

Hope to see you again soon! In the meantime, take care, stay safe! ■



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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.

- September 13.....Autocross at Venice Municipal Airport
- October 4Autocross , Brooksville Tampa Bay Airport
- November 1.....Luftgekühlt 7, Durham, NC* <https://luftgekuhlt.com/l7-event-info>
- November 6.....Run to the Hills Tour, with a Foodie Side Trip to Dade City
- November 8.....Autocross at Venice Municipal Airport
- November 11 - 14Mobil 1 Twelve Hours of Sebring including Porscheplatz
- December 6Autocross, Brooksville Tampa Bay Airport
- 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.

- | | |
|------------------------------------|--|
| July.....No meeting | October 6.....In-person - Ready for Life |
| August 4In-person or by Zoom | November 3.....Conference call |
| September 1.....Conference call | December 2.....In-person |

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PORSCHE

MEMBERSHIP ANNIVERSARIES

45 YEAR ANNIVERSARY

Owen C. & Gaile Johnson
Steve & Jane Gaglione
Jeffrey J. & Suzanne Stepek

30 YEAR ANNIVERSARY

Jim & Andy Surprenant
Andrew T. & Rosemary Walker

25 YEAR ANNIVERSARY

William A. Colom & L Eckert
Robert D. & Karen Hemphill
P. David & Peter Morgan Alessandri
D Michael & Chris Campbell
Philip E. Harrison

20 YEAR ANNIVERSARY

Frederick E. & Carol Wicks
Nino Accetta
Steve & Laura Buchkovich

15 YEAR ANNIVERSARY

Jeffrey L. & Marge Finnell
Franklin G. & Leta Chaney

10 YEAR ANNIVERSARY

Ray B. & Ann Baker
Louis D. Gasbarro & Linda Cease
J. T. & Eleanor Bobbitt II

5 YEAR ANNIVERSARY

Michael Adamsky
Robert & Chierly Adler
Emmanuel & Montserrat Cerf
Luis Diaz
Angel Di Gruccio & Raquel Carvalho
Jason Ghormley
Michael Good
William Northup
Alan Place
Karl Ritter & Alyson Utter
Gilbert Summerville
Billy Vacca
Don Canfield & Donna Klein
Mike Flynn Jr
Frank Garcia
Jeff Kuster
Timothy Smith
Skip Stearns
Dr. Richard & Linda Tennenbaum

STARTING LINE

Larry Mendez, Membership Chair

Welcome our newest members:

JULY/AUGUST

Manuel Calo	Tampa	1999 Boxster Gray
Richard Correnti	Bradenton	2002 911 Carrera Convertible Silver
Curtis Hobby	Lakeland	2014 Panamera Turbo Basalt Black
Shilpa Horlacher	Lakewood Ranch	2018 Cayenne Dark Grey
Frank Lewis	St Petersburg	2017 Macan Black
Sean Murphy	Tampa	2016 911 GT3 RS Coupe GT Silver
Nelson Oliveira	Sarasota	1987 944 Turbo Guards Red
Samuel Peachey	Tampa	2003 Boxster Meridian Silver
Steve Shirley	Tampa	2015 Panamera S E-Hybrid White
Jeff Vaughan	Palmetto	2020 911 S Gention Blue Metallic
Ric Wetzel	Sarasota	1989 911 Carrera
David Wilson	Odessa	2017 911 Graphite Blue Metallic
Iftexhar Baig	St Petersburg	2020 911 Carrera 4S Black
Thomas Bosso	Treasure Island	2014 Cayenne Black
Nathan Clary	Osprey	1983 911 SC Guards Red
Peter Demos	Wesley Chapel	2020 911 Carrera 4S Cabriolet Blue
Norbert Hausner	West Rotunda	2003 911 Carrera Cabriolet Gray
Douglas Holder	Sarasota	2010 911 Carrera Alpine Silver
Frank Justin	Sarasota	2012 911 Carrera S Aqua Blue Metallic
Denis Koelsch	St. Petersburg	1975 914 2.0 White
Alnardo Martinez	Hudson	2016 911 GT3 RS
Kevin Reasor	Sarasota	2007 911 Carrera S Cab Speed Yellow

Primary Members: 1,698 Affiliate Members: 984 Total Members: 2,682



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Dateline 1990

Moving ahead to the next decade, the club has made a major transition with new young blood and ideas controlling our future. Out of the 17 officer and board positions, there were 12 fairly new members who had never been an officer in any position for the club. Our new president, Scott Tyler, started a new feature in the club newsletter by asking different people to write an article about "How I Joined PCA."

Every month there was at least one feature and, during the year, as many as 3 in a specific month's issue with everyone "telling their story"!! My turn came up in June. That's my original article attached. Scott also incorporated a quarterly function to "Welcome New Members." We had an informal gathering, usually being hosted at



and by Reeves in Tampa, with a personal invitation going out to all of the new members who had joined during the last 3 months. This proved to be a great ice breaker for the new folks to meet other members, and get an introduction to the club and its activities, as well as encouraging them to come to future events. ■

TOM

How I Joined PCA by Tom Briest

It actually started a long, long time ago but rather than bore you to sleep, I will skip ahead a few years. I think a good place to start would be about 1967 when I bought my first... YUCK ... Corvette. Actually it was really one hell of a car and I wish I had it now (for resale value of course). It was a big block (427) rocket ship in a straight line, which was ok for the time because I was into street racing (dragging down Florida Ave in front of Frisch's) and not into road racing (there is a distinct difference). All of a sudden I had someone to root for at the IMSA races at Daytona and Sebring. Not only was there someone campaigning a fairly competitive Corvette, but he just happened to be a local boy from Tampa that I had met through the Vette (that's what we called 'em) Club. Good old # 57, Mr. Dave Heinze (57 Varieties ... get it?). Of course, he never won because of some little half pint Volkswagen looking thing from Germany, but he always gave it the good old American try. Besides the car seldom lasted the whole race.

Well a couple years went by and my uncle (Sam that is) decided I was having too much fun, still single and all, so he decided he needed my heart and soul for the national defense... so he drafted me. As fate would have it I spent two years in Germany and even spent time in Stuttgart. Unfortunately, I still was not interested in Porsches. (My ... what wouldn't we give for 20 /20 foresight).

The eighteen plus months passed very quickly and once again I was stateside pursuing my love for speed. When I finally got home I discovered that I was dealt a cruel hand of fate. My very pretty midnight blue, very fast Corvette had been stolen, stripped of motor and transmission, attempted to

burn (about 30%), and dragged unmercifully out into the woods and buried. I had to resort to my backup car, a 57 Chevy with a 302 from a Z28. Not a QQQr.e sort, but after sitting for about three years it was not in the best of shape.

This is when I met my lovely wife Cindy and made a family (the two of us). We acquired a real nightmare of engineering called a MG Midget. Although it was quick, we just did not get to drive it much except from home to the shop for a new clutch. (Marvelous design concept - hydraulic self adjusting, self destruction clutches!! Sure kept the mechanic employed) This too passed. The need for dependability (and a larger car for our new family member, a bouncing red headed girl - Irish Setter puppy, who by now was no longer a puppy and thank God did not fit into the Midget with the two of us) sent us looking again. Keep in mind, all of this while; (1974 now) we are still going to the IMSA races and watching the funny looking German cars kick butt. But me ... I'm a slow learner, so we head up to Chick Smith Ford and buy the newest rendition of the ever popular Mustang. (By this time the Mustang II). We did get the Mach I with the "BIG" engine but unfortunately in 1974 this equated to a 125 hp V6 trying to lug around almost 4000 lbs of Detroit's strongest steel. (Americans were real safety conscious this year. This was the first year of the 2000 lb energy absorbing bumpers.) This car did not fuel my desire for speed, although it did take three more years of watching these little Germans make fools of the rest of the world on the track.

FLASH ... Dateline 1976. Finally I knew what I wanted. A not too • stylish looking auto with an engine in the rear that required "NO WATER".

Continued on p12

We looked around in dismay and finally in utter disgust went down to Sun West and ordered a new 1976 Ice Green Metallic 911 S. What a car ... what a color ... what a price!! After stripping everything off the car to get the price down we settled on a deal at a mere \$18,200. About two days later we came to our senses and went back to Sun West sobbing to back out of the deal. They let us off the hook easy enough thank goodness. There was just something about a car and insurance payment five times our house payment. Shoot, by standards, we were still newlyweds. This short ownership did manage to "light my fire" so I intensified my search for a used Porsche. It took about a year, but I finally found HER!! A shiny black Targa. The guy selling it worked for the St. Pete Times, midnight to 8:00 am, so the only time I could look at it was while he was at work. So, downtown St. Pete in the middle of the night and it was love at first sight. I called the owner to express my interest and found out that she had started life as a company car for a Jack Eckerd exec. Cindy and I talked it over and after a couple of days decided to go for it. It was very low mileage, and in really good shape, and the best part ... ONLY \$6500. I finally got a hold of him to let him know that I indeed wanted the car when ... SHRIEK!!! SACRILEGE!!! He traded the car in on a 2402!! (or 260, 280 or whatever the h-- they were then).

I didn't understand. How could I let this happen? The following Monday, Reeves Imports in Tampa listed a 1974 Targa, but this car was the worst color and trashed so bad that I may not have taken it if it were free. How could someone do that to such an expensive car and in just three years?? Well, fate was on my side, because as I was driving home, it just happened that Reeves also owned a Datsun Dealership a block down the street, and as I was driving by out of the corner of my eye way in the back of the dealership, I caught a glimpse of a beautiful, black sight. Not wanting to waste time, I made a "U" right over the curb, scaring the h-- out of my passenger who by this time thought I was on drugs. I pulled right to the back of the dealership yelling "There it is, There it is!" I was on drugs ... Adrenaline. Not quite sure what I was doing, a salesman followed me back to keep an eye on me. Very determined, I turned to him before he even got up to us and said, "Go get a sales slip, I want to buy this car." He assured me what I already knew, that they had just taken the car in trade and as a matter of fact the owner had just made the exchange. I said again with determination, I thought..."Fine, just go get a sales slip." By this time my buddy Joe thinks I'm nuts, and I'm beginning to think this used car salesman is a little slow. Then he (the salesman) starts spouting off about they haven't even looked at the car yet or established a price

yet. "No matter", I say, "Get a sales slip. I'll take it!"

The salesman was dumbfounded. Finally I said "GO GET A SALES SLIP! I WILL GIVE YOU \$6,000 FOR THE CAR!" (You see I knew what the car was selling for and he told me as I was sobbing on the phone that their offer was close enough to not have to hassle with trying to sell it out right). Well, at this the salesman just laughs, "After all this is a Porsche!!" So I say "Go get your manager." He says "You're wasting your time. - "No, you're wasting my time!! Go get your manager. - "But we haven't even looked at the car yet, come back tomorrow - "No, get your manager " - "But we haven't even established a selling price yet" - "Great go get your manager" - (chuckling) 'They will never sell this fine gem for a mere \$6,000!!!' - "GO ... GET ... YOUR. .. MANAGER! (I finally realized that you have to talk real slow to a car salesman - something about words per minute equalling IQ??)

As he turns to walk back into the office. I realize it finally sunk in. A few minutes later he comes walking out with what appears to be his manager, all the while pointing at us and talking out of the corner of his mouth so we won't see him, or read his lips or something (used car salesmen are that way you know). As the two of them get over to us, the manager asks 'What's going on?'" Not wanting to go through the whole routine again, I said "I'm going to make your life simple, I'll give you \$6,000 for this car right now as it sits here." He starts the same sales pitch (they all must go to the same school or something), "We just got it in, we haven't looked it over yet, it's not priced yet .. ." So ... I say "So what, I'll give you \$6,000 right now and you don't even have to wash the damn thing!! (You'll have to understand we're on our lunch hour and this is ceasing to be fun). Finally, the manager asks us to come into the office and starts giving me this sob story about how he can't give any kind of warranty without going through the car and checking it out. I say fine, I don't want one. (This guy doesn't know that I already know more about this car from talking to the previous owner that he could learn if he checked it out for a week). Realizing I was not getting far, we were on lunch break and I had no intention of letting this car slip through my fingers again, I came clean with the guy. I say, "Look, I'm going to be up front with you. I already know all about the car. I tried to buy it from the previous owner, and I'm willing to buy the car right now, this very minute for \$6,000." Continuing on I said, "Quite frankly, you are making \$400 on the car and you don't even have to wash it. LETS MAKE A DEAL!!" Well, I did buy the car that day and even convinced the manager that the rip in the leather seat on the driver's side was not there before he took delivery of the car. Well he did fix the seat for me and even went through the car and checked

it out. Yes after all this we were late getting back from lunch.

I picked the car up on Wednesday and wrote a check for the full price of the car. That Wednesday when I picked the car up at lunch time I was as proud as a new papa. Six days later, I let my newlywed wife drive the car to work to show it off (reluctantly I might add). By a twist of fate, this is the same day Mother Nature decides to destroy the school she works at and the surrounding area with a tornado. I was working in Tampa at the time, but a friend of mine from St. Pete Honeywell had just transferred to the School Administration building in Clearwater, knew Cindy worked at Highpoint and I worked in Tampa, so he called me and said that the school was just hit by a tornado and that he had no word about damage etc. As soon as he hung up, I tried to call the school, but of course, all the power and phone lines for miles were down. So I jumped in my car (a Ford Fiesta) and took it across the Howard Franklin, in the worse rain storm I have ever been in, just as fast as that little Ford would go. Of course, the roads were all blocked off by now and they wouldn't let me in, so after trying from three different accesses I told the Largo cop on the fourth try that I was going through, he could either let me by or get run over. I guess he could tell I was serious because as he was yelling all kinds of authoritative directions, he stepped aside. I know what you are thinking. All you ladies will be glad to know that after looking at all the destruction, my first concern was for Cindy. As I jumped out of my car I could see my baby (the 911) in the middle of the parking lot with the soaked car cover on it (in the middle of the parking lot with the cover still on it??). As I was headed in that direction anyway, I caught sight of one of the other teachers that I knew and ran up to her to ask about more important matters. Cindy was ok and all the teachers are over at the St. Pete Voc. Tech. School with most of the children. On my way over, I had to walk right through all the destruction in the parking lot, so I might as well peek under the soaked cover. Lifting the cover very slowly I felt this sudden surge of three quarters digested food rushing up from the bottom of my intestines.

All of the glass (windows) was gone, smashed into little pellets and deposited into the interior of the car along with about 100lbs of insulation and debris from the trailer park across the street. Along with all of this garbage was about two feet of water. The passenger side of the car was void of paint and looked like every kid in the school took three tuvs hitting the car with a ballpeaned hammer (in all not a pretty sight).

I later found out that the car was in the middle of the parking lot thanks to Mother Nature. Seems that just before she took the car on the driver's side and smashed it into the car on the

passenger side, she pulled my car out of the parking space, turned it 90 degrees and set it back onto its wheels, right side up. Many of the cars were totaled and upside down. The car cover was thanks to Cindy. The damage was already done but contrary to my demands, she did not cover the car, as it looked like rain when she got to work, but she couldn't see letting any more rain into the car than necessary so she covered it after the tornado. Well, after this short peek I replaced the cover and went to find Cindy. As stated she was ok except for emotions.

The insurance company did fix the car - no expense barred and in a few months we were back in business. A friend I worked with, Joe Campalong, told me about PCA and said I should check it out and invited us to a dinner meeting. Wally Joiner was president at the time and welcomed me and Cindy as new members at every single event all year. (I guess I don't have one of those familiar faces). I think that was the last meeting Joe and Peggy Campalong went to, but another couple, Joe and Kathy Rodriguez, made us feel very welcome and I will not forget that. The first competitive event we ever went to was very memorable also. It was an autocross at the Tampa dog track. We didn't compete that day but I had the pleasure of watching Rainer Blomberg come tearing through the timing lights at a breakneck speed, lock up his brakes, immediately go into the best example of trailing throttle oversteer I have ever seen, launch his 1970 911 E over the curb of one of the parking lot islands about three feet in the air, and come back down with all four wheels locked up and squealing like a pigmy warrior in full battle dress attacking a lion that just killed his family. Right away I knew autocrossing was my kind of sport.

It's now ten years later and I thank Joe for the start and Kathy for the welcome feeling to keep us coming where we didn't quite fit in and all the great friendship we've shared through the years. I have missed only a few events in my 14 years of membership, and don't plan on missing too many more in the next 14 years. I've been through most every office in the club, some many times and am currently Competitive Chairman. We've been to eight Parades and every Fireverksfest (Werksfest) and Sonnenfest since 1978. Personally, I think it has been all worth it.

If you have not been to an event, come out and tell me so. I will do my Kathy impersonation and do my darndest to make you feel welcome and part of the group. Whether you're competitive or social, I think you'll find something you like in PCA other than Panorama.

Oh, by the way, the beautiful black Targa? I still own it and even though it now has 98K miles, for a 1971 that's still low mileage. I'll probably own it for another 100K... ■

SPRING SUMMER FALL

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PHOTO OF THE MONTH

By George Wienhold, Profile Photo Editor



Farm pastures at the eastern edge of the forest.

Menacing Clouds

Tooling down a farm road on the outskirts of the Black Forest, Jeremy Swiger captured this image of this beautiful Porsche Carrera. Using his trusty iPhone, Jeremy framed this Porsche with the forest in the background and spectacular clouds hovering overhead. Nice, but not exactly what he was looking for. Jeremy was disappointed with the results from the original capture. I'm sure that they were impressive, but lacked the WOW factor.

With a few tweaks to his image, he manipulated a nice photo to what you see here.



That's the beauty of today's imaging tools that are available to us. If we don't like what we capture with our image makers, they are easily changed with a few clicks of the mouse. We can go from mild to wild with the tools that are available to us.

When you do take an image, take some time to explore all that is available on your computer to get just the look that works best to you.

Also, take some time to learn all that is available to you on your camera. Experiment with the shutter speed that will show or stop movement, F-stop to

control what's in focus and sensitivity of the camera's sensor (ISO) to allow for a variety of lighting situations. There's a world of tweaks that are at your fingertips to get just what you wanted. The best part is that it costs nothing to experiment with the controls. In doing so, your images will come to life with the view that you want.

It was a tough decision this month to pick just one photo for Photo of the Month. The photos that come to my mailbox are getting to be top notch.

Until next month, please keep them coming. I've got a hat with your name on it. ■

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How About Some Tunes?

Nowadays most everyone carries an incredible amount of music in their pocket or purse, inside their smart phones, or on their digital music players.

If you haven't heard, car audio has changed a bit lately; 8-Tracks, cassettes, and even music CDs are all outdated and simply OUT. Digital Players and Smart



Phones are IN; but, how can you listen to them through your car's stereo system when it's outdated?

Don't tell me that you're using your headphones because that's illegal in most states (while driving).

There are many, many options Here are just a few:

1. For car audio systems that don't have an auxiliary input (most pre-1999).
2. For car audio systems that have an auxiliary input.
3. For car audio systems that have a multi-disc player.
4. For car audio systems that use MOST technology.

1. If your car's radio can tune to an FM station, then the simplest solution is the FM modulator.

It plugs into the 12-volt outlet (cigarette lighter socket). You then plug the cord into your digital player's or smart phone's jack, and that's it! Now, just tune your car stereo to one of the FM modulator's frequencies shown on its screen and you're enjoying your music.

PROs: Very easy to install and use and it is inexpensive.

CONs: The audio quality is not the best. And, there is no device charging.

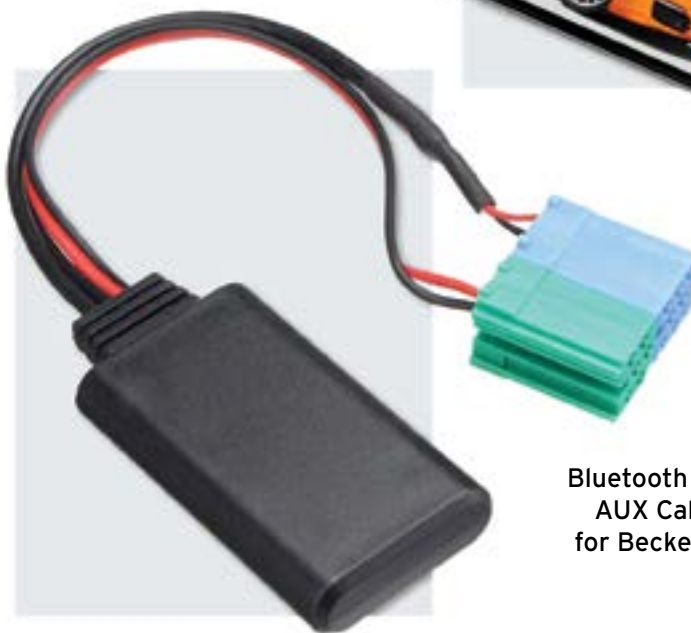
2. If your car's stereo has an auxiliary input like a phone jack or an audio jack, all you need is an audio line with the correct connectors on the ends. One end plugs into your device's output jack, the other to the input on the car's stereo, and that's it.

PROs: Very simple solution. Good audio quality.

CONs: Won't charge the device.

continued on p18

Wireless FM Transmitter with Stereo Jack



Bluetooth 5.0 Module AUX Cable Adapter for Becker CD Player



Dension System Integrator

3. If your car's stereo has a multi-disc player, or the capacity to hook one up, all you need is a specialized adaptor cable for the particular radio model. The Porsche stereos that fall in this category are the Becker 220 series and the 22 series, not the 210 series which came in 993s and early Boxsters.

PROs: Great audio quality. Simple to install.

CONs: You'll need to control the menu through the iPod.

4. If your car is equipped with the CDR23 or CDR24 audio systems that operate with M.O.S.T (Mosaic Optical Sensor Technology) fiber-optic cables, then you'll need a system integrator such as the Denison unit.

PROs: Excellent audio quality. Integrated controls.

CONs: Expensive and complex to install.

If you have one of the newer (2009+) Porsches with PCM (Porsche Communications Management), then you don't need any of this because you can hook up your iPhone directly; but you knew that ... didn't you?

If you don't want wires and cables connected to the car and your device, then you can go the route of Bluetooth which receives a wireless signal from your device. Bluetooth can be connected to many of the older car radio systems as well.

But there are other advantages of hooking up your music player or your smart phone to your audio system besides just listening to your favorite tunes.

There's an app for that!

If you use your smart phone as your GPS, then the voice instructions will come through your audio speakers. (Ed.: Same with Waze warnings.)

If you travel long distances, you can add an app to your smart phone (such as iheartradio) that allows you to drive from Key West, FL, to Anchorage, AK, or any place in between, listening to your favorite hometown radio station uninterrupted.

There are other Apps that allow you to listen to any international radio station streaming live (such as TuneIn Radio).

So, what are you waiting for? Go ahead and hook up your modern smart phone to your classic car radio and enjoy the best of both worlds. ■

To learn more about your car's audio system and how to hook it up to your new phones, please visit our website at: www.PedrosGarage.com.

Happy Porscheing,

Pedro

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

Gimmick Rally on the Horizon...!

Sooner or later (sooner we hope), Suncoast PCA will be back to a somewhat normal activity schedule.

We have a gimmick rally almost ready to run. This one will include a few venues to visit or stop at, and some of these are not yet open as of the writing of this article. Be sure to check our website, Facebook page, and look for an eBlast with further information about this event. We're hoping it can take place in late July or early August. We will follow all the health guidelines of PCA national to make certain we run a safe, enjoyable rally.

Without giving away any important (and secret :-) information, I will provide a few

notes about this rally: the area of the roads we'll be running on for this one are north of the Tampa airport. We will likely meet for a driver/navigator meeting at a Starbucks in mid-morning. The time to complete this rally is not going to be clocked, and mileage will not be logged. Drive it at your own desired safe and legal speeds. Once you complete all of the elements of the "gimmick(s)," you will travel to a local watering hole or pub for scoring and awards. For those who attended Parade last summer in Boca Raton, you will recognize this type of gimmick rally as that which we ran over there. It was lots of fun!

So hang in there and look forward



to enjoying some Suncoast PCA fun activities real soon. The signs are positive. The lockdown is slowly lifting. Hey, even bars opened today as I write this! Sebring allowed us to have a DE. You can drive your Porsche without wearing a mask, but we must still park them 6 feet apart. ■





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Our First DE Since Lockdown Began

After months of lockdown, Suncoast APCA finally had an opportunity to get back to Sebring for a DE. Here's how some of the participants felt:

- *"It felt amazing to be back on the track despite the Covid-19 safety requirements. Plenty of track time and the great feeling of excitement taking over after every session made it all worthwhile."* - Daniela
- *"It felt so good to be back on track that I drove so hard and long that all that was left of my tires were the cords."* - Dennis

Photography graciously provided by Lyndon Fox of MotorImages.com. Thank you, Lyndon. ■

Denise Remus just past the Apex of Turn 1 in their GT3.



Warren Hense's Cayman GT4 braking for The Hairpin.



Kurt Janisch in his 996 Turbo on Pit Straight.





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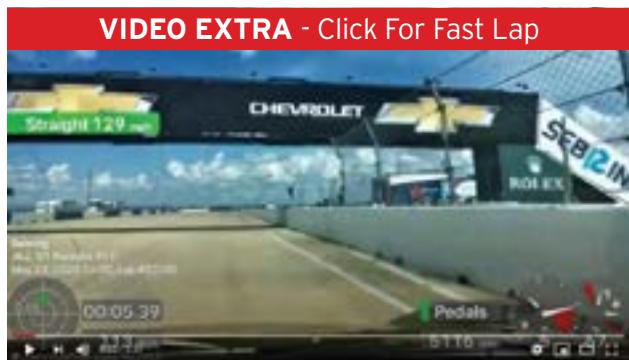
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Howard Mintz
in his Blue
Cayman GTS.



John Sabatini's
Cayman S holding
off a 991.



Carlos Debonis leading a
group out of the pits.



Dennis O'Keefe
in his GT3RS in
the Hairpin.

ALTERNATE PLANS:

BLACK FOREST DRIVE

By Jeremy Swiger
European Correspondent

Here's to wishing the Suncoast PCA family safety and good health. I hope this article finds you all well. In the following paragraphs, I recall some recent local exploration in the 911 as the world has been on lockdown and cross-border travel hasn't been possible. For a time, it wasn't possible to even leave our German state of

Baden-Württemberg without official business or good reason. The plight of the millions of people worldwide who have suffered from COVID-19, whether directly from an infection or a resulting mental or economic hardship, is not lost on us. Only when restrictions were eased did we venture out from our house for more than bare necessities. Once it became possible to enjoy a long drive again, we did so in consideration of the guidelines set forth by our local government and always with the proper personal protective equipment on-hand in the car.

Warming the
Boxster.



The year started out well enough. Shortly after making a second trip to the Bruges Bierfest in Belgium (highly recommend) at the end of January, I visited Retromobile in Paris, the subject of my Jan/Feb Profile article, before attending Retro Classics in Stuttgart at the end of the month. Then, as we know all too well, everything changed. Plans to visit some big events here on the continent seemingly vanished in the blink of an eye. Not to be melodramatic, but I suddenly found myself in an automotive drought, unable to plan trips or even get the cars out for a drive.

Finally around Easter, some easing began of the rules put in place to combat the spread of COVID-19. It became possible again to move about much of the country without fear of detainment or facing steep penalties. Many restrictions on social gathering and business closures remained in place but it was now possible to leave one's house for more than just essential trips.

It, finally, became okay to get out and exercise the Porsches a bit.

Still, the roads around Stuttgart remained mostly empty. For the first time since we moved here, the A8 autobahn, which runs east-west to south of the city, had no speed regulation all the way up to the airport. Usually, heavy traffic dictates speed limits no greater than 100 or 120 km/h in this region. In late March, we took the Boxster out to burn-up the cobwebs, warm the oil, and warm our souls. We had a nice stretch of sunny weather in the mid-50s, which is perfect for cruising with the top down.

A few weeks later on Easter weekend, my cabin-fever, broken only by the hour-long jaunt up and down the autobahn in the Boxster, maxed out. It was time to get the 911 out as it had been parked since December for the winter season. I left my house with the idea of making a run through the Black Forest, but even with official restriction easing, the electronic traffic signs dotting the autobahn displayed a message pleading with motorists to "stay home." Concerned about the fine line I danced between following rules but not recommendations, I changed course, curtailing my travels, and instead driving to Zuffenhausen to visit the Porscheplatz. The 911's battery needed charging and I didn't expect the Porsche museum or Zentrum to be open. Eerie and wicked cool at the same time, the Porscheplatz was completely empty, save for a couple of people walking around taking pictures.



Empty autobahn near Stuttgart.



Corona warning.

I've often thought it would be fun to have an impromptu photo-shoot with one of my cars at Porsche's "ground zero" but never found a place to do so where I thought I wouldn't be blocking a sidewalk or street, or committing some other verboten act. Not on this Saturday morning. With the place to myself, I took the time to move the car around, snapping shots in front of the factory, in front of the Zentrum, in front of the museum and with the towering, 911-topped sculpture in the center of the traffic circle behind it. A chance-of-a-lifetime opportunity to have the place to myself; it was like that advertisement for the Nissan Sentra SE-R back in 1991 where some guy called "Bob" had his

own roads reserved in a crowded city full of traffic gridlock. Obscure reference, I know, but it's the first thing that came to mind. (<https://www.youtube.com/watch?v=OVrKgeeAPgY>)

By early May, with Germany seemingly turning the corner on COVID cases, came further loosening of restrictions. Finally, it really became okay to go run around in the Black Forest.

In the winter of 2017, shortly after we arrived in Germany, my then-new friend, "No-Replacement-for-Displacement" Jimmy (a recurring figure in my articles), invited me to ride along in his E92 BMW M3 one cold Sunday morning in the northern end of the Black Forest. Accompanied

In front of the
Museum.



by his friend in a 50th anniversary 911, Colonel Gene, a true Porsche fanatic and former Suncoast PCA member, we hit some impressive and empty roads, stopping every once in a while to enjoy a view or have a coffee and croissant.

I wanted to retrace those steps but had long since forgotten some of the obscure little twisty roads we had driven. I asked Jimmy, who asked Colonel Gene, who kindly forwarded his Google Maps route with the stop locations. On the afternoon of May 3rd I headed out in the 911. To avoid traffic, it would have been best to go early in the morning but since overnight travel was still banned, no caravans were out poking along. Only motorcycle enthusiasts, who typically outpace me in the forest anyway. So there was little, if anything, in my way.

At the end of the day though, I found the Google Maps route lacking some of the better, less-traveled roads which I remembered. I suspect that over his time here, Colonel Gene did much exploring, only documenting a small percentage of the loops he took through the forest.

Back at home later that afternoon, I found myself pouring over Google Maps, comparing user images to my own photos from 2017, looking for matches. When I finally found one, I started to piece together

where we had been and found some new roads to explore. At my next opportunity on May 30th, I took the 911 back into the Black Forest, retracing more of the steps from my first visit in 2017 and further exploring new roads. The following is a brief description of some of my favorites:

Hirsau to Calmbach via B296/B294 (<https://www.youtube.com/watch?v=OVrKgeeAPgY>)

From the start at Hirsau, you drive past a monastic ruin as you head up into the deep wooded hills. The B296 in this area is a

It's the kind of road that keeps you on your toes, geared down as you dance around the corners, trying to follow a line but at the same time keeping it all in your own lane.

well-paved, fairly wide 2-lane that I think is more memorable for other cars I have seen on it than the road itself. The past two times I have driven it, I was either followed by a beautiful late-'80s Carrera cab or chasing a really clean E30 BMW 3-Series convertible through the curves. The first half of this segment winds and twists more than the second half, a great opportunity for low- to mid-gear corner carving without fear of an errant car or motorcycle coming at you in your lane (something to watch out for on

the narrower "L" roads). There is a series of switchbacks which you approach from the east on a downhill slope, dropping to second gear, rounding the first, climbing a steep ascent to the second, rounding again before accelerating out on a long smooth straightaway. You briefly exit the woods, passing through a small village, before continuing on the second half, characterized by more gentle curves and a slight descent. It ends at the B294, which is currently under construction. Last time there, while waiting for an extraordinary long light, I had plenty of time to admire the 3-series convertible mentioned above.

The segment ends at a traffic circle in the small town of Calmbach with a stop at a little independent car dealership called Autohaus Faas. It's a great place to take a break because they have a showroom filled with beautiful Porsches of many vintages. Definitely worth checking out. (Ed. Note: Click on the shop in Google Maps and you'll see a half-dozen 356s.)

Bad Wildbad-Weisenbach via L351/L76b (<https://goo.gl/maps/amc1q7PD5EtmV9yq7>)

Just before the village of Bad Wildbad, which is nestled in a valley along the Große Enz (headwater to the Enz River), there is a

small traffic circle. Twice in the past month, I have taken the wrong exit out of the traffic circle and found myself in the small village, itself. It's a neat little place to stop with quaint cafés lining the stream, nestled in between towering mountains. Doubling back to the traffic circle and taking the next exit, you almost immediately enter a tunnel on the L351, bypassing the town and exiting almost 2 kilometers south. The L351 is similar to some of the nearby B-roads with good pavement and wide lanes. It meanders through the valley from village to village, eventually crossing the Große Enz before winding a few more kilometers south to the turnoff for the L76b. After turning onto the L76b, things get interesting. This road is the stuff dreams are made of. It is narrow, twisty, has a great deal of elevation changes and offers some beautiful vistas of the surrounding forest. It's the kind of road that keeps you on your toes, geared down as you dance around the corners, trying to follow a line but at the same time keeping it all in your own lane. It's more about precision than speed. It's narrow, requiring a great deal of attention to the oncoming traffic but rewarding all the same. About midway, there is a fantastic aussichtspunkt, or viewpoint, which is a must-stop for its breathtaking view and to regain your wits after passing an oh-too-close motorcycle going the other way.

Past the viewpoint, it only gets better but



In front of the Zentrum.

unfortunately is blocked off right now due to repaving. So, with the view checked off, I backtracked to an alternate route to the next fun stretch.

Raumünzach-Baden Baden
via L83/B500 (<https://goo.gl/maps/5BraymqnW5WNf9ap7>)

This last section picks up the L83 at the B462, runs through some beautiful twisties

up to the Schwarzenbach-Talsperre, a dam and reservoir high up in the forest. On the day I went, fun was hampered by a slow moving caravan in front of me and a seemingly continuous group of impatient motorcyclists trying to get around. So I hung back and enjoyed the scenery as the road wound its way up, increasing in altitude until its peak at the dam, then followed the shoreline to the opposite



Stopped on the L76b.



In front of
the Porsche
Sculpture.

edge, heading back into deep forest before ending at the B500. The B500 is part of the Schwarzwald Hochstrasse, a scenic byway through the heart of the Black Forest whose name directly translates to Black Forest high street. At the point the L83 intersects it, a right turn to the north begins a long slow descent into the city of Baden Baden. In this area, the road is best summed by short, steep downhill straights broken by very tight switchbacks. Beautiful scenery abounds and there are plenty of parking areas to stop and take it all in. On an empty day, this would be a dream drive, carving the endless corners all the way down to Baden Baden. By the time I reached it, though, it was mid-afternoon and the momentary lull of lunchtime had ended, once again filling the road with thrill seekers and view-gawkers. I meandered my way down, sandwiched in line between motorcycles. The motorcyclist directly in front of me seemed intimidated by the steep corners and so, rightfully so, took it slow and easy. Again I just hung back, opened the sunroof to take in the cool 62 degree air, and enjoyed the scenery.

At the edge of Baden Baden, I made a right turn to start my trek back east through the forest toward home. I could have picked up the autobahn and gotten home much faster, but what's the fun in



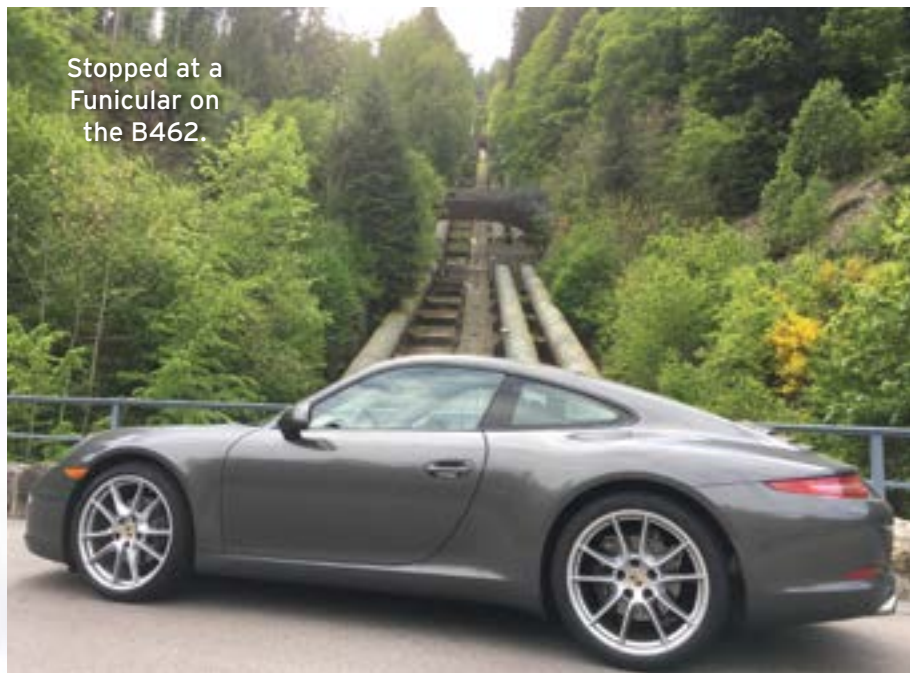
that? Plus, there was one more road on my list to explore. The lure of a squiggly line on Google Maps can be hard to resist, so my path home started on the L79 east back to the B462. This road, little more than one lane, was in an uncharacteristically poor condition. The pavement was rough and pockmarked by potholes and patches. It held tight to a rock wall on one side dropping off a cliff to the other. Not as crowded as previous roads (and for good reason), I still cautiously and slowly made my way around many blind corners for fear of meeting an unexpected vehicle in my lane. It reminded me of winding up the road along the edge of Lake Como in Italy a couple of summers ago, just without the clapped-out Fiats.

From its terminus at the B462, it's about another hour home through the forest and along the vast farm pastures to the east before picking up the A81 to the A8 for the final stretch. I didn't keep track of the mileage but in all, I was out for about 5 hours on this last trip; quality seat time in some of the most beautiful country in the world. We look forward to continued easing of restrictions and a return to being able to travel further. Hopefully, some of the cancelled events of this spring and summer will return again in the near future.

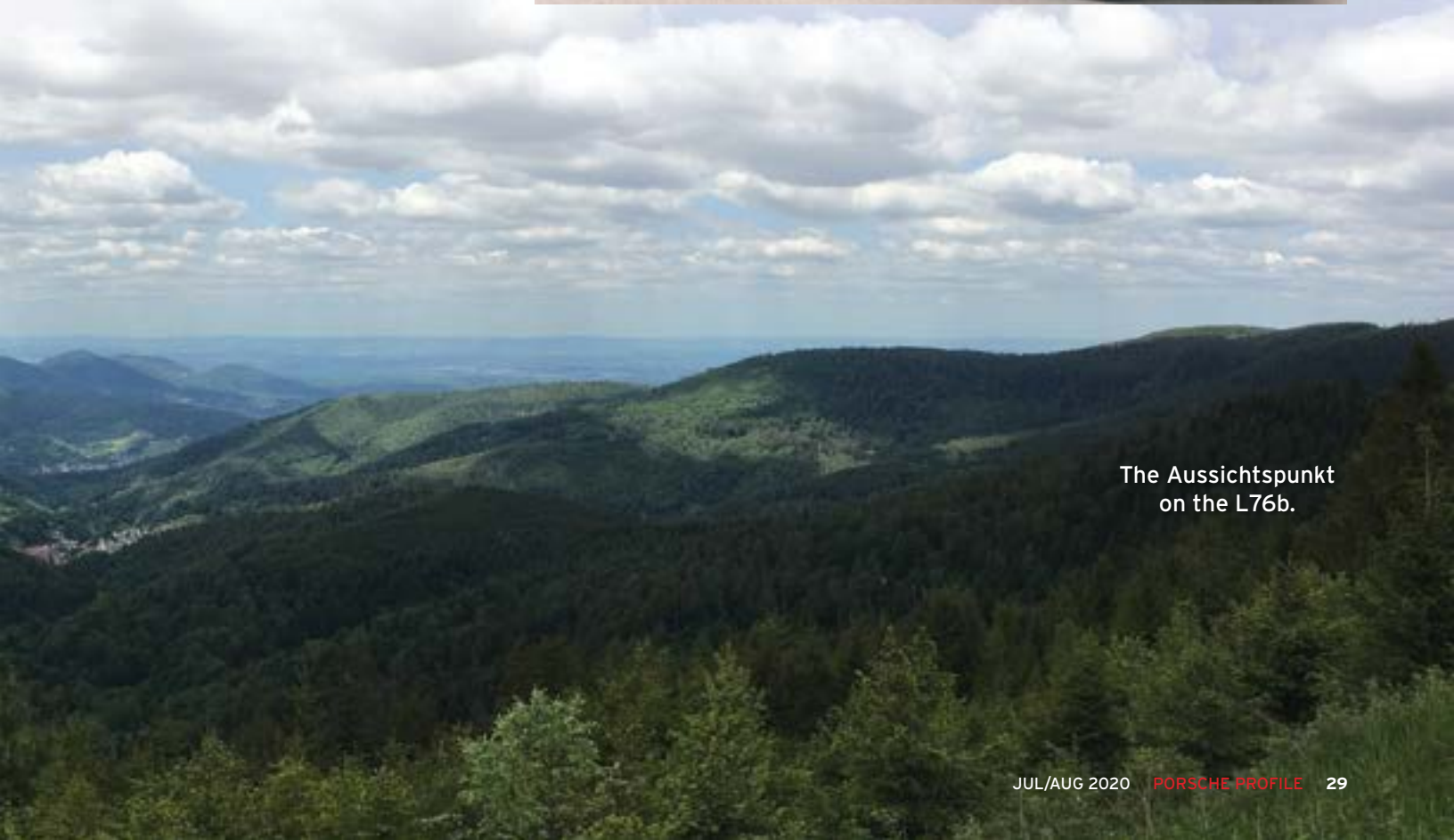
Happy Motoring. ■



Looking down a Black Forest road.



Stopped at a Funicular on the B462.



The Aussichtspunkt on the L76b.

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Porsche Mourns the Death of Hans Mezger

The legendary engineer died on June 10, 2020 at the age of 90.

Courtesy of The Porsche Newsroom, a service of Porsche Communication.

Porsche owes him not only the Porsche 911's air-cooled, six-cylinder boxer engine but also the overall construction of the 917 and its twelve-cylinder engine as well as his creation of the TAG Turbo Formula One engine. For more than three decades, Hans Mezger was responsible for Porsche's most successful racing cars and engines. "The news of his death represents a very sad loss for us. Our thoughts are with his family," says Michael Steiner, Member of the Executive Board, Research and Development. "We thank Hans Mezger for his extraordinary engineering achievements, which he has done for motorsport in general and for Porsche in particular. His innovations for our series sports cars will remain unforgotten forever."

Hans Mezger was born on November 18, 1929 in Ottmarsheim, a small village near Ludwigsburg on the outskirts of Stuttgart. The youngest of five children, his parents ran a country inn. Art and culture were very important to the Mezger household. From an early age, aeroplanes and flying also fascinated the young Hans, and he occasionally undertook a trip to Kirchheim/Teck with a group of gliding enthusiasts from his neighborhood.

Mezger continued his grammar school studies in Besigheim through the 6th grade, then followed by German A-levels in Ludwigsburg. "In 1946, I experienced my very first car race. It was at Hockenheim where old pre-war race cars lined up, along with Hans Stuck, whom I photographed with my old camera," Hans Mezger described his first motorsport experience.

He joined Porsche on October 1, 1956 in the calculation department. Things then began happening one after the other. Hans Mezger gained his first experience with the four camshaft engine Type 547, developed a formula for calculating cam profiles and became part of Porsche's first Formula 1 project in 1960. He was involved in the development of the 1.5-litre eight-cylinder Type 753 as well as the corresponding chassis of the 804. "On this Formula 1 project I also learned a lot about the design of combustion chambers. This also directly

benefited the design of the 6-cylinder boxer engine for the later 901/911. Ferry Porsche, with his visionary leadership of the company, his human qualities, dignity and great dedication, became my role model. I wholeheartedly shared his philosophy of racing in order to build the best sports car for the road, was impressive and had a lasting impact on myself and my work during the entire period I spent at the company," he reported from that early era at Porsche.

His career included designing the world-famous "Mezger engine" for the 901 and 911 in the early 1960s. In 1965 Mezger was promoted to head of the department for race car design initiated by Ferdinand Piëch. This department was

in 1968. With the 917, the first overall victory for Porsche at Le Mans was now finally possible, and once again Ferdinand Piëch relied on the skilfulness of Hans Mezger, who was responsible for the overall construction of the vehicle and its 12-cylinder engine. For the first time, turbocharging was successfully given a responsiveness that allowed racing cars and series-production vehicles to be used on all race tracks and public roads. A technology that makes Porsche a pioneer in this field and Mezger and his team brought to series production in 1974 in the form of the 911 Turbo. Many other victorious developments followed: for the 24 Hours of Le Mans, the World Sportscar Championship and the US Indy series.



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the key to a new quality and dynamism in motorsport for Porsche. It was an exciting, fascinating time in the mid-1960s. "Sometimes we also worked around the clock – like in 1965 when we created the Ollon-Villars Bergspyder in just 24 days and shortly thereafter the 910." With its construction of a tubular frame, fibreglass body and design for new Formula 1 tyre technology, it became the blueprint for all the race cars that were built in the years to follow.

Porsche also relied on this design principle for the development of the 917

His commitment to Porsche has made him reject all offers from other manufacturers throughout his career and he still owned his 911 Carrera 3.0 in Grand Prix white – a coveted Porsche classic which has "his" engine. His loyalty and connection to Porsche was unbroken. He was available to journalists, technicians and interested fans as a discussion partner. The Porsche Museum hosted a celebration for his 90th birthday with family, friends and former companions. He accompanied Porsche at events, trade fairs and festivities until the very end. ■



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By Kirsten Eggert, Suncoast Competition Director. Photos by Kirsten and Jerry Eggert.

2020 Autocross: June 14th, Brooksville Tampa Bay Regional Airport

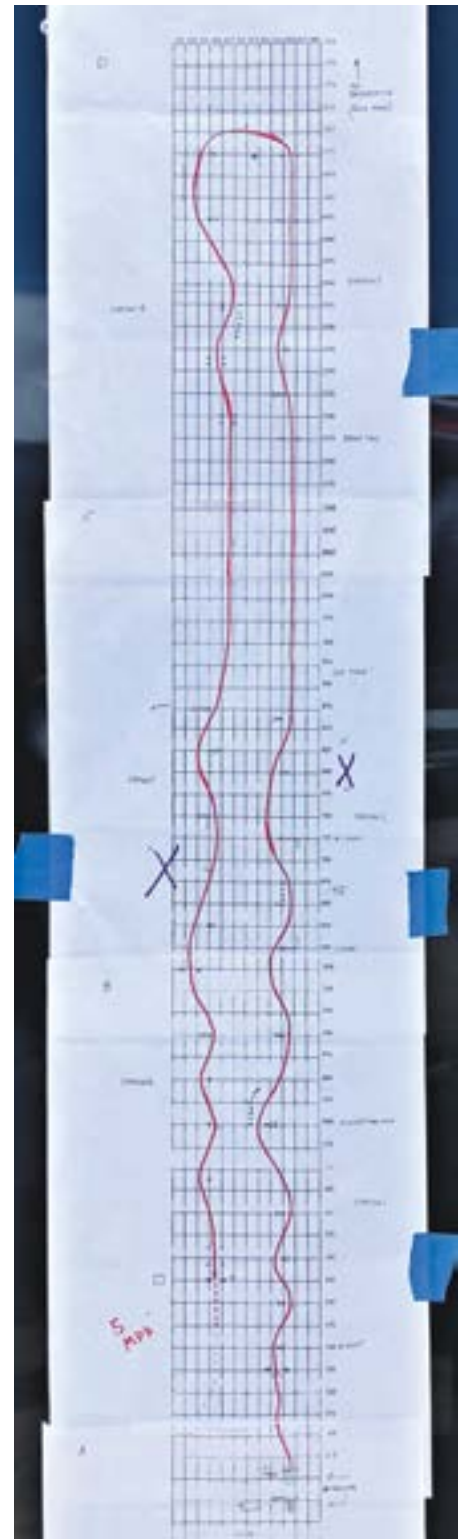
After a 3-month hiatus, Suncoast PCA Autocross 2020 season came back to action on Sunday, June 14th. Kirsten and Jerry Eggert hosted the Suncoast Autocross #3 at the Brooksville Tampa Bay Regional Airport. Thanks to Pem-Air for allowing us to continue on the west runway for the event and to Kevin Seus with Reeves Porsche of Tampa, for sponsoring breakfast and attending all day to volunteer and shuttle folks to—from worker stations in a beautiful new Macan! Please continue to support our local dealers and sponsors.

In preparation of 5 months being away from the venue, Bill Sumansky, Jerry, and

our youngest son, Andrew, cleared about 1 mile of overgrown runway on the Friday before the event. This provided a much more comfortable and safe condition for the drivers and the workers. Andrew turns 16 this July, so he will be joining us in the Juniors Program in time for the remaining fall and winter events.

Everyone was ready to exercise their cars again as we very quickly reached maximum registration. We did our best to provide PCA members registration priority during the first two weeks of opening. There were 17 “other” drivers still on the waiting list at closing. As a reminder for future events,

Continued on p35



Autocross June 2020 Track Map.



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please be sure to register and pay early to confirm your spot on the roster, as the waiting list will open up the final week of registration.

Safety was of utmost importance. Rules of the airport were reminded at check-in, and the new PCA communicable disease waiver and liability waivers were signed by all drivers and guests. Social distancing signs were posted throughout the venue, and a portable hand-washing station and plenty of hand sanitizers, wipes, disinfectant, masks, and disposable gloves were readily available throughout the day. Self-guided track walk and no in-car

instruction was allowed in order to help maintain social distancing measures.

The third time's a charm, as the weather was finally on our side! Both January and February events challenged our wet track skills, but Sunday was sunny and just a bit warm. There were 52 drivers who braved the sun and heat on a very fast and hot runway. Cory Corona took FTD in his M-02 Class 2006 Cayman S with a final blazing run of 38.668. The next fastest was a 2020 Supra driven by David Marcus with a 40.663. A 2-second spread from 1st to 2nd fastest time is a huge margin in autocross! We had a good showing of Porsche cars—

28 drivers—but unfortunately 11 Porsche cancellations. We would love to see 50 Porsches out at the final season events, September–December.

For all results including YTD point status and future event dates, please continue to visit suncoastpca.org. Thank you to all who continue to volunteer to make these events successful, fun, and safe! We hope everyone has a great summer. Stay healthy, and we look forward to seeing you again at the September 13th Suncoast Autocross #4 at the Venice Airport Festival Grounds. Registration will open August 13th, so mark your calendars! ■

PCA AUTOCROSS 2020

Class	#	Last	First	Car	Car	8/14/2020 Best Time	overall place
M02	50	Corona	Cory	2006	Cayman S	38.668	1
XS	197	Marcus	David	2020	Supra	40.663	2
XS	513	Shader	Kyle	1996	Miata	40.752	3
Expert	5	Shields	Dan	2004	Carrera	40.753	4
XS	97	Marcus	Laura	2020	Supra	40.799	5
BMW	22	Sherlock	Andrew	2017	M240i	40.816	6
P05	28	Sumansky	Bill	2004	Boxster S	41.246	7
XS	25	Mulchi	Dan	2014	CORVETTE	41.286	8
S05	60	Saubert	Zac	2007	Boxster	41.620	9
XS	2	Williams	Aaron	1991	Miata	41.684	10
BMW	46	Wright	Donald	2006	Z4 3.0si	41.778	11
XS	21	Smith	Andrew	1990	Miata	41.953	12
XS	125	Byram	Tod	2005	s2000	41.986	13
XS	713	Wong	Andrew	2000	Integra	42.076	14
S06	777	Cassidy	Bill	2018	718	42.080	15
P06	10	Swope	Russell	2000	996	42.563	16
P06	30	Alaisa	Rene	2009	Boxster S	42.795	17
XS	300	Flores	Jorge	2013	370z	43.202	18
XS	731	Baron	Chris	2007	R08	43.368	19
XS	78	Brannon	Joe	2004	Corvette	43.388	20
I02L	48	Eggert	Kirsten	2003	BoxsterS	43.442	21
XS	86	Schroeder	Robert	2003	Focus SVT	43.511	22
XS	161	Juarbe-Diaz	Soraya	2008	Fit Sport	43.627	23
BMW	163	Southard	Mike	1999	Miata	43.671	24
I02	49	Eggert	Jerry	2003	BoxsterS	43.733	25
S06L	15	Shields	Sharron	2004	911	44.260	26
XS	9	Lofredo	Doug	2002	S2000	44.403	27
BMW	17	Merideth	Gary	2011	M3	44.676	28
XS	3	Carlascio	Angela	2017	Civic Type R	44.678	29
S05	12	Tamandii	Bob	2003	Boxster S	44.810	30
P05	74	Smith	Tracy	2001	Boxster S	44.889	31
BMW	172	Wagenfohr	Carl	2006	M Roadster	44.918	32
XS	525	Tuerff	Ken	2000	Beetle	45.411	33
S06	7	Barrett	Mark	2007	Cayman S	45.435	34
XS	178	Sawyer	Thomas		Miata	45.789	35
P06	52	Bernard	Scott	2012	911	46.026	36
S06	90	Hamil	Maury	2018	Cayman	46.236	37
XR	27	Lacorazza	Augie	2019	Corvette	46.594	38
P05L	82	Lewis	Tori	2004	Boxster S	47.261	39
P06L	111	Smith	Karen	2008	Carrera	47.681	40
P03	79	Pringle	Keith	1979	911SC	47.717	41
BMW	928	Treat	Jairus	2006	Z4	47.979	42
BMW	56	Shinabargar	Codey	1999	328ic	48.761	43
S06	449	Cross	Don	2008	Boxster S	49.232	44
XS	87	Tuerff	Vanessa	2000	Beetle	50.350	45
XS	511	Corona	Casey	2011	370z	51.317	46
S07	53	Crossley	Craig	2019	GTS	52.485	47
P01	912	Kwasin	Mike	1969	912	54.687	48
XS	88	Arnold	Trevor	1988	300zx	56.034	49
P03	360	Slone	Richard	1985	911 Carrera	59.825	50
S01L	55	Toro	Ana	2014	911 Carrera	61.726	51



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Bill Cassidy receiving his award at a distance.



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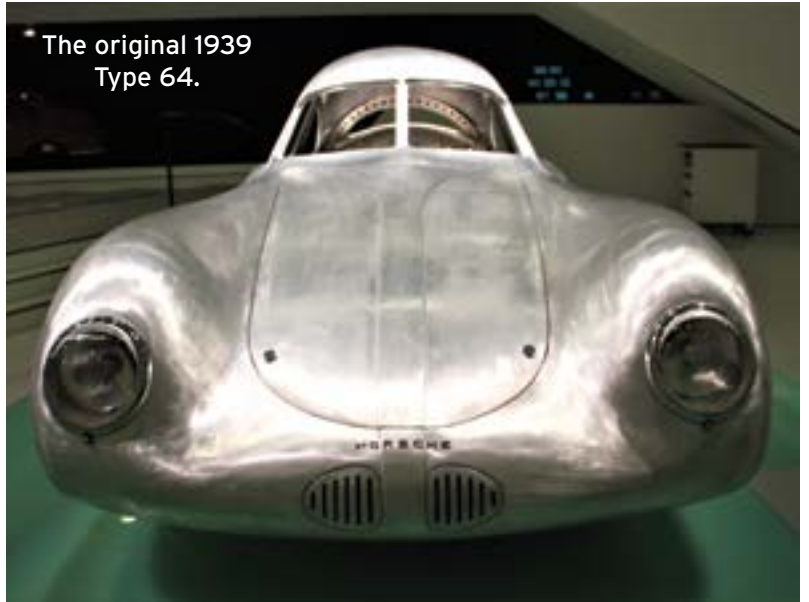


Porsche Museum Stuttgart and Freiberg Restoration Shop

Photos by Norm Sippel



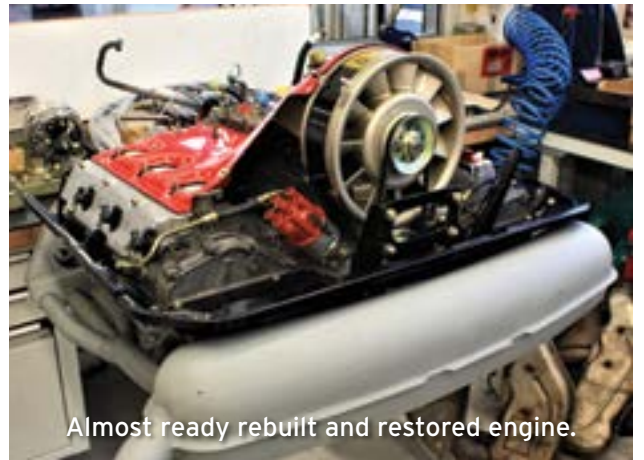
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Contact Amy Riches, Chief Track Instructor, at Fastgt3@gmail.com or Denise Remus, DE Registrar, at deregistrar@suncoastpca.org



2020 AUTOCROSS

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- September 13..... Venice Airport
- October 4..... Brooksville
- November 8..... Venice Airport
- December 6..... Brooksville

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





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

What To Do In Quarantine

These are difficult times throughout America and our Porsche activities have taken a back seat to the need to stay safe and protect ourselves, our friends, and our families. Hopefully, things will improve soon. Meanwhile, we can take solace in working on our cars, spending more time with family, and planning for future activities.

As you have seen, our first post-lockdown event was the May 23-24 DE. Thanks to Lyndon Fox of MotorImages.com for his photos. Everyone is looking forward to the next one and, for some of us, to the next Autocross or tour or rally.

Ed and Kathy Rossiter have some places up and down the Suncoast lined up for breakfasts. We'll start with outdoor settings. And, he plans to have them in convenient locations so everyone gets an opportunity to eat and chat with fellow Porscheophiles on a regular basis. Watch for announcements in these pages, on our website, and in eBlasts.

In lieu of long drives in recent months, many have taken to fast drives on the computer, like PCA Sim Racing for example. You may remember Paul Bienick's article in the July/August 2019 issue of *Profile* on pages 21-23. Since that time other Suncoast members have begun to participate too. Christian Rava is one of them. In an upcoming issue he'll talk about how he got involved in it.

Speaking of how we get involved in things, all of us had "Ah, ha!" moments

that brought us to this point in PCA. What were yours? I'd like to hear from as many of you as possible. Tell us what brought you to Suncoast PCA? Email me your response and I'll compile and publish it in a future issue.

As some of you know, I spent many years driving and racing vintage European sports cars. My first would have been a 1965 Porsche Cabriolet. Unfortunately, the company I had just begun working at went out on strike for a few months right after I put a deposit on the "Cab." My mustering out money from the military that was going to pay for the car only lasted so long and before the Cab arrived on these shores, I had to cancel the order and for \$2,000 less, switch to the first of four MGB's that I had over the years. Everything was analog. And, gauges were simple Smiths devices.

In recent years, I have seen dramatic changes in instrumentation including a Buick Riviera I had as a test car in 1986 that had a heads-up display and a complicated touch-screen control system that was at the bottom center of the dashboard. (NOT safe.) But, none of those evolutionary changes could prepare me for the "Glass Cockpit" of Penny's new Macan S. (So, can I play video games on it too? Wow!) But, even this is evolutionary. In 5 years as EV's will become dominant, will AI take over? I hope not. While I haven't owned a stick-

shift car since I sold the last of my race cars, PDK does work better. But, are PDK and the semi-autonomous controls, like adaptive cruise control and lane-change assist, the first steps to total autonomy? We'll see.

What effect will the Covid-19 have on media? Well, in some ways it will likely kill more print media. As an example, the new issue of an international magazine for which I was Associate Publisher a few years ago arrived yesterday and it had fewer ad pages than this issue of *Profile*. And, in total pages it was only 24 pages larger than our March/April issue. A sad state of affairs for a publication that has been with us for 38 years! Meanwhile, time spent while isolated binging on TV, streaming shows, and listening to podcasts has increased tremendously. One thing remains constant in all—the increasing involvement of the audience. And, that is but one reason we have been bringing more links to videos into *Profile*. So, the next time you go on a Suncoast tour or rally, do a DE or AX, please send me a link to where you post it. Let's share the action. ■

Until next time,...




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PARTS - 3.4 L Cayman S Engine for Parts or Rebuild. Disassembled. With bad crankshaft. All parts are from the running engine. Engine

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

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Cover 3	\$1285
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PUBLICATION SCHEDULE

Jan/Feb, Mar/Apr, May/June, July/Aug, Sept/Oct, Nov/Dec

PAYMENT

Invoices will be sent in November. Payments are due by January 31. Any account unpaid by March 31 will have their ads dropped from future issues and will be responsible for payment for ads in issues already run. Cancellations must be made in writing by the 15th day of the month preceding cover date, i.e. by December 15 for Jan/Feb issue. Ads run for a partial year will be invoiced on a 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

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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.

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Web site at www.SuncoastPCA.org

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