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Profile

JAN/FEB 2021

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PORSCHE Profile

JAN/FEB 2021 (ISSUE 21.1)

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ON THE COVER - Photo by Norm Sippel.

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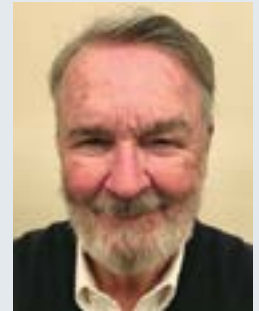
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Looking Forward to 2021!

So long 2020. Welcome 2021! With a sense of relief, we say goodbye to 2020, a very difficult year. Sadly, after the last President's message was written, we had to cancel all indoor gatherings, including the annual Gala event, due to increased cases of coronavirus. To protect the health and safety of all members, we will continue to follow CDC guidelines and limit social gatherings to outdoor settings. The good news is that we are able to resume driving activities. The Autocross and Drivers Education (DE) schedules are already in place for 2021 and your Tour and Rally masters are busy planning interesting adventures for you!

In November, membership voted to approve the Bylaw modifications as proposed by the Board of Directors. The revised bylaws included changes in the number of Board members and their roles. Your 2021 Board of Directors and Committee Chairs are listed on page 4. We're so lucky to have such dedicated, enthusiastic and talented individuals willing to serve in these leadership roles. We welcome Hugh McIlrevey to the Board, who will be serving as our new Treasurer. A big thank you to Paul Auger, our former Treasurer, for all the great work he's done this past year to keep our finances in order—not an easy task. And special thanks to David White, who has served for two years as Safety Director, always making sure we had the correct procedures in place to maintain the highest levels of safety and

the documentation needed to obtain PCA insurance. Pete Vosotas will now serve as Safety Director, in addition to his role as Tech Chair for our DE program. Three roles have transitioned to Committee Chairs, with the same great leadership in place: Jim Hoey will continue as Rally Master, Paul Bienick as Webmaster, and Josh Breckeen as PCA Club Race Chair.

Happy 60th Anniversary to the Suncoast Region Porsche Club of America! It's been 60 years since a small group of Porsche enthusiasts met in January 1961 to create the initial charter request and bylaws for the region. Edward McDowell was the first president. The original charter, dated March 1961, defined Suncoast Region's area as the counties of Collier, Lee, Charlotte, DeSoto, Sarasota, Manatee, Hardee, Polk, Hillsborough, Pinellas, Pasco, Hernando, and Citrus. The Articles of Incorporation, identifying Suncoast Region Porsche Club of America, Inc., as a not-for-profit corporation, were filed with the State of Florida on October 2, 1973, and named Geoffrey Browne as President, Brooke Ballagh as Vice President, Ramona Koch as Secretary, and Gus Koch as Treasurer.

A lot has happened since the early days of the Suncoast Region. I know you've all enjoyed reading Tom Brist's "The Way It Was" columns sharing highlights from

throughout the years. My hope is that Tom and some of our region's other amazing historians will share similar stories in upcoming Profile issues. We'll also share interesting facts from "Then" to "Now." The Board of Directors made the decision to delay the 2020 Awards until we could present them to the worthy recipients in person. We're optimistic this could occur sometime in mid-2021 along with our 60th Anniversary celebration, however we won't be able to finalize plans until we know for sure when we can host a large gathering.

On a personal note, Pat and I want to thank you for all the prayers and well wishes for our son. As I write this column, I'm once again back in Dallas, trying to help him as he struggles to recover from COVID-19 complications. My Ph.D in nursing is coming in handy as we navigate a completely overwhelmed health care system to search for answers and a plan of care. The virus has taken an awful toll on our previously healthy, 38-year-old son. It's been 5 weeks since his hospital discharge and he has yet to regain enough strength to leave the house without a wheelchair. Please, please stay safe and take care of you and yours. ■



Denise



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PORSCHE

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.

2021 DATES

- January 24..... Autocross , Brooksville Tampa Bay Regional Airport
February 4-7..... 28th Annual 48 Hours at Sebring , includes Saturday Club Challenge Autocross (Volunteers Needed)
February 27 Tour, View the Historical Past, 356 Concours, at Howie-in-the-Hills (See article in this issue)
March 28..... Autocross, Brooksville Tampa Bay Regional Airport
April 18..... Autocross, Venice Airport Festival Grounds
May 16 Autocross, Brooksville Tampa Bay Regional Airport
July 11 - 17 65th Porsche Parade - French Lick, IN See: <https://www.porscheparade.org>
Registration will be February 10 beginning precisely at 12:00 NOON EST. This is the 1st phase of registration for Parade and the hotel (Note: There will again be two hotels.)
September 11 Autocross, at Sebring with Gold Coast (Suncoast points event)
October 24 Autocross, Brooksville Tampa Bay Regional Airport
November 7 Autocross, Venice Airport Festival Grounds
December 12..... Autocross, Brooksville Tampa Bay Regional Airport (2021 Awards)

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). ALSO see page 46 of Sept/Oct issue re. signing waivers.

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

Suncoast PCA 2021 DE Events

All events at Sebring International Raceway.

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

January 9 - 10 | March 5, 6, 7 | May 22 - 23 | June 26 - 27
September 11 - 12 | October 9 - 10 | November 19, 20, 21

2021 BOARD MEETING SCHEDULE

Members are welcome to attend. If you would like to be part of a Zoom call, please contact one of the officers for instructions. Second Tuesday of each month, except January and July as noted below.

All will be via Zoom until further notice.

January 16 - Strategic Planning | February 9 | March 9 | April 13 | May 11 | June 8
July - no meeting | August 10 | September 14 | October 12 | November 9 | December 14

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40 YEAR ANNIVERSARY

Anthony A. Bonanni & Anthony Bonanni

35 YEAR ANNIVERSARY

William R. & Gloria Lessig

30 YEAR ANNIVERSARY

Garth S. Jones & Heather Jenkins

Ugo & Margaret Mantovani

Robert A. & Nel Quarles

Keep & Dottie Morse

25 YEAR ANNIVERSARY

Edward E. & Karen Bratton

William Stover

20 YEAR ANNIVERSARY

Patrick C. Siemion

Robert P. & Joyce Tone

15 YEAR ANNIVERSARY

Kurt R. & Sandy Moore

Robert J. & Leslie Jacobs

John A. Lenhart & Faith Griffin

Bruce E. Hinson & Roberta Farley

Norman M. Wade & Susan Gear

William L. & Patricia Cotsworth

Steven E. & Clark Hepworth

10 YEAR ANNIVERSARY

Spiro S. Mavromates

Hans-Joachim & LaDonna Krenz

Richard D. Ivester

Stephen E. & Carly Hopwood

Rashid A. & Yvette Montsho

John Russell & Chyrissa Tabone

William D. Zielke

5 YEAR ANNIVERSARY

Thomas & Jennifer Manger

Craig & Stacie Rennick

Wes Rozan

Marshall & Lilian Burnette

Lynne & Nelson Steiner

Graham Maguire & Toni Gibbons

Mac & Gail McDonnell

Jack Holzmann

Ken & Fiona Brooks

Michael & Jody O'Brien

Dick & Linda Dickinson

Joshua Breckeen

STARTING LINE

Larry Mendez, Membership Chair

JANUARY/FEBRUARY Welcome our newest members:

William Bell, II	Hudson	2006 911 Carrera S Cab Black
Dale Bergman	St Pete Beach	2002 Boxster Arctic Silver
Brad & Ramona Billings	St. Petersburg	2003 Boxster S
Greg Buhler	Naples	2012 Cayman R Black
Arthur Clode	Sarasota	2017 Macan GTS White
John Cornacchia	Land O Lakes	2013 Boxster Black
Robert Costin & Mona Croan	Osprey	2017 911 Carrera 4S Cab White
Johnny Crane	Indian Rocks Beach	2020 911 Carrera 4S Chalk
Michael DeGeorge	Ruskin	2007 911 Carrera S Cab Cobalt Blue
Ernest & Michelle Digiovanni	Odessa	2019 911 Carrera T Racing Yellow
Michael Ferris	Lithia	2004 911 Carrera 4S Silver
Scott Kilbourne	Tampa	2005 Cayenne Turbo Silver
Eric Leightner	St Petersburg	2020 Cayenne E-Hybrid Midnight Blue
Bryan Leist	Palm Harbor	2019 718 Cayman Red
Cleo Lowe	Osprey	2019 911 Targa 4 GTS Grey
Brian McCann	Parrish	2015 911 Carrera S Cab Black
Richard Olsen	Palm Harbor	2000 Boxster S Blue
Ricardo Ortiz	Odessa	2003 911 Carrera Silver
Neil Phillips	Sarasota	2020 Panamera 4S White
Nelson Steiner	St. Petersburg	2020 718 Cayman GT4 Red
Peter Stelian	Sarasota	2006 911 Carrera Cab Blue
Michael Vivio	Saint Petersburg	2017 911 Carrera Black
Nicholas Vretta	Tampa	1999 Boxster Artic Silver
Joshua Wingard	Valrico	2006 Cayman S Blue
John Accardi	St. Petersburg	2011 Carrara GTS Cab Black Metallic
Harley Bascom	Parrish	2017 Macan Silver
Christopher Berry	Parkland	2018 911 GT2 RS Silver/Black
Robert Burnett	St. Petersburg	2018 911 Carrera White Metallic
Charles Clack	Osprey	2004 911 Turbo Cabriolet Black
John Connell	Tierra Verde	2003 Boxster White
Alejandro Diego	Lutz	2021 Cayenne Carrara White Metallic
Greg & Geneva Domantay	Bend	
Evan Enisman	Coral Springs	1987 944 Turbo
Ray Franzen	Venice	2012 911 Carrera S Cabriolet Black
Alan Hannifin	Sarasota	2010 Carrera Cab Ruby Red Metallic
Matthew Hasting	Tampa	2016 Cayman GT4
John Hoenemeyer	Tampa	2002 911 Turbo Black
Robert Hudgens	Sarasota	2018 718 Cayman GTS Red
Richard & Janis Korody	North Port	2014 Cayman Red
Marco Leon	Weston	2018 718 Cayman Graphite Blue
Eric McCoy	Winter Haven	2011 Cayman S Green/Blk
Kraig Mclvor	Port Charlotte	2006 911 Carrera Black
Dinesh & Nayana Patel	St. Petersburg	2016 Cayenne GTS
Robert Ponte	St Petersburg	2021 911 Turbo S Cab Carmine Red
Brandon & Kait Scheele	Tampa	2006 Cayman S Dark Blue
Ramy Wahba	Belleair Beach	2015 911 Carrera GTS Cab White
Daniel Westawski	Sarasota	2015 Cayenne S E-Hybrid Purpurite Metal

Primary Members: 1,739 Affiliate Members: 1000 Total Members: 2,739

Dateline 1999: Allen and Vivian Reeves are Inducted into the Hall of Fame

A reprint from the March 1999 issue of Porsche Profile. Original story by Brad and Micki Camp. Photos by Brad Camp.

It was a cold and blustery day in Germany in 1954 as a young American couple shopped for groceries at their Air Force commissary. They were childhood sweethearts from Charleston, and were in Germany where he was in the Air Force and she was an employee of the Department of Defense. After shopping, he helped his bride into the back seat of a VW Beetle taxi with the groceries, then he climbed into the front passenger seat. A former college football player, he expended some effort stuffing his 6'4" frame into the taxi. As the taxi driver pulled away, Allen, with his knees up under his chin told his wife, Vivian, "When we get back to the States I'll never get back into one of these damn little Volkswagens." Over the last 45 years Allen Reeves, founder and owner of Reeves Import Motorcars, has eaten those words many times over, much to his and our delight.

After returning to the States in 1955, the Reeveses came to Florida to visit Vivian's half-brothers who were in the car business. Allen had accepted a job at the Pentagon, which he planned to begin after their week in Florida; however, after three days in Tampa, he called the Pentagon to notify them of his decision to enter the automobile business with his wife's family. With \$326 in their pockets, they began pursuing their dream.

During the following fifteen years, Allen worked in partnership with one of Vivian's brothers selling used cars, while Vivian's primary responsibility was caring for their two children. Allen later became General Sales Manager for Lindell Volkswagen after his partner entered the real estate business full-time. In April 1972, the Reeveses were presented with an exciting and challenging new opportunity; Allen received an offer to buy into Birdsong Volkswagen on North Florida Avenue. Allen and Vivian began an unrelenting effort to obtain financing for their new endeavor. Eventually they



borrowed the money to buy into Birdsong using their home as collateral.

The Reeveses' vision didn't end with the Volkswagen dealership. In August of the same year, Reeves and Birdsong bought the Porsche+Audi franchise, which at that time was on East Hillsborough Avenue. In 1974, they bought the BMW franchise, which initially shared their only showroom with VW. Expansion continued at the North Florida Avenue location in 1976, when they acquired Subaru, and obtained permission to move Porsche+Audi to the North Florida location. They built a new

showroom for Porsche, Audi and BMW, and moved Subaru into the VW showroom. In 1979 Allen and Vivian became sole proprietors of the dealership. After having done business for seven years with two showrooms and combined service departments, the Reeveses opened a separate BMW service facility; by 1984 they were running two shifts at that facility. It was also in that year that Vivian, after raising their children, became more active at the dealership, becoming General Manager, the position that she holds today. The Reeveses have continued to improve and enlarge

Allen and Vivian Reeves

...we salute you!

Text by Brad and Micki Camp
Photos by Brad Camp

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—Vivian Reeves

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"I know things fall through the cracks, but we always try to make it right."
—Allen Reeves

Vivian, after raising their children, became more active at the dealership, becoming General Manager, the position that she holds today. The Reeveses have continued to improve and enlarge their facilities, including the building of an award-winning BMW showroom in 1986 that was designed by our own Gerry Curtis. A Hummer franchise was added in 1992, a new Land Rover facility was completed in 1997, and new Audi and Hummer facilities are now nearing completion.

members. Reeves Import Motorcars (Porsche Dealer Number 911) is the only Porsche dealer to win the Premier Dealer Award for 14 years, every year since its inception. The Reeves Porsche Customer Service Rating this year was 100%!

Allen and Vivian love their children and grandchildren and are understandably proud of them. Their daughter, Kimberly, has been active at the dealership for many years. Kim was top salesperson for 10 years, and now is Sales-Training Manager. Their son, Allen, is proprietor of The Rock, a not-for-profit Christian restaurant in Ybor City. His restaurant was recently named one of the top ten new Bay Area restaurants by the St. Petersburg Times.

Despite the demands of their business, the Reeveses also find time to give their considerable talents and financial support to numerous Tampa Bay charities and worthy organizations, including the Children's Home, Metropolitan Ministries, Boys' and Girls' Clubs, Project Return, United Way and many others.

Allen and Vivian have always supported the Suncoast Region in every way. In fact, there would probably be no Suncoast Driver's Education without their help. They have recently been honored by their induction into the Suncoast Region PCA Driver's Education Hall of Fame. We, the members of Suncoast Region PCA, feel honored to have this opportunity to thank Allen and Vivian Reeves for their support and friendship!

[We thank Gerry Curtis and Steve Gaglione for their help in preparing this salute to the Reeveses.]

March 1999 13

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The Reeveses' passionate commitment to customer satisfaction has contributed to the dramatic growth of Reeves Import Motorcars. Allen and Vivian believe that customer satisfaction isn't just a program or a slogan—it's their way of doing business. Allen noted, "I know things fall through the cracks, but we always try to make it right." Vivian or Allen personally read all customer satisfaction comments, and Vivian interviews prospective employees to evaluate their ability to meet the Reeveses' service standards. Indeed, Reeves enjoys a hard-earned reputation in the community for excellence in customer satisfaction across their product lines. For example, Reeves has been in the BMW President's Club for three out of the last four years with a 97%

CSI (customer service index) rating, placing them in the top 5% of BMW dealers. Their Land Rover customer service rating is over 99%, number one in the country. Reeves was just named the top Hummer dealer in the world! And most important to Suncoast Region members, Reeves Import Motorcars (Porsche Dealer Number 911) is the only Porsche dealer to win the Premier Dealer Award for 14 years, every year since its inception. The Reeves Porsche Customer

"We came to Tampa with \$326 in our pockets - we thought that was a lot of money!"

—Vivian Reeves

Service Rating this year was 100%!

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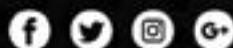
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PHOTO OF THE MONTH

By George Wienhold, Profile Photo Editor



Unmistakable Lines

As we all head into the New Year 2021, a look back on the past 10 months has been a most trying time for all of us. I do hope that you trudged through as well as you possibly could.

The one thing that I did notice was that the creativity as well as the overall quality of images that I receive is getting better and more diverse. You all are making my job more difficult to select an image for Photo of the Month and I want to thank you for that. Keep up the good work, it shows.



All which brings this month's POM from Jade Waltz out of Lakeland, FL. What caught my eye is the classic lines of both his Basalt Black 996 4S and the delightful bold lines of the Frank Lloyd Wright building at Florida Southern College in Lakeland. Either could not be mistaken for what they are. I liked the high angle of view on his 996 4S and how the light shows off the curves on his Porsche and the mixed lighting of the building, it is a very good combination that works for this image, not

mention that the exposure is spot on. It is a difficult task with the highlights and that of his black Porsche. This image is pretty much as was sent with a minimum of post-production.

As usual, thanks to everyone that submits for the coveted Photo of the Month hat. Keep up the great imaging of our fantastic Porsches. Let's just hope that the year 2021 is a healthy one for all of us. Stay safe. ■

George

This is Warped!

First of all, Full Disclosure. I have a shop that specializes in the restoration of warped and delaminated Porsche panels. But that's not the point. I want to share with you many of the things that I've learned about this issue so, if/when you have it, it'll save you time and money, especially the latter.

What is it?

People refer to it as warped door panels and/or delaminating door panels, and that's a fair description of the problem.



Which cars are susceptible?

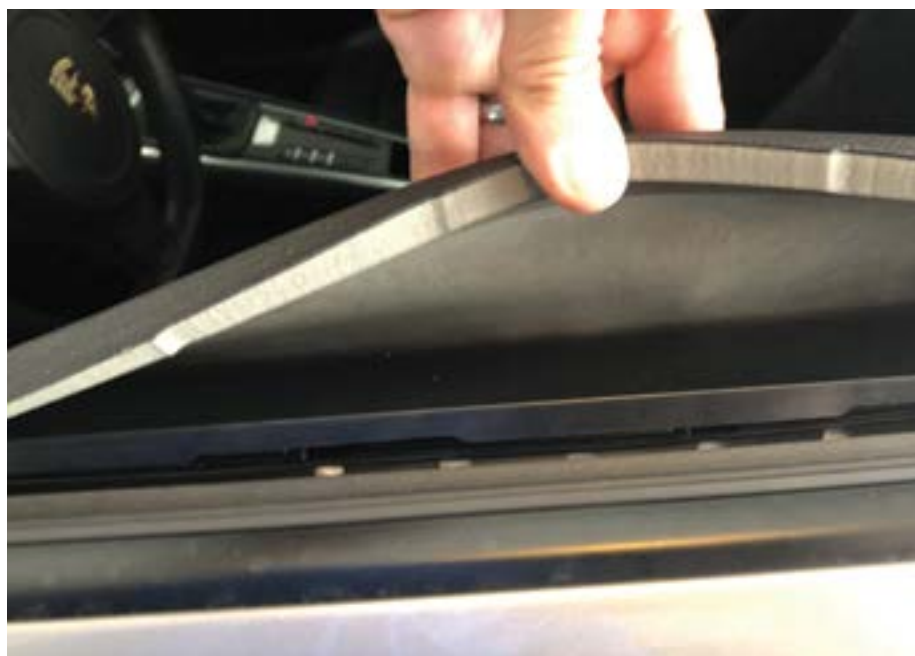
All Carrera models manufactured after 2012 (991 and 992), all Boxster and Cayman models manufactured after 2013 (981 and 718). To a lesser extent, we have also seen some Cayenne and Macans suffer the same fate.

Why does it happen and why is it so common?

Don't blame Porsche, this one wasn't their fault! At the turn of this century, German worker safety regulations (TRGS 610) required that solvent-based adhesives for floor coverings (carpets mostly) had to be changed to water-based dispersions to improve indoor air quality by the reduction of Volatile Organic Compounds (VOC).

Then in 2010, it was mandated that German auto makers could no longer use solvent-based adhesives anywhere in the cabin of their vehicles and the new regulation had them switch immediately (2011) to water-based ones.

But the door panels for the new upcoming models (991/992 and 981/718) were already being produced and the materials and fabrication procedures required the



very specialized adhesives they were using. Nevertheless they had to switch. Needless to say, the water-based adhesive is not the right one for those panels.

Exactly, what happens?

With age (6+ years), ambient heat and humidity, the water-based adhesives deteriorate and the "skin" of the door panel starts to separate (delaminate) from the door panel's plastic frame. It generally becomes obvious at the top rear portion of the panel, where the end-cap is located. This portion, which must allow the airbag to deploy in

case of a side impact, is perforated from the factory so it can tear if the airbag inflates. But as the "skin" becomes detached, it loses structural integrity and starts to tear with the expansion and contraction of daily temperature swings. Once this happens, the rest of the panel quickly starts to come off its base and bows upward (warping) along the top edge. With the "skin" off the base, the plastic base can and will warp (deform) with just the heat of the sun on a clear day. This is very unsightly on such beautiful cars.

At this time, the owner generally calls the dealer to inquire whether this is an issue

covered under warranty. After 4 years the answer is “No, it is not.”

How much to repair them?

The answer from the dealership is not what any owner wants to hear: “We do not repair them; we only replace them and the cost per panel varies between \$1,400 and \$2,400, give or take a few bucks” (plus labor). To make matters worse, the panels are replaced with OEM ones that will suffer the exact same fate in another half dozen years or so.

So the owner starts to think, heck with just a little glue--I'd better make that a strong glue or maybe even epoxy--I can fix that and save all that money.

My recommendation:

After having dealt with the aftermath of hundreds of botched DIY jobs, please don't do it. Don't do it because the foam that backs the leather or leatherette is very sensitive to most adhesives and can deteriorate to the point where it can't be restored.

Also, when DIY'ers see the detached perforated plastic, the logical reaction is to lather on a layer or two of the strongest epoxy they can find so it'll hold. Well, that's not good either, because the reason it's perforated is so that it can allow the airbag to save a life.



If it's epoxied in place, there will be issues with the airbag in case it has to deploy.

For us to repair a straight-up delamination, it's fairly straightforward, but before we can start to work on a panel that's been “repaired” previously, we need to remove all of the adhesive that was used and restore any missing foam material, which adds time and cost to the restoration. It's best, as in most things, to catch it early. The repair is less costly and quicker.

How is it repaired?

We developed our own procedures and tested multiple adhesives throughout many years and hundreds of panels.

We found out that the temperature inside a dark-colored door, parked for just 90



minutes in full sun, can reach upwards of 220°F, which makes most adhesives gooey and useless, so a specialized high-temp adhesive was sourced. But the adhesive should not damage the delicate inner foam, and that was another hurdle. Also, the plastic material used on the panel's base de-gasses in a way that negatively affects adhesion, so a primer and an adhesion promoter was also sourced.

The perforated part that tears also needs to be addressed. It has to be secured in a way that holds it in place permanently with the exception of a possible airbag deployment, when it needs to let the panel fold downward so the airbag can do its job.

Finally, the warping of the panel's substrate needs to be corrected to a very specific shape to fit the slightly curved contour of the door. This is done by warming up the panel and placing it in a custom jig overnight. This final process does two things: it cures the high-temp adhesives and it restores the original shape of the panel so it fits and looks like new again. By the way, we don't use water-based adhesives, so our repairs are permanent.

So, check your door panels and catch them when the delamination is just starting.

By the way, when one of them starts to delaminate, the other side has probably also started as well.

To learn more about door panel delamination/warping repair, please visit my website at: www.PedrosGarage.com. ■

Happy Porsche'ing, *Pedro*

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The background of the advertisement features a large, stylized logo for 'RENNHAUS' at the top center. The logo consists of a red and black checkered flag pattern above the letters 'RH' in a bold, black, sans-serif font, with 'RENNHAUS' written in a smaller, red, italicized font below it. The background also shows a wide-angle view of a racing track with several colorful race cars (red, blue, yellow, and white) on the track. A group of approximately 15 people, mostly men in dark blue polo shirts and some women in light-colored shirts, are standing in a line on a paved area in front of the track. The sky is blue with some clouds.

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By Jim Hoey

Finally... it's Rally Time Again!

We are going to run a (TSD) Time Speed Distance rally on Saturday, January 30. Our previously announced Gimmick Rally will be re-scheduled after all the COVID restrictions have been lifted. There are a few things to note about this rally: Social distancing will be observed; no inside venues will be used; and this is a re-boot of a TSD rally we ran a couple of years ago.

Back when we did this one, there was a learning curve to be climbed. The scoring system spreadsheet program was in its infancy and resulted in some errors in the results. We had actual checkpoints with

workers present; today we know how to use "Do It Yourself" checkpoints. Rally instructions were of one variety; now there will be two versions: a basic set with hints for beginners, and an advanced set for those who know how to successfully compete in a TSD rally.

Rallies have always had a driver's meeting and/or rally school preceding the start of the rally. Our rally schools have been inside, usually in a restaurant. We will change this due to the social distancing that

will be implemented. We are working on plans to hold these meeting at an outside location where everyone can be distanced

yet still hear the voices of an instructor or presenter. The same conditions will be considered for the rally endpoint.

Everyone can consider running this rally. With no indoor location being required, we can handle a greater number of cars. Check www.ClubReg.net for future details of this TSD rally. ■



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Events on the Horizon for 2021

While a lot of activities that would put groups of people in close proximity have been curtailed or postponed, the Social Committee has been busy, looking for the right type of event that will allow us to be somewhat together, while allowing those who are a little more skeptical of closeness, to spread out and keep the six-foot guideline in place.

We found that event at Keke's Breakfast Restaurant in Sarasota. Approximately 40 members and guests enjoyed breakfast at this new venue on Saturday, October 31st. Keke's is a chain of breakfast restaurants here in Florida and elsewhere, but the one on Clark Road in Sarasota is new. They were very accommodating to us, providing additional wait and kitchen staffing, and

giving a large area of parking for our exclusive use. They are sensitive to the needs of our group regarding social distancing wishes and providing three different areas in the restaurant to accommodate the group. One area that filled up quickly was a group of long tables, a second with booths, and a third social distancing area. All tables were sanitized prior to our arrival, and the staff maintained the masking guidelines as expected.

With the Christmas holiday in December, and with the anticipated travel plans of some of our members, plus the issue of standard time which makes sundown by 6:00 p.m., we have not attempted to plan any more events for 2020. The board of the Suncoast Porsche Club of America has

voted to suspend all indoor events for the near future. This complicates our efforts, and challenges us to provide a social outlet for our members and their guests that meet these requirements. We are in the process of finding such an event. We aren't sure exactly where it will be, but expect an evening under the lights, or a breakfast under the sun, where we can enjoy the company of our fellow members.

We currently have a couple possible events in the preliminary stages, so watch for email blasts and Facebook postings for new 2021 plans.

Please keep sending me ideas for new venues, critiques of our past events, and suggestions on how we can improve and provide a better experience for everyone. ■



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November 15 & December 6 Season Final, Brooksville Tampa Bay Regional Airport

2020--What a year! In November, we still had a lot to be thankful for, including that we were able to put on events safely amid the pandemic. It was great to be able to get out of the house, to have a little fun outside doing what we love best, driving our cars.

The course was one heck of a workout--a lot of tight turns that benefitted our Miata drivers. (Sorry about that!) The original course designer was a Miata driver. We will take this into consideration in the future. It was such a SLOW day. Not for the cars but for the 60-second long course design that utilized every single cone in the trailer. We also had our largest turnout with 59 drivers! The overall win went to our own Cory Corona with a 53.748, but the next three went to Miata drivers.

On December 6th, the course was thankfully shorter this time so we were able to progress through the run groups quickly. Lots of slalom and sweeper turns made for fast times, but the turnaround was quite the challenge with an extreme, non-symmetrical, radius. It was decision time to either go deeper into the turn for a cleaner arc, or choose a tighter, shorter distance around--but watch out for the hard left after the exit! Cory Corona, and his modified 2006 Cayman S, was again FTD with a 39.441. Second place went to the most bizarre-looking stripped-down car I've ever seen. I'm told it was a Toyota MR2, but all that was left was the frame and tires. Way to go Andy Suprenant for a surprising 2nd place time of 40.593. See the final results for all classes in the attached photos. And it's always great to see Mike Kwasin and his 1969 912 Targa still competing in his beautiful car!

The end of year awards were presented and instead of trophies; we opted for something different that we could actually use in Florida. We had beach towels printed with our new logo (see pictures), with 2020 Class Champion on the door--along with an orange cone trailing behind (still standing, of course!). We believe the winners really



enjoyed the awards. We also had several Honorable Mention awards for the larger car classes and honored key volunteers with a new Suncoast PCA logo beach towel as well. It definitely takes a team of volunteers to pull off these events and make them fun and safe. The 2nd year of the "traveling" Mark Lasota trophy was awarded to Bill Sumansky. This trophy is awarded to the person with a passion for autocross and is instrumental in the continued success of our program. Although Bill and Tori's tenure as Competition Chair ended in 2019, Bill continues to spend many hours helping us every month and goes above and beyond to ensure we have great events.

As the Suncoast PCA Autocross wrapped up the 2020 season, we wish to express our continued appreciation to Pem-Air for allowing us to use their property at the Brooksville airport, and to Kevin Seus with Reeves Import Motor Cars/Porsche of Tampa, for sponsoring breakfast and for finally joining us in competition! Everyone, please continue to support these local dealers and sponsors.

We look forward to the 2021 Autocross Season and look for our calendar of events at www.suncoastpca.org/autocross. January 24th is just around the corner--along with lots of cones! ■

continued on p22



Fulvio Borcan GT3.



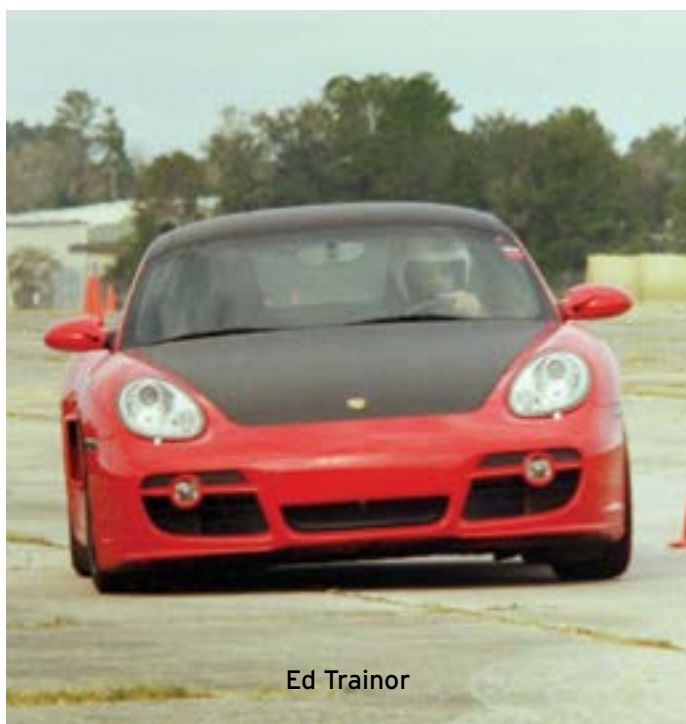
Cory Corona

PCA Autocross - November 2020

Class	#	Last	First	Year	Car	Best Time	Points
S08	4	Borcan	Fulvio	2018	GT3	57.507	9
S08	10x	Wagner	Steve	2009	911 Targa 4S	61.183	6
S07	968	Quinones	Frank	2005	911 Carrera S	58.904	9
S07	84	West	Brian	2018	718 Cayman S	58.943	6
S07	115	DeSanto	Sergio	2005	911 Carrera S	65.150	4
S06	297	Grist	Richard	2014	Cayman S	60.070	9
S06	251	Jankisch	Kurt	2014	Cayman S	62.221	6
S06	99	Wade	Austin	2002	911 Carrera	64.236	4
S06	1	Leist	Bryan	2019	718 Cayman	69.850	3
S06	203	Nickels	Kevin	2012	991	73.070	2
S05	31	Tamandli	Bob	2003	Boxster S	60.967	9
P07	05	Santiago	Jorge	2015	Cayman GTS	58.340	9
P06	2	Evans	Ron	2005	997	DNF	1
P06	777	Cassidy	Bill	2018	718 Boxster	57.850	9
P06	30	Alaisa	Rene	2009	Boxster S	58.077	6
P06	98	Trainer	Edward	2007	Cayman S	58.705	4
P06	10	Swope	Russell	2000	996	59.410	3
P06	02	Russick	Chris	2014	Cayman S	60.620	2
P06	09	Sabatini	John	2006	Cayman S	64.605	1
P05L	82	Lewis	Ton	2004	Boxster S	DNF	1
P05	7	Mulch	Dan	2001	Boxster S	56.343	9
P05	28	Sumansky	Bill	2004	Boxster S	56.702	6
P05	74	Smith	Tracy	2001	Boxster S	68.250	4
P01	912	Kwasin	Mike	1969	912 Targa	74.860	9
M02	50	Corona	Cory	2006	Cayman S	53.748	9
I02L	48	Eggert	Kirsten	2003	Boxster S	58.810	9
I02	49	Eggert	Jerry	2003	Boxster S	55.273	9
I02	984	Eggert	Andrew	2003	Boxster S	64.584	6
Expert	5	Shields	Dan	2002	Boxster S	56.084	9
BMW	22	Sherlock	Andrew	2017	M240i	56.809	9
BMW	46	Wright	Don	2006	Z4 3.0si	57.340	6
BMW	17	Meredith	Gary	2011	M3	58.017	4
BMW	72	Wagenfohr	Carl	2006	M Roadster	61.530	3
BMW	22	Goebel	Thomas	2001	Z3 Coupe	65.990	2
BMW	414	Glover	Chris	2008	M3	67.700	1
BMW	73	Miller	Barry	2002	M3	69.609	1
XS	513	Shader	Kyle	1996	Mata	54.076	9
XS	197	Marcus	David	2020	Supra	54.854	6
XS	326	Dejon	Daniel	2006	Lancer Evo	54.856	4
XS	24	Davis	Les	2013	Corvette GS	56.150	3
XS	111	Petrie	Philip	2013	MX-5 Mata	56.586	2
XS	300	Flores	Jorge	2013	Nissan 370z	57.674	1
XS	713	Wong	Andrew	2000	Integra	57.830	1
XS	98	Baron	Chris	2007	RX8	58.090	1
XS	272	Vance	Joseph	1999	Mazda	58.335	1
XS	21	Smith	Andrew	1990	Mata	58.545	1
XS	161	Juarbe-Diaz	Scranya	2008	Fit Sport	58.572	1
XS	19	Lohredo	Doug	2002	S2000	58.654	1
XS	11	Zapanta	Arwin	2013	Scion FR5	59.082	1
XS	36	Lacorazza	Augie	2021	GR Supra	61.447	1
XS	357	McLaughlin	Matt	2019	Mustang GT	63.310	1
XS	711	Williams	Adam	1990	Mata	63.922	1
XS	78	Saayer	Thomas	2014	Mata	64.289	1
XS	79	Pringle	Keith	2013	Audi A4	64.740	1
XS	118	VanHoozen	Bruce	2007	Honda Civic SI	65.230	1
XS	12	Morera	Angel	1985	RX7	67.965	1
XS	117	Finney	Sally	1999	Mata	DNF	1
XR	25	Byram	Tod	2003	Mata	56.549	9
XR	747	Ziebarth	Kevin	1994	RX7	59.400	6

PCA Autocross - December 2020

Class	#	Last	First	Year	Car	12/6/2020 best time	Pts
S08	4	Borcan	Fulvio	2018	GT3	42.617	9
S08	8	Bridges	Tim	2020	718 Spyder	43.526	6
S08	81	Bridges	Don	2020	718 Spyder	44.325	4
S08	10-x	Wagner	Steve	2009	911 Targa 4S	45.864	3
S07-L	82	Lewis	Ton	2017	718 Cayman S	46.835	9
S07	28	Sumansky	Bill	2017	718 Cayman S	41.849	9
S07	84	West	Brian	2018	718 Cayman S	42.772	6
S06	90	Hamill	Maury	2018	Cayman	45.568	8
S06	96	Wade	Austin	2002	Carrera	45.937	6
S06	24	Leist	Bryan	2019	Cayman	47.148	4
S05	31	Tamandli	Bob	2003	Boxster S	44.208	9
S05	77	Rummel	Leslie	2007	Cayman	52.977	6
P08	71	Hastings	Matt	2016	GT4	49.011	9
P07	05	Santiago	Jorge	2015	Cayman GTS	43.413	9
P06	777	Cassidy	Bill	2018	718	42.922	9
P06	10	Swope	Russell	2000	996	42.990	6
P06	99	Trainer	Edward	2007	CaymanS	43.131	4
P06	09	Sabatini	John	2006	Cayman S	47.325	3
P01	912	Kwasin	Mike	1969	912 Targa	53.146	9
M02	50	Corona	Cory	2006	Cayman S	39.441	9
I02-L	48	Eggert	Kirsten	2003	Boxster S	45.079	9
I02	49	Eggert	Jerry	2003	Boxster S	45.123	9
Expert	5	Shields	Danny	2004	Carrera	40.944	9
BMW	22	Sherlock	Andrew	2017	M240i	41.195	9
BMW	414	Glover	Chris	2008	M3	44.837	6
BMW	72	Wagenfohr	Carl	2006	M Roadster	45.290	4
BMW	17	Barrett	Mark	2021	M340i	45.607	3
XS	326	Dejon	Daniel	2006	Lancer	40.740	9
XS	513	Shader	Kyle	1996	Mata	40.791	6
XS	60	Manion	Ken	2019	Mata	42.020	4
XS	300	Flores	Jorge	2013	370z	42.317	3
XS	713	Wong	Andrew	2000	Integra	42.812	2
XS	3,14	Hernandez	Gerry	2000	Mata	43.311	1
XS	272	Vance	Joseph	1999	Mazda	43.413	1
XS	161	Juarbe-Diaz	Scranya	2008	Fit Sport	44.571	1
XS	86	Schroeder	Robert	2003	Focus SVT	45.304	1
XS	29	Zollo	Gregory	2017	fit lx	45.503	1
XS	38	Frohnerath	Ricky	1996	Mustang	45.652	1
XS	333	Finney	Sally	1999	Mata	46.431	1
XS	18	Williams	Adam	1990	Mata	46.679	1
XS	79	Pringle	Keith	2013	A4	47.448	1
XS	06	Sabatini	Cooper	2012	Cooper S	48.384	1
XS	54	Graham	Steve	2001	Mata	49.146	1
XS	120	Seus	Kevin	2015	VW Golf TDI	49.654	1
XS	118	VanHoozen	Bruce	2007	CIVIC SI	50.412	1
XS	12	Morera	Angel	1985	Rx7	52.177	1
XR	317	Surprenant	Andrew	2002	MR2	40.593	9
XR	25	Byram	Tod	2003	Mata	41.927	6



Ed Trainer



Tori Lewis - P05-L Class Champ,
2004 Boxster S.



Brian West - S7 Champ,
2018 718 Cayman S.



Resident Pro - Dan Shields:
Expert Class Champ 2004 Carrera.



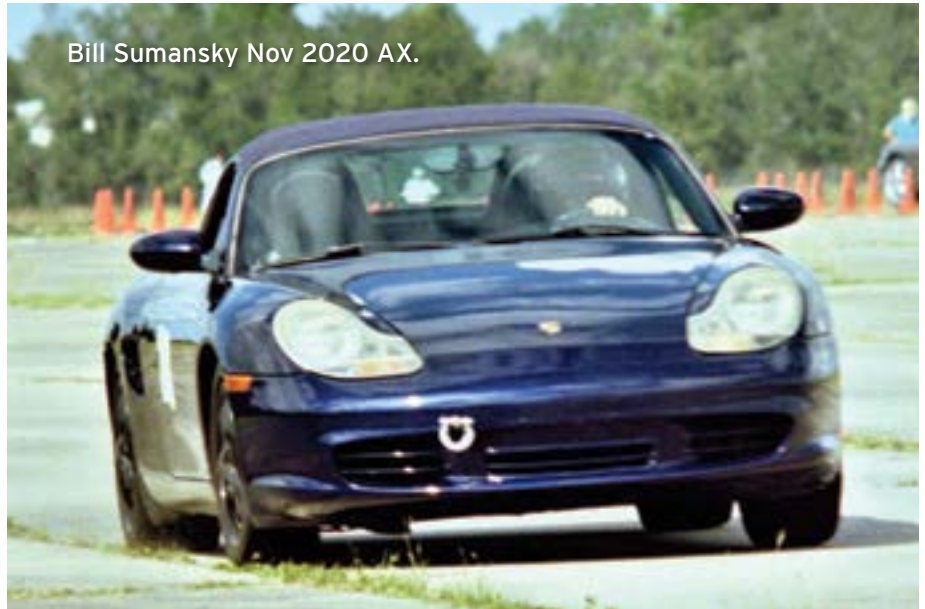
Candy Corona - always volunteers
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Cooper's 1st Autocross.



Bill Sumansky Nov 2020 AX.

PCA Autocross 2020 Season Final

Class	#	Name	Car	
S-8	4	Borcan, Fulvio	2018 GT3	Class Champion
S-7	84	West, Brian	2018 718 Cayman S	Class Champion
S-6	7	Barrett, Mark	2007 Cayman S	Class Champion
S-6	90	Hamil, Maury	2018 Cayman	Honorable Mention
S-5	31	Tamandli, Bob	2003 986 Boxster S	Class Champion
P-6	10	Swope, Russell	2000 996	Class Champion
P-6	30	Alaisa, Rene	2009 Boxster S	Honorable Mention
P-5-L	82	Lewis, Tori	2004 986 Boxster S	Class Champion
P-5	28	Sumansky, Bill	2004 986 Boxster S	Class Champion
P-3	79	Pringle, Keith	1979 911SC	Class Champion
P-1	912	Kwasin, Mike	1969 912	Class Champion
M-2	50	Corona, Cory	2006 Cayman S	Class Champion
I-2	48	Eggert, Kirsten	2003 986 Boxster S	Class Champion
Expert	5	Shields, Danny	2004 Carrera	Class Champion
BMW	22	Sherlock, Andrew	2017 M240i	Class Champion
BMW	46	Wright, Donald	2006 Z4 3.0si	Honorable Mention
.XR	25	Byram, Tod	2003 Miata	Class Champion
.XS	326	Dejon, Daniel	2006 Lancer Evo	Class Champion
.XS	513	Shader, Kyle	1996 Miata	Honorable Mention
.XS	713	Wong, Andrew	2000 Integra	Honorable Mention

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Weissach's Kaleidoscope of Colors

By Jeremy Swiger

While Zuffenhausen is synonymous with Porsche for its long-standing, factory, iconic "Inspiration 911" sculpture, or the adjacent museum, Weissach is equally synonymous with Porsche, if for different reasons. Recognizing a need for space to build a test track and expand research and design facilities, in the 1960s, Ferry Porsche went on a search for land. The resulting purchase in the nearby village just 20km to the southwest became the center of research and development for Porsche automobiles and has continuously expanded over the ensuing decades. There is a great article on the Porsche website here: <https://newsroom.porsche.com/en/company/porsche-weissach-development-centre-12122.html> which tells the rich history of Porsche in Weissach.

Over the years, the Weissach name has appeared as a special package for certain models. First was in 1980, as a limited edition of the 911SC, of which only about 400 were made. The 911SC Weissach featured a host of options as standard and came either in Metallic Black or Platinum Metallic with a Doric Gray full-leather interior with contrasting burgundy piping



911 SC Weissach exterior.



Aerial view of Weissach.

and carpets. There is an active registry for the 911SC Weissach located at the website www.my911weissach.com, which also contains information on the details and features included in the package.

More recently, the Weissach package, appearing on the wild 918 and the 911 GT3 RS, is geared toward weight-



Weissach development center main entrance.

reduction to make the fast cars faster. In 2015, a Weissach-equipped 918 ran the Nürburgring Nordschleife in 6:57, which Porsche claimed was a record for a street-legal car. Porsche made the package available to 918 buyers for a mere \$84,000, or about 10% if the base price for the car.

On a lazy Saturday this past summer, the lure of seeing some of these incredible Porsches running the track in Weissach brought me to the development center's

continued on p27



918 Weissach

This is the day the Lord has made. Let us rejoice! Psalm 118:24



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highly secured perimeter. Parking my 911 across the road in an inconspicuous “wanderparkplatz,” I slipped along the fence line imagining myself an automotive spy-photog working to get a glimpse of the next great model to leak to the public. Okay, that is obviously a stretch, but I do geek out in places such as this. It is the crossroad where my engineering career and automotive hobby meet; the resulting endorphin rush leaving a sort of “runner’s high” lasting the entire day.

Practically speaking, viewing the test track was a bust. Tricked by the magic of



QR code for Weissach info.

Google Maps, I expected the lay of the land to be flat. It isn’t. Rolling hills dominate, much like the rest of the region. Cleverly, the test track is hidden from prying eyes by natural geography rather than high walls;

the chain-link fence surrounding the property is generally far from, and at a lower elevation than, the track. In places where it is closer, the road is separated from the property by fields of corn and other local crops.

Plus, on Saturday, nothing work related really happens around here.

The disappointment of not seeing the track was offset by the visual sensations from the sea of color in the surrounding parking lots. As the center of development for Porsche, it should come as no surprise that virtually every Porsche model is represented in a wide variety of color and equipment options, presumably for testing and evaluation. Like the 914s parked on

continued on p29



911 SC Weissach Interior.



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the Porscheplatz for the 50th anniversary celebration the summer before (see my article in *Profile* from January/February 2020: https://suncoastpca.org/wp-content/uploads/profiles/2020/2020_01.pdf), the new Porsches parked in front of the development center in Weissach form a colorful kaleidoscope of the latest and greatest Porsche cars, some currently available and some upcoming.

Such variety sparks the imagination and gets you thinking about the possibilities. How would you spec a new 911 or Panamera Sport Turismo (or Taycan Cross Turismo), if you ordered a new one? Our Boxster is Arctic Silver and my 911 is Agate Gray because as pre-owned cars, they met a list of requirements on mileage, condition, and price rather than color and features. If I ever order a new one, though, I think I would favor a brighter color...Miami Blue or Lava Orange both speak to me. Pair one of these with combination leather/Sport-Tex 18-way sport seats and a 7-speed manual, and I may never get out of it.

What is your favorite color on a Porsche? ■



911 in the Wanderparkplatz.



COLOR IT PURPLE?

By Norm Sippel. Photos by Norm Sippel, thedrive.com, Ian Turner.

What color was your first car? Ever repaint a car to change the color? What color is your current Porsche? If buying a new one, what color would you choose? There are many reasons to think about a car's color.

Why do you think that the very first choice one has to make after selecting the model when "building" your own Porsche on www.porsche.com/usa is to select the exterior color? It's because many people make the color decision right up-front. That activates the selected color on the image of the car in the app, and many of the option choices can be seen in visual comparison as well. And, we all have our favorite

colors. Do they work? Are they available in regular production or do you want to deal with PTS (Paint to Sample) colors for an immediate hit of \$11,430? A Porsche 911S is available in 17 "standard" colors at from no additional charge to as much as \$3,270 for special colors like Miami Blue. And, I've heard that PTS colors, and other "Exclusive" options can cause major delays in an order being produced.

(Inquiries to PCNA have not been replied to.) Nevertheless, you do need to make a color choice up-front. According to Kelly Blue Book, the top three colors chosen are: Silver, White, and black.

Having had a Candy Apple Red (15 coats of that semi-transparent paint over a silver underbase) Austin-Healey when in college, when I went to order a new Porsche 356 in 1965 I chose Slate Grey (6401). Thanks to a union going on strike, I had to pass on that car (That was the source of the 356C brochure pages in the last *Profile*). I settled for an MGB instead. Well, what other color for a British sports car than British Racing Green (BRG) with black top and interior? A fun car. But, that car taught me that color matters.



Candy Apple Red Healey.



BRG MGB




Mineral Blue B at Watkins Glen.

Perceptibility of Paintwork

Mercedes-Benz has measured all standard paint colors according to their perceptibility values. The ratings are shown in the accompanying table, with low numbers indicating less and high numbers indicating more perceptibility. This rating of relative conspicuosity is meant to aid those buyers sufficiently concerned with safety to opt for the paint finish likely to make their cars most strongly recognizable under various light conditions. (An absolute perceptibility value cannot be determined for metallic finishes; light is reflected differently by the individual metal particles in these paint finishes, depending on the observer's visual angle.)

Conspicuousness 0%	20%	40%	60%	80%	100%
classic white 737					88%
light ivory 623					77%
maria beige 681					68%
solara yellow 673					50%
pastel beige 684					46%
signal red 568					38%
sand beige 444					28%
avoca grey 751					26%
moss green 803					19%
mesa red 585					12%
luscayne blue 312					12%
orient red 501					9%
russel brown 427					7%
deep blue 900					6%
black 040					5%
forest green 822					4%
midnight blue 904					4%

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Perceptibility of Paintwork by MBNA 1984.

Maseratis at Cafe Racers lunch.



I owned the MGB for 2 years and it was hit 24 times in that period. Fortunately, all were minor. BUT, after watching a huge GM sedan back into my parked BRG MGB, I asked the GM's driver why he hit it. He said, "I didn't see it." It wasn't because of the size, although that didn't help. My green/black MGB was parked on blacktop with green grass and shrubs around. It just blended into the scenery.

In 1984, likely as part of a new model Press Kit, I received a brochure from Mercedes-Benz on their colors for that year. The back cover included the chart on this page entitled "Perceptibility of Paintwork." I knew then that this chart

would be a "keeper." It has guided me to car color selections over the years. That's we have two white Porsches; white is the most visible car color. And, with the older drivers in SW Florida, we need every advantage we can get.

Monash University in Australia also did a very extensive analysis of vehicles' color in regard to road safety. It, too, concluded that white and yellow are the benchmarks for safety. For the full report, see: https://www.monash.edu/data/assets/pdf_file/0010/1045297/muarc263.pdf

When we lived in Connecticut, my daily driver (don't laugh) was my 4th MGB. This one was a bright, medium blue with

a tan soft top and tan interior. It also had a white hardtop for winters and for racing. It was a lot more visible than the BRG one. Added visibility to surrounding drivers came from halogen-bulb lights front and rear. I used it as a daily driver including covering my territory which ranged from NE Massachusetts to central Pennsylvania. I used to put on 7,000 to 8,000 miles a year and felt safe doing it, although not as safe as when I vintage raced it. (It's nice to know that almost everyone around you is well trained and experienced and not impaired.) In 12 years of driving on the street and track, I had one minor ding—from a first-time racer who *continued on p33*

Vantablack BMW X6.





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Rennbow, the Porsche Color Wiki, is the largest collection of Porsche images on the Web, all organized by color. It's interactive too, you can upload images of your car and make them part of a database of over 4,000 images that grows every day. Each color has commentary about the color and a rareness rating. Rennbow is also the home of Porsche Color-centric content that is updated regularly.

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PORSCHE CLUB OF AMERICA

did one more day before he was banned. However, when we moved to Pinellas County, even though I always drove with headlights on, I felt so unsafe I only drove 300 miles in 2 years before I sold it.

Environment and locale have an influence on car colors. For example, if you have seen the colors of the Porsches that Peter Sontag uses on his Fast Lane Travel European tours, you may have noticed that they are predominantly black. (See the cover of November 2016 Profile.)

Peter told me it is because as used cars, they are easier to sell if they are black.

Yet, black and other dark colors can camouflage a car's lines. For an extreme example, look at the BMW X6 concept vehicle shown here. It is a one-off that was shown at the 2019 Frankfurt Motor Show. The surface coating is Vantablack created by Surrey Nano Systems that absorbs more than 99% of visible light. FYI, "VANTA" means Vertically Aligned Nano Tube Array.

To see an easy comparison of what colors do to a highly "sculpted" car, look

at one like a Ferrari F8. Go to: https://carconfigurator.ferrari.com/en_EN/ferrari_car_configurator/f8spider and you can easily switch back and forth among 6 different colors. When you do that,



Ferrari configurator on color

you will notice that some design components almost disappear in some colors, while they are highlighted in others. The colors on the site are high-gloss paint, not matte.

When I had my white 993 Targa, I also had a Maserati GranTurismo in a very deep metallic burgundy called Bordeaux Pontivechio. In the sun, highlights appeared as glowing metallic red and it was an eye-catcher. Once, when it was in for service I had a loaner GranTurismo in black. Same car, but for all the attention it got it could have been a black Chevy Malibu. It was the color that made the difference. See the attached photo from a Sarasota Café Racer lunch where a black and my Bordeaux GT's are side-by-side. You can see what I mean.



Monash Ultraviolet GT3RS on color

Not long ago, a Porsche specialist in my old Connecticut town had a 911SC for sale in a light metallic blue. Really eye-catching. It sold only a few hours before I got to see it. I still drool when I look at its photo.

What color blue was it? I didn't look at the paint code when I saw the car, so I don't know. But, did you know that Porsche has had eighty-eight different blues? Yes, 88! Take a few minutes when you have some time and go to: <https://rennbow.org/colorwiki>. Then look up the color of your Porsche, and any other colors you want to explore. It is fascinating.

So, should you color your Porsche purple? Check it out on "Rennbow." "Royal Purple" (Lilac), color code 341 or 601 was used on 911's from 1973-1975. "Amaranth Violet" on 911's and 968's in 1994 and 1995. "Ultraviolet" was used as recently as 2018 and is shown on a GT3RS in Rennbow and on Ian Turner's GT3RS shown here. PCA has created a nice tool for anyone looking for help in choosing a color, whether purple or anything else.

What is your favorite color? ■



Ian Turner's Ultraviolet GT3RS.



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Tours in the Time of COVID

By Norm Sippel. Photos by Marc Remmen and Jeremy Swiger.

COVID is getting worse, and we are all missing our old “normal” life.

The promised vaccine is finally being administered, and we can only hope that we'll have it in general distribution by Spring 2021. If enough people take the vaccine, by mid-year we should be able to travel, including to Porsche Parade and go back to dining indoors without excess risk. Actually, driving tours are pretty safe right now. After all, we spend the vast majority of our

tour time isolated in our cars

with close family members. So, where can we go? Our Tour Meister has a nearby one planned for the week between Christmas and New Year.

Stay tuned to your email and to ClubReg.

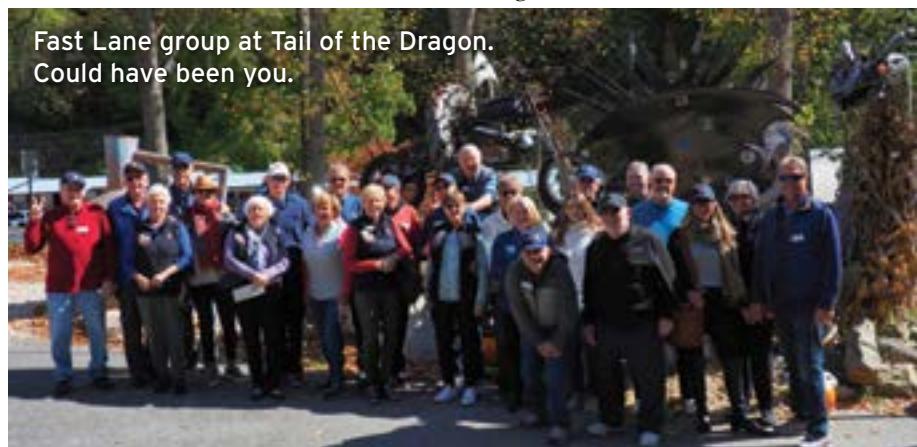
For more expansive, more distant, and far more luxurious tours, if you have been paying attention to the ads in Profile, you know that Peter Sontag's company—Fast Lane Travel—has been planning some great 2021 Porsche-driving trips. For a list, see his

ad in the September/October Profile. Lots of European trips with some USA trips too. Or, go to his website: www.fastlanetravel.com The next tour is in March. They frequently send out a newsletter. These newsletters recap the tours and memorable moments from them. More detail on locations, special stops, and gourmet meals are covered. Call or write to them to sign up.

Peter, his crew, and loyal customers recently completed two trips in the eastern United States and have some planned for the Midwest and the Rockies in 2021. I found it interesting that some of the folks who

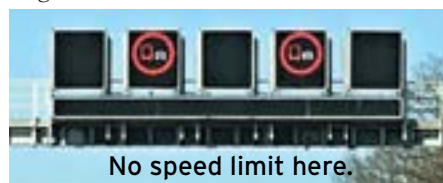
went on the two Appalachian trips were multi-repeat customers. One couple was on their 6th tour. Multiple members of other Florida regions were among the people on the recent Appalachian tours, but no one from Suncoast Region has been on a Fast Lane tour in a long time. Why not? Why aren't Suncoasters taking advantage of the tours run by one of our own long-time members and supporters?

I can only conclude that our focus as a region is on other activities, whereas in the overall PCA picture, tours are the MOST frequent driving activity. Based on driving events that are insured by PCA, there are more tours than DE's, autocrosses, rallies, and Concours, Tech Sessions and Car Control Clinics combined. Granted that the roads in Florida are not what you would call “sports car roads.” That's all the more reason to go elsewhere with fellow Porsche enthusiasts and drive roads like “Tail of the Dragon.” Or, as Peter has scheduled this



year, routes from Chicago to Mt. Rushmore and on to Denver. (Ed. Note: I've been to many of those places and experienced some great roads and scenery. Although, alas in rental cars not Porsches.)

Of course, Peter's European trips are the piece de resistance. Imagine driving a new Porsche through the Alps or Apennines with stops in real Austrian, German, or Italian villages. Spend hours on the Autobahns at high speed, legally. Remember Jeremy Swiger's “Black Forest Drive” in the July/August Profile? Remember the blank speed signs in the photo on page 25? THAT means no speed limit in that section. In case you forgot, I've included it here, too.



Best European drive I ever had was in a 3-Series BMW on a German Autobahn. That car was appropriate as my first stop on that trip was the old BMW Classic Center. Best I saw in that Bimmer was 123MPH. Tour with Peter and you too can join his 150MPH Club. Note the photo of the pin.

Although lots of low-powered Fiats, Skodas, and Toyotas took us through the mountains of Greece over the years, those cars were a far cry from the Porsches supplied for Fast Lane's European tours. I'm dying to get back to Greece and hitch a ride with my friends in Porsche Club Greece. Now, there is a group that does a lot of tours. (Check out the photo gallery on their website: www.porscheclubhellas.gr) Since Suncoast PCA only does a few regional tours, you can augment those with tours by Peter Sontag who has been running them since 1975. ■

Porsches in the Park...ing Lot

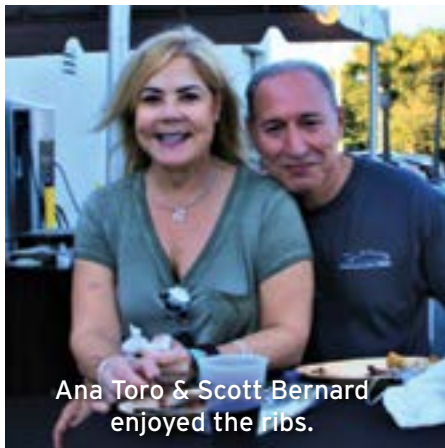
By Norm Sippel

December has traditionally been when Porsches invaded the park in the middle of St. Armand's Circle in Sarasota. Suncoast Porsche has organized it and supplied food and beverages for lunch and it has been a much-anticipated event. Then along came COVID and the attendant restrictions. So, what to do? Viola! Move it to Suncoast's own property, their spacious parking lot. Great idea! And, it worked. Thank you, Gordon, Warren and Suncoast staff.

Move-in was as smooth as ever without the occasional (in the past) mud. After parking, it was a Porsche show. It was all outdoors, cars were parked with social distance, people social distanced and masks were worn except when eating or drinking. It was a safe environment. Suncoast arranged for food vendors including Michael's on East's food truck. A great time. ■



Ian Turner and his GT3RS.



Ana Toro & Scott Bernard enjoyed the ribs.



Eastside Gang.



A 918 Spyder amidst the mundane Porsches.



Pete, Karen,
Chris & Penny.



Bob Rodgers and
Suzanne Schultz



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2021 Porsche 356 Florida Owners Group (FOG) "Gathering of the Faithful" Event

By Mark Krekorian, Tourmeister with Bill Caldwell, Registration

In the Porsche world of street-driven rear-engine production cars, there are three basic generational groups. Some Porsche owners concur that although technology generally gets better in each generation, much is lost in the progression from past models. Some feel that the 356, as the beginning model series, is the true classic Porsche. Others feel the introduction of the 911 in 1963, running through 1998, with various 911 air-cooled models, ended the true classic Porsches. Many new owners find that the liquid-cooled 1999 and later versions are the most drivable and offer a new comfort and performance level not found in previous years.

Each year, the Porsche 356 Florida Owners Group (FOG) has a "Gathering of the Faithful" event. In 2021, the day of this FOG event is February 27, 2021.

Five years ago, when we started this annual tour, 35 Porsches got together and attended the FOG event. Those who went were left with two vivid impressions: (1) the great road tour to the event and (2) the beautiful 356(s) viewed at the event.

In 2021 the FOG's Gathering of the Faithful returns to Howie-in-the-Hills. The 356 Florida Owners Group, as in the past, has invited Suncoast Region to view its Concours event. The Gathering of the Faithful in 2021 will again be a display of various 356 models that are among the best in the country. Rarely do you see this many 356 cars together. There will also be a Porsche Swap Meet.

On Saturday, February 27, 2021, we will have a planned tour, with instructions, to Howie-in-the-Hills to view the 356 Florida Owners Group's Gathering of the Faithful. Many of the cars on display are from members of our own Suncoast Region. The Concours setting is the lovely Mission Inn Pavilion located within Marina del Rey on Lake Harris, at 26300 State Road 19, Howie-In-The-Hills, FL 34737.



A trio of Cabs flanked by Speedsters.

After the Concours, you may continue to Mt. Dora for shopping and lunch, where everyone will be on their own. Also, the renowned Yalaha Bakery is about 3 miles from the Mission Inn Pavilion and Marina del Rey.

Registration.

Please register for this tour on ClubRegistration.net ("ClubReg") by 9:00 p.m. EST, Wednesday, February 24, 2021; due to the required electronic signed e-waivers, no

participants will be registered on the day of the tour at the starting site. There is a \$10 fee for individual registration, which will be donated to one of Suncoast Region's two charities. Route Instructions will be provided at the start of the tour.

Note. Each driver, navigator, and/or guest must create their own individual account on ClubRegistration.net, and enable the e-signature feature to sign the required waivers electronically (e-waivers) prior to the day of the event. PCA, Zone 12,

and Suncoast Region currently require this type of participant registration. Suncoast Region's website, www.suncoastpca.org, contains information on its home page in the form of a pdf on how to create a ClubReg account. There is no charge to create your individual account.

To access the pdf, cut and paste: <https://suncoastpca.org/wp-content/uploads/2018/03/ClubReg-Account-Creation-March-2018.pdf>

When registering on ClubReg, there is a box to enter your PCA membership number. Be sure to include that information so we know you--as the primary registrant--are a PCA member in good standing (not required for guests). In a computer document, record your user name and

password created to access your individual ClubReg account that you can easily recover on your smart phone notes. If you have trouble either creating an account in ClubRegistration or registering for the event, either contact the website ClubReg administrators at (512) 273-5016, or email support@clubregistration.net.

Questions Regarding the tour: Mark Krekorian at krekorian@aol.com ■

A Day Tour to View the Historical Past

Saturday, February 27, 2021
Drivers' Meeting @ 8:00am
(8:15am Start)



QR code for Club Reg PDF.

GARAGE ART ECONOMICAL SOLUTIONS

By Dan Engel

It is pretty gloomy this time of year and I've been spending a lot of time on a stationary bike trainer set up in our garage. Normally that space is occupied by something sporting a flat six, but for the next few months at least, it's our personal health club while we're dealing with the roving lockdowns all around us. So, while I am pedaling away on the ride to nowhere, listening to our goofball assortment of music pumped through a set of four cheap and equally goofball speakers, I have been staring at the walls and posters I call "garage art" collected over the years. Not real art of course, and about as far from Jay Leno's hand-painted 150-square-foot-plus automotive art as one can get.

I started sticking Porsche posters on the garage walls years ago when we lived in Minnesota. Back then, I used the "stone age" system of a handful of thumbtacks which worked OK until the summer humidity levels inched up, puckering just about anything printed on paper. Then, we moved to Florida and got introduced to a higher order of humidity. That is when I figured out that if I was going to have anything of interest on the walls that did not end up looking like one of Salvador Dali's melting clocks, a better and reasonably priced solution was needed. So, after trying some budget frames from local craft stores, I landed on a relatively cheap, sturdy alternative: the old plexiglass "sandwich." What?

Yup, just like it sounds, you can stick a poster or picture between two pieces of inexpensive plexiglass, screw the "sandwich" onto your garage wall, and avoid expensive frame-shop prices or flimsy craft store-budget options. And when you're ready for an update, with say a picture of Zuffenhausen's latest, you can simply unscrew the sandwich from the walls, replace the poster and put it right back.

I have been staring at the walls and posters I call "garage art" collected over the years. Not real art of course, and about as far from Jay Leno's hand-painted 150-square-foot-plus automotive art as one can get.





There are a few steps I have found helpful, after doing a few art sandwiches which in the end, results in a bullet-proof garage art-worthy product. Besides your art/poster, here are the things you are going to need:

- A level
- Sheet rock wall anchors, if you are screwing into sheet rock
- Screws, drill, and bits (small bit to drill a pilot hole in the plastic, one bit to enlarge the hole to accept the screw, one bit sized for the wall anchor)
- Sharpie
- Blue painter's tape
- Two sheets of plexiglass matched to the size of the artwork or larger (sourced from a big box home store or your local hardware stores, where they can cut it to size). There are different thicknesses of plexiglass; the thicker you go, the more expensive. I've had good luck with something as thin as .08 inches)
- Optional: A self-adhesive foam board (from a craft store)

Step 1 After determining where you want to place your newest piece, take the two

continued on p42

Make a plastic sandwich.

pieces of plexi and tape them together on all four corners and the sides. This insures that when you drill the holes for the anchoring screws, one of the sheets won't drift away from the other one leading to mismatched holes. Trust me; it's easy to screw up if you do not do this step.

Step 2 Take your Sharpie and make an identifying mark or two on the top edges of the plexi to insure you will keep the orientation the same from start to finish.

Step 3 Using your pilot bit, drill 4 (and up to 8) holes through the plexi at least a half inch from the edges, followed by the larger bit for the anchoring screw. Note: use light pressure to avoid cracking the plexiglass.

Step 4 Use your level and draw a pencil line across of the top location of where your art sandwich will end up and mark the hole locations.

Step 5 Take your plexi sandwich and a couple of screws and temporarily mount the sandwich on the wall. The sandwich is light and you will not need sheet rock wall anchors at this point. The purpose of this step is to make sure you will be drilling the holes for the wall anchors in exactly the right spot. Attach the rest of the screws through the sandwich to secure the frame location, then remove both sheets of plexi and drill the holes for wall anchors and install them.

Step 6 This is optional, but I have found it results in the best end product: Mount your poster on a self-adhesive foam board. Follow the instructions on the board by just removing the backing a few inches at a time and lightly pressing the art onto the board. I have found a felt-edged squeegee-like those used for PPF film--a handy tool.



Step 7 Place the poster board between the sheets of plexi and work the screws through the front side until they just penetrate through the back.

Step 8 Permanently attach the art to the wall. Note that it is not necessary and actually counterproductive to drill the screws tight against the wall. Doing so

can deflect the plexi, resulting in a wavy end product.

Voila! Stand back and reward yourself with a beer. Put up two posters; feel free to treat yourself to another beer. You might want to stop after the second or maybe the third poster. Your level may start to malfunction after multiple posters and subsequent rewards. ■

Revving Up for 2021

This year COVID has managed to devastate a lot of families and businesses, but there is one thing it hasn't done. It HAS NOT taken the passion out of Porsche drivers. With all the new screening processes and distancing rules in place and enforced at most of the driving events that went on this year, it gave many of us a great opportunity to get outside and have some fun in our cars. The Suncoast Region wrapped up our Drivers Education events at Sebring with a 3-day event November 20th-22nd. We had a record number of 254 drivers throughout the weekend. The first 2 days were open to Solo qualified drivers and Instructor-level drivers. Each year during this event our focus is geared toward skill building, advanced driving education, a lot of track time for our participants, and inducting new instructors for the club. Sunday was open to all drivers and we had a great group of students join us.

This year we had the privilege of having a guest Pro driver, Andrew Davis, join us for the event. Andrew has more experience and wins in racing than I have room for in this article. Suffice it to say that after trying for a few years to corral him, we finally did it, and what a pleasure it was to have him. Thank you Andrew. *continued on p44*



Hal Jones & Julio Martinez.



Larry Mendez in his Targa.



#29 944 Cup Car in Turn 16.

He walked us around the track Friday and Saturday morning addressing the unique character of each of the 17 turns around Sebring and how best to navigate them quickly and safely. His advice certainly helped many drivers who came to me later in the weekend praising his track walk and boasting about the improvements they had made by applying his techniques and tips.

Andrew also spent time throughout the weekend teaching classes and helping drivers with some braking and car-control

skill building on the skid pad. A huge thank you to the Autocross and Teen Street Survival crew for setting up and running the skid pad. Again, I heard a lot of boasting and elation from the people who participated. It was evident that the confidence gained in doing the skid pad translated to the track when it rained on and off all day on Saturday. Despite the rain, we still had a lot of cars out on track perfecting the art of driving in the rain and not a single incident on the wet track. Great job drivers!

Suncoast Region DE Hall Of Fame 2020

In normal times the induction of our new member or members into the Suncoast Region Drivers Ed Hall of Fame would take place at our Instructor's dinner the Friday night of our Instructor's weekend at Sebring but these are not normal times. As with many scheduled events in our lives our Friday dinner was canceled due to coronavirus concerns. Due to that dinner cancellation we moved the announcement of our 2020 inductee, it was held at our Sebring track side outside dinner on Saturday evening.



At that time we welcomed John Rosenquist as our newest member of the DE Hall of Fame.

Major League Baseball years ago created a Veterans Committee to review eligibility of players who were not inducted into the Baseball Hall of Fame during their normal eligibility time frame. The Suncoast DE Hall of Fame does not have a Veterans Committee but what we do have is an appreciation for the instructors who were instrumental in the early formation of our DE program and John is one of those people. The DE experience we all enjoy today is a direct result of the foundation put in place by all of those "veteran" members.

Please join me in congratulating John's entry into our DE Hall of Fame. – Rich Tillotson



Bob Dikman



A 993 heads into the Hairpin.



Near turn 3.

By the end of Saturday, we had 9 Instructor candidates successfully complete their 2 days of training and will be added to the list of nationally recognized PCA instructors. This is a great achievement, and we are very proud of them and to have them join the ranks of amazing instructors we have for our events. Congratulations to all of them.

To celebrate the end of the year's events, we dodged the rain and were able to have a dinner outside Saturday night in the pits enhanced with some great raffle prizes provided by Suncoast Porsche.

Unfortunately we had to cancel the annual instructor appreciation dinner this year.

Looking to next year, we will kick off the events starting January 9th and 10th. I hope you can join us to have some fun and experience the amazing capabilities of your Porsche. Feel free to reach me anytime if you have questions about the events.

On a personal note, I want to say thank you to the club. At the November event at Sebring, Gavin and I were presented with a very special gift from the club. A brick was made to honor and recognize the contributions Gavin has made to the DE program over the years that will be placed outside of the Gallery of Legends building

at the track. For those who don't know, the brick walkway has bricks honoring some very special people like Mario Andretti, Bobby Rahal, and now Gavin Riches. WOW! This is a tremendous honor and an

incredibly touching gesture. I am not sure how to put into words other than "Thank you" to express gratitude. What a wonderful "Porsche family" we are blessed with.

See you at the track! ■



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- May 22 & 23
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Submit your photos to be judged by our Photo Editor, George Wienhold. He'll select one to be featured in *Profile* each issue. The photographer must be a Suncoast PCA member. The photo must be Porsche-oriented, but can be a glamor shot, action, artistic, whatever you want. Be creative. It can be of cars, people or places.

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

Cruising Into The New Year

Well, here we are: The end of 2020! Welcome the New Year. Thank God for that. For many, it has been an awful year. For far too many, it has been the worst of years with family members sick with COVID or, as of 12/14/20, 300,000-plus Americans dying from it. Those of us who have survived it are very, very thankful. So many people are now WFH (Working from Home) that the “Rush Hour” traffic isn’t very bad any more, at least not like a year ago. And, many have used COVID life changes to advantage. Sounds crazy? Yesterday’s New York Times talked about a plastic surgeon whose business has boomed. Why? Because people have more time to look in mirrors and when they see themselves on Zoom meetings, they see imperfections they never noticed before. Consequently, the money they have saved by WFH has gone to “have work done.”

Personally, WFH began for me in 1992. A couple of office stints intervened, but I suspect many who are now WFH for the first time will never go back. I always found it convenient when my cars needed a little TLC or some new parts, or so many other things our “babies” often need. Having all of those hours in the home office resulted in more and more art on the walls. Most of it was “car art” including images of BMW’s “Art Cars.” I have to

admit that I may have gone overboard in my Palm Harbor office. All of the walls were covered with posters, photos, drawings, and paintings, a bookcase was filled with books and scale models, and the “pot shelves” had a collection of scale models, a.k.a. “dust collectors.” Had I not donated 1,500 pounds of automobilia to a museum before moving to Florida, it could have been worse.

Then came the inevitable garage cleanup, or “decorating.” How often have you done that? Wait a minute! “Decorating”? Yes. There was once a magazine about decorating your garage. And, around that time the appellation, “Garagemahal” came into the vernacular. If you have ever watched “Jay Leno’s Garage,” you know what I mean. And shows like Tony Singer’s annual Automobilia Monterey (www.automobiliamonterey.com) have exposed many to the availability of collectibles for car nuts. Want huge life-size images of cars to hang? Want an exquisitely-detailed limited edition scale model of your Porsche? Or, just auto-themed coasters? You can find them there. The vendors come from around the world as do the attendees/buyers.



Having attended more than a few of Tony’s shows, I easily fell into the car art mode. I may have gone overboard at times, but I was influenced by the home of a kinetic artist, the late George Rickey whose Berkshire Hills Shaker home had floor-to-ceiling fine art in every room including the bathrooms. His book, “Constructivism” was edited by our Copy Editor, my loving and tolerant wife, Penny.

By now, you have hopefully read Dan Engel’s piece “Garage Art” in this issue. The photos show a variety of wall art that compliments the art of his Porsche. Do you have art in your garage? How about sharing it with us? Beginning in the next issue, we’ll devote a page to your Garage Art. Send your photos to me at: profile@suncoastpca.org and include your name and any comments about your art collection that you would like published. To protect your privacy we will not use any location information. ■

Until next time,
Happy New Year!

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