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PORSCHE

Profile

MAY/JUN 2021

Gathering of the Faithful

PORSCHE





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PORSCHE Profile

MAR/APR 2021 ISSUE 21.2

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Our tour to Gathering of the Faithful.

22



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Porsches, Friends, Dinner and Sunset.



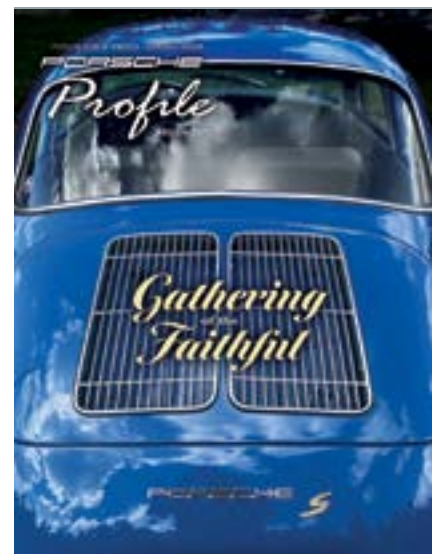
34

Kart 4 Kids raises record funds.



45

Kirsten on course.



ON THE COVER - 356 T-6 Karmann Coupe as seen at Gathering of the Faithful at Mission Inn. Photo by Norm Sippel.

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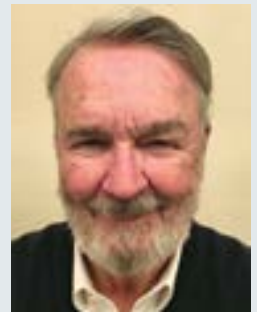
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by Denise Remus

Springing into Summer

The beautiful weather this spring provided a great opportunity for my husband, Pat, and me to get out and about and enjoy all Florida has to offer. We started by taking a few three-day camping trips to state parks just a few hours away from our home in our 24-foot Leisure Travel Van. It's a Mercedes Sprinter chassis—not a Porsche, but at least still within the German family. Then we expanded our adventures by attending the 12 Hours of Sebring. It was our first time camping at the track and we had a wonderful time! Although Porscheplatz was cancelled and the paddock area was closed due to Covid restrictions, we were still able to meet many PCA members just by walking around the track. We were parked at the entry to Bishops Bend with a close-up view of the Sebring Safety Team at work. We could easily cross the road to see cars exiting Turn 1 and entering Turn 3—lots of action there! Our PCA friend and local resident, Sebastien Bourdais, took the overall win after some fantastic driving. Porsches took the checkered in both the GTLM and GTD classes, wins by Weather Tech Racing and Pfaff Motorsports, respectively.



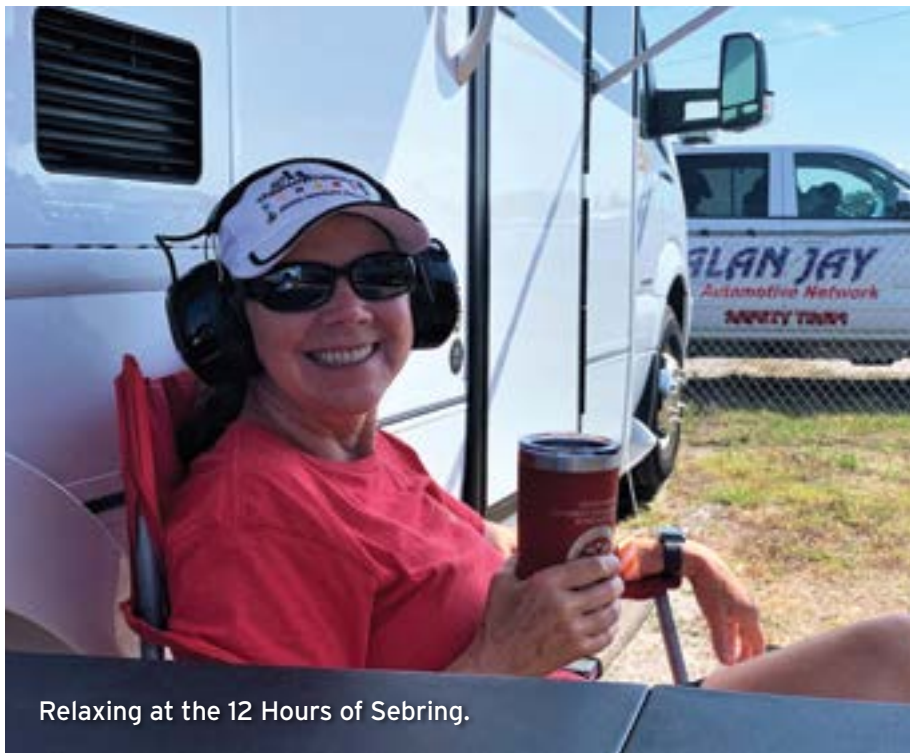
Where are we? New Mexico or Arizona?

Spring also found us doing a bit of house cleaning. While organizing his office, Pat found an old photo of me next to our first Porsche, a 1999 Boxster that we purchased new while living in Dallas, TX. It was the base model with a few important options including power seats, cruise control, and

an AM/FM radio with CD player! It brought back memories of our first big trip in the fall of 2001 when we drove from Dallas to Park City, Utah, where I was presenting at a conference. We drove through desert climate, then into the mountains. Heading from Texas through the open range area of New Mexico, we encountered some light drizzle. A glance at the instrument cluster showed the outside temp had dropped to 33 degrees! Pat carefully slowed to a stop (there wasn't another car in sight) and when he stepped out of the car, realized we were driving on black ice. With our pace slowed considerably, we were able to keep driving. Just a few miles further, as the road curved, the pickup coming toward us couldn't make the turn on the ice, hit the ditch, and rolled onto its side. Of course, I insisted we stop, ready to render medical assistance. Thankfully, the driver was OK. After making sure help was on the way, we continued on and took the first opportunity to turn South, and move to a lower elevation and warmer temps. This picture was taken we think somewhere in New Mexico or Arizona. (Does anyone recognize the rock formation in the distance? If so, let me know!)

We proceeded into Park City and were greeted with looks of astonishment when

continued on page 17



Relaxing at the 12 Hours of Sebring.

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PORSCHE

SCHEDULE OF EVENTS

Register for events at www.ClubRegistration.net

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

2021 DATES

- May 16 Autocross, St Petersburg College AllState Center - Law Enforcement Driving Pad
May 21 Werks Reunion at Amelia Island.
May 20 - 23 Amelia Island Concours d'Elegance and related activities*
May 22 Sebring Race Track - Multi-Region Autocross Event - Suncoast and Gold Coast.
Morning Autocross School plus afternoon Autocross competition
July 11 - 17 65th Porsche Parade - French Lick, IN See: <https://www.porscheparade.org>
September 3 - 6 Zonefest, Zone 12, (That's us.) Melbourne, FL
Registration will be on ClubReg, and will open sometime in late spring. Stay tuned for updates and keep checking the Zone 12 page. <https://zone12.pca.org/zonefest>.
September 11 Autocross, at Sebring with Gold Coast (Suncoast points event)
October 9 BackDoor Tour to Sebring, Gathering Point (Sarasota) and Start Time to be announced in Suncoast enews and ClubReg.
October 24 Autocross, St Petersburg College AllState Center - Law Enforcement Driving Pad
October 27 - 31 HSR Classic 24 Hour at Daytona Intl. featuring Porsche as the Featured Marque.*
November 5 - 7 **Suncoast PCA 60th Anniversary Celebration,**
Saddlebrook Resort, Wesley Chapel, FL
November 7 Autocross, Venice Airport Festival Grounds
December 12 Autocross, St Petersburg College AllState Center - Law Enforcement Driving Pad

NOTE: Watch for our eBlasts on Tuesdays for short-lead events.

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

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.

May 11 | June 8 | July - no meeting | August 10
September 14 | October 12 | November 9 | December 14

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William & Kathy Sovik Jr.

40 YEAR ANNIVERSARY

Louis & Kurt Buchsteiner

35 YEAR ANNIVERSARY

Ronald R. & Judy Petrini
Bob & Wendy Brickman

30 YEAR ANNIVERSARY

Carl & Matt Bohall
Laurence & Sandy Hoffman

25 YEAR ANNIVERSARY

Ralf & Heike Trebing
John & Linda Booth
Dennis & Bonnie Ivey
Terry & Martha Shugart
Michael & AnnNicole Skalka
Guy & Marsha Zero

20 YEAR ANNIVERSARY

Peter C. Norden

15 YEAR ANNIVERSARY

James C. Dragatsis
PJ & Jason DePetrillo
Lauren Lopez
Mark & Wendy Baretella
John A. & Cooper Sabatini
Tim Deutsch & Ashley Buck
Richard & Hans Dieter Baumgartel
Fernando Lopez
James A. Dalton
Jeffrey & Somphone Gerry
Evan & Natalie Salmore
Joseph & J. Adam Scafario

10 YEAR ANNIVERSARY

Horst & Daniela Brands
Daniel M. & Julija Ribar
Patrick L. & Denise Remus
Jason Flatch
Timothy Bright & Judy McCardle
Sammy & Jody Cottrell
Sterling C. Beasley
Robert & Wealthy Hayes
Chris E. Costantino
Terry & Pamela Richard
Ernesto Sotolongo
& Claudia Martinez
Richard Davis & Rene Clark

5 YEAR ANNIVERSARY

Sandy Cotterman
Jan Heylen
James & Eric Poitras
Art & Jean Mombert
Stephen Jaynes
Bruce & Linda McKinney

STARTING LINE

Larry Mendez, Membership Chair

MAY/JUNE Welcome our newest members:

Jason Armstrong	Lakewood Ranch	2017 718 Cayman S
Joe Attanasio	Tampa	2021 Cayenne GTS Grey
John Boyd	Odessa	2009 Cayman S Red
Mike Carver	Seminole	1989 928 S4
Ranney Fry	Safety Harbor	2015 Cayenne Diesel Blue
Ben Gallaher	Sarasota	1999 911 Carrera Ocean Blue
Philip & Andrew Gorgen	Land O Lakes	2012 911 Carrera Silver
Chris & Carol Graus	St Pete Beach	2008 Cayman S
Arthur Greene	Wesley Chapel	2012 911 Carrera S Yellow
David & Anne Hale	Tampa	2021 718 Cayman
Katelyn & Jessica Hornyak	Tarpon Springs	1983 911 SC Targa
Christine & Michael Kuykendall	Clearwater	2018 Macan GTS
Ken Nicholson	Land O Lakes	2020 718 Cayman GT4 White
Cal Otten	Englewood	2016 Boxster GTS Blue
Ariel Quintela	Odessa	2002 911 Targa Red
Adam Still	Sarasota	2019 911 Carrera GTS
Mark Tolba	Clearwater	2020 Taycan Turbo White
George Tranter	Kissimmee	2006 Boxster Black
Michael Wolf	Lakewood Ranch	2018 911 Carrera Cab Yellow
Mark Alexandrow	Lutz	2021 911 Turbo S Cab Silver
William Clement	St. Petersburg	2021 911 4S Guards Red
Kevin Cochran	Auburndale	2019 911 GT3 RS Lizard Green
Robert Colston	Lakewood Ranch	2019 718 Cayman S Silver
Sean Dailey	Apollo Beach	2004 Cayenne Turbo Seal Grey
Alex Dickert	Lecanto	2020 Taycan 4S
Sean Doherty	Tampa	2010 911 GT3 Carrera White
Bray Dowers	Bradenton	2010 Cayman Macadamia Metallic
Elliott Falcione	Lakewood Ranch	2001 Boxster Silver
Randy Glisson	Tampa	2020 911 Carrera S Black
Carl Hassell	Riverview	2015 Cayman S Black
Don Hessigan	Oldsmar	1986 944
Sid Imes	Bradenton	1993 911 Carrera 2 Cab White
David Lineberry	Riverview	2017 Cayman S White
Mark Lourie	Sarasota	2005 Boxster S Midnight Blue
Logan Lundstrom	Sarasota	2006 Cayman S Seal Grey Metallic
Bobby Musselman	Saint Petersburg	1997 Boxster Guards Red
Joe Neiman	Sarasota	2010 911 GT3 White
Michael Polo	Tampa	2001 911 Carrera Cab Red
Joseph Pope	Land O' Lakes	2017 Macan S White
John Rayne	Nokomis	2014 Cayman Agate Grey
Bill Thomas	Venice	2003 Boxster S Silver
Camden Wilson	Bradenton	1986 944 Alpine White
Antonio Wong	Lakeland	2014 Cayman S Black

Primary Members: 1,767 Affiliate Members: 1012 Total Members: 2,779

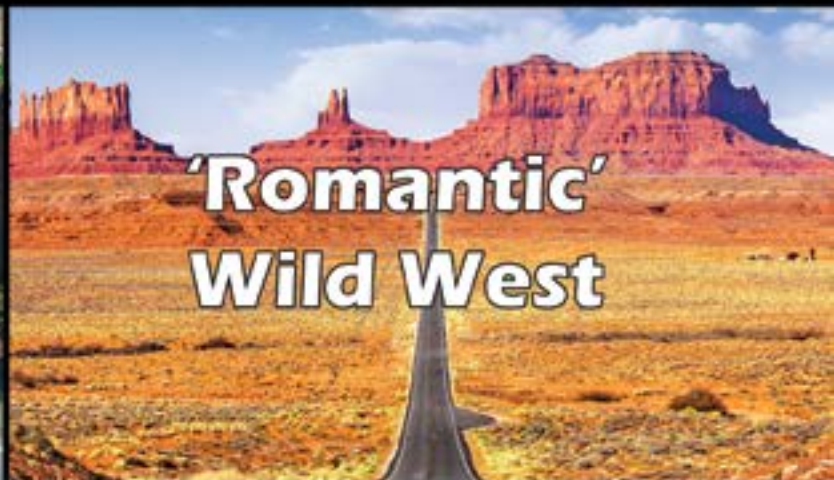
David & Yamaris Bobe
Daniela Boesshenz & Vernon Prather
Robert Hohman
Robert Yu
Michael Izzo
Stephen & Beth Reed

Bill Wallach & Mauro Antoniazzi
Robert & Rhonda Mestler
Donald Gonterman
Christopher Lipke
Phil Buell & Brock Welty
Frank Minore

2021 USA

Summer and Fall PORSCHE Driving Vacations

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\$11,968*

July 8th - July 16th

**Broadmoor
Air Force Academy
Pikes Peak
Monarch Pass
Gateway Canyons
Continental Divide
National Monument
Rim Rock Drive
Million Dollar Highway
Photo Rally
Ritz Bachelor Gulch**

\$11,988*

October 18th - October 28th

**Tuscon
Tombstone
Apache National Forest
Sedona
Grand Canyon
Navajo Nation
Monument Valley
Zion National Park
Hoover Dam
Photo Rally
Las Vegas**



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Dateline March 2001

The new Social Chair for this year, Karen Selzer, started a unique bunch of dinner socials with “Drive and Dines,” “Breakfast Club Socials,” “The Brunch Bunch,” “The Brunch Club,” “The Social Circle,” “Old Fashion BBQ Cookouts/Picnics,” and “B&B Tours and Lunches.” As the word got out, participation really grew to the point that parking got to be an issue. There was a wide variety of restaurants, and food types, and mixed socials with other events like Tech Sessions, Fun Rallies, and Low Key Concours events. For some reason which I do not remember, Karen had to give up as Social Chair and Sharla Horne took over the position and kept the fun rolling. Hey, who doesn’t like to drive your car if it is a Porsche and “Eat” event! ■

Breakfast Club
 MARCH 25, 2001 10:30AM APRIL 28, 2001 11:00AM

Here is another opportunity to get out and **DRIVE** your car!
 We will be meeting in various locations throughout the extended Bay Area at local diners and restaurants.

Good Food and Great Company!!



 **Woody's**
 Waterfront Cafe n' Beach Bar
 7308 Sunset Way, St. Pete Beach
 727-360-9165

Woody's manager, Dave George, is a Suncoast PCA member and is thrilled to host our Breakfast Club with a special buffet. I look forward to meeting you there! **DON'T MISS THE FUN...** **March 25 and April 28.**



Rsvp to:
Karen Selzer 727-857-1386

Look for the Breakfast Club location in the each months Profile.
 Always feel free to call me with Questions or ideas for other locations!!

14 Porsche Profile

The background of the advertisement features a large, stylized 'RH' logo in red and black, with the word 'RENNHAUS' written in a bold, italicized font below it. The scene is set in a racing garage or pit area, with a grey brick floor. In the background, a curved racing track is visible, populated with several colorful race cars in various colors like blue, red, yellow, and white. A crowd of spectators is visible in the distance. The overall atmosphere is professional and high-energy.

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At The Right Time...

... And the right place. That sounds like a riff from a Dr. John song. Sometimes a fleeting moment is all you get with a photo opportunity. With this image by Doug Byers, he captures the reflection from the rising sun at just that short-lived moment. The early morning shadow from Doug's rare 1989 M491 Targa reflects the beauty of a sunrise. This play on light was taken with an iPhone 11 on this Red exterior with Black interior



beauty. See, it's always best to have a handy image maker with you at all times. Images like this don't come too often.

Many times when an image presents itself to a photographer, look beyond what you see in an image, but more with on how you see an image. Let the creative side take hold. It is those times that a compelling photo emerges and not just a snap shot. On that note, Doug did a good job.

So to everyone submitting their images to me keep your creative eye open for those short-lived moments. You never know just when one will pop up.

As always, I send a big thank you to everyone who sends me their photos. I look forward to every one of them from you. Just remember that I have a nice Porsche hat for each Profile issue winner and a little surprise for your Porsche. So, please keep them coming. ■

George

Fast, to the Future!

As we all know, Porsche pulled its Factory Team from the IMSA WeatherTech Series at the end of 2020. We can thank the Covid-19 Pandemic for that.

At least that was the official reason given, but we all know that they have been preparing to enter the Le Mans Daytona hybrid (LMDh) Prototype class in 2023.

At the end of the 2017 season, Porsche had also pulled out of the LMP1 class of the FIA World Endurance Championship (WEC) and announced that they would start competing in the FIA Formula E (all-electric open wheel) starting in 2019.

Since its inception in 1948, Porsche has raced and won a myriad of races and championships all over the globe. They have won, among others:

- 12 World Sportscar Championship Manufacturers' and Team Titles: 1969, 1970, 1971, 1976, 1977, 1978, 1979, 1982, 1983, 1984, 1985, 1986
- 3 FIA World Endurance Championship Manufacturers' Titles: 2015, 2016, 2017
- 6 World Sportscar Championship Drivers' Titles: 1981, 1982, 1983, 1984, 1985, 1986

- 3 FIA World Endurance Championship Drivers' Titles: 2015, 2016, 2017
- 2 FIA World Endurance Championship GT Drivers' Titles: 2015, 2018-19
- 1 Intercontinental Le Mans Cup GT2 Team Title: 2010



PORSCHE



- 19 24 Hours of Le Mans: 1970, 1971, 1976, 1977, 1979, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1994, 1996, 1997, 1998, 2015, 2016, 2017
- 18 12 Hours of Sebring: 1960, 1968, 1971, 1973, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 2008
- 18 Daytona 24 Hours as Manufacturer: 1968, 1970, 1971, 1973, 1975, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1985, 1986, 1987, 1989, 1991, 2003
- 12 24 Hours Nürburgring as Manufacturer: 1976, 1977, 1978, 1988, 1993, 2000, 2006, 2007, 2008, 2009, 2011, 2018

- 8 Spa 24 Hours as Manufacturer: 1967, 1968, 1969, 1993, 2003, 2010, 2019, 2020
- 1 Petit Le Mans: 2015
- 11 Targa Florio: 1956, 1959, 1960, 1963, 1964, 1966, 1967, 1968, 1969, 1970, 1973
- 3 IMSA Supercar-Series: 1991, 1992, 1993
- 6 German Racing Championship (DRM): 1977, 1979, 1982, 1983, 1984, 1985
- 20 European Hill Climbing Championships
- 15 IMSA Supercar-Race (US)
- 1 International Championship for Manufacturers: 1970
- 4 Rallye Monte Carlo: 1968, 1969, 1970, 1978
- 2 Paris-Dakar Rally: 1984, 1986

...but only

- 1 Formula One race: 1962 (Dan Gurney's victory in the French Grand Prix driving a Porsche 804).

That was Porsche's first and last F1 race that they won. Hopefully that'll soon change. Note: Porsche did participate and win in F1 as an engine supplier (TAG-Porsche) to McLaren: 1984, 1985, 1986, 1987.

So, for me, being a Formula 1 and a Porsche super fan, the recent rumors make me very hopeful for the future.

PORSCHE IS MAKING PREPARATIONS TO ENTER FORMULA 1 IN 2025

We know that Porsche developed (in secret) a Formula 1 engine that targeted the 2021 regulations, but the project was shelved together with the World Endurance Championship program in 2018. We also know that Porsche is in negotiations with Formula 1 to enter the top racing series as a manufacturer in 2025 if F1 agrees to use Porsche's eFuel that promotes sustainability and helps in cost reductions. For their part, F1 has announced a first-ever budget cap of \$145 million per team starting with the 2021 season with spending limits decreased



Formula 1 Porsche Victory.

Concept Car



to \$135 million from 2023 onward (this is exactly what Porsche was looking for).

Although meetings are done “behind closed doors,” news has leaked out that Porsche, which is part of FIA’s engine working group, is very involved in the development of the 2025 regulations and that they show up to meetings full of ideas. They also want to double the electrification of the racecars by 2025.

Here’s the timeline:.

- February 2021 - Porsche is invited to attend its first FIA meeting in years
- March 2021 - VW Supervisory Board agrees to participate in follow-up meeting which also included AMG Petronas, Alpine Renault, and Ferrari, among others.
- April 2021 - Porsche and Audi are expected to join as equal partners to discuss conditions for their participation in F1.

• May 2021 - both Porsche and Audi will submit business plans to their respective Boards of Directors and the top brass at Wolfsburg.

• Late Spring or early Summer 2021 - a Memorandum can be expected.

Sounds to me like they’re all-in! Only questions are:

• Will Porsche constrict itself to being just an engine supplier to other teams such as Red Bull (whose contract with Honda goes only through the end of 2024), McLaren, and/or Williams?

• Will Porsche decide to develop an all-inclusive package solution? (Porsche car, Porsche engine, and Porsche Team)

• Will they use their own factory drivers if they develop the whole package, or...

• Will they hire from the F1 alumni?

For the Porsche racing fan, the future is looking mighty good!

Stay tuned for more news in the near future.

For more information about Porsche and F1 and more, please visit my website: www.PedrosGarage.com.



Happy Porsche'ing,

Pedro

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Oliver Blume, Porsche’s CEO recently said: “F1 is the top tier of motorsports and we follow it closely. But to turn it into a viable business case which dovetails with our core brand values, the regulations need to change so that Porsche can broadly identify with the new environment-friendly priorities.”

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PRESIDENT'S MESSAGE

continued from page 5

we pulled up to the conference hotel entrance: The temperature was below freezing and we still had the top down! The temperature had dropped 50 degrees in the climb from Salt Lake City. After a few days in Park City, we continued on to Duluth, MN, for our Air Force ROTC all-class reunion. (Pat and I met in ROTC, but that's a whole other story.) This trip cemented our love for Porsche, especially Boxsters and Caymans. After our 1999 Boxster, we purchased a Boxster S (new in '02), a Cayman S ('06), and a new Cayman R ('12). Although we had owned Porsches for several years, we didn't learn about PCA until we moved to St. Pete. While buying our Cayenne Diesel ('14), Mike O'Donnell, our salesperson at Bert Smith Porsche, told us about Suncoast PCA and encouraged us to attend one of the driving events. We started with Autocross, a great way to learn car control. After a year or so we attended our first Drivers Education (DE) event at Sebring. We were hooked! Sharing a car lasted for a year or so before we added a 2nd Cayman R so we could have "his" and "hers" track cars! Through the years we had a third Cayman R (once again, there's a story behind that car!) and a 2015 GT3. Currently our garage holds the Cayenne, my Cayman R, and Pat's dream car—his 2018 GT3 which he was able to order new and pick the options he wanted, thanks to Gavin Riches and Warren Hense (Suncoast Porsche)! This time, power windows and cruise control were standard. Quite a difference from 20 years ago!

As we move from spring into summer, you'll find many opportunities to join PCA events. Registration is already open for the 2021 Porsche Parade in French Lick, Indiana, July 11-17 (<https://www.pca.org> —see the link to Porsche Parade on the right hand side of the home page); Zonefest was rescheduled from its typical Memorial Day weekend to Labor Day, Sept. 3-6 in Melbourne, FL, hosted by Space Coast Region. Additional information is available at <https://zone12.pca.org/zonefest>. I hope you can attend one or both of these great events!

Plans for our 60th Anniversary celebration are under way! We have finalized the dates and location—November 5, 6 and 7 at the Saddlebrook Resort, Wesley Chapel, FL. We promise days filled with fun for Porsche lovers of all ages! Details will be announced via the *Profile* magazine, e-blasts, our website, and Facebook pages as plans are finalized.

I also have good news to share. With more and more of our members vaccinated and Covid restrictions being lifted in many areas, the Board of Directors has determined we can once again host events indoors! This will definitely open up options for social venues and keep Ed Rossiter busy planning places and times we can gather! Remember to send him suggestions for locations and, if you are able, please volunteer to host an event (social@suncoastpca.org).

As a reminder, all events require each attendee (yes, that means each of you!) to have your own individual account and pre-register at <https://clubregistration.net>. Every adult must complete the required waivers electronically. I do hope to see you soon at one of the upcoming events! ■

Take care, stay safe!

Denise

RALLY MEISTER

by Jim Hoey

Hello Spring! And Hello Rally Time!

By the time this article gets published, Suncoast PCA will have another rally in the books. The Gimmick Rally of April 24th will already have been talked about by those who gave it a run. Listen closely to hear if they had a fun time!

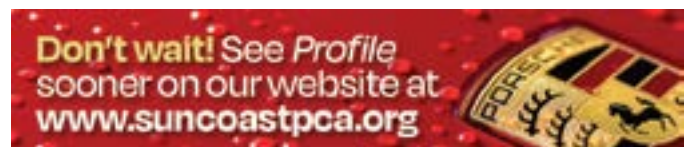
During the heat of our coming summer months, Jeanne and I will be taking a break from rally creating. But do not lose faith: we will be having at least 2 rallies in the fall. And, hopefully, another 2 or 3 during winter of 2021/22.

Have you thought about participating in a Porsche Rally and never given it a try? With several types of rallies available, there could be one that fits your dreams or desires. There are competitive Time-Speed-Distance rallies, as well as fun, no-stress Gimmick rallies. Perhaps we can hold a "Rally School for Beginners" in combination with a social event such as a breakfast or casual lunch get-together? In an hour's time, all types of rallies can be described, and it might be informative to all. A question and answer session can be added as well. Send your thoughts on this idea to me over the coming months.

If you have rallied in the past, what is your favorite type of rally? We (I don't know who...) should probably create a survey to gather members' experiences and ideas on the rally sport. Historically, Suncoast PCA has not been a strong rally region; well, at least for the 20+ years that Jeanne and I have been here. Did I type 20 years? Wow, we can't believe that! In our 45 years of PCA membership, this is the longest we have ever lived in any one region. The Rally has always been our preferred Porsche event. And when we lived in a region that didn't do many, we kind of stepped up to plate and took the reins in creating a rally program.

I want to be clear about this region's rally program: there have been some great ones in the past. One in particular was in 2010. It was a Gimmick Rally which started in Apollo Beach. I cannot forget this one because Jeanne and I did very poorly with it! Since TSD rallies are our favorite type, we couldn't quite grasp the nature of answering the rally questions on this one. We read too much into the questions, thinking they were traps to be figured out. Boy, were we wrong. Those questions were simply straightforward, requiring simple answers. What a learning experience that was. :-)

Yes, even a Rally Master can fail in a rally or two once in a while... so don't hesitate to try one yourself.. ■



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"IN THE ZONE" Zone 12 Report

By Lisa Lewis Koller, Zone 12 Rep



OKTOBERFAST CLUB RACE AND DE AT DAYTONA, OCT 22-24

In addition to the Club Race, Solo Driver's Ed and Autocross on the Kart Track, this year we're planning all sorts of events for participants and guests, including a car show, swap meet, charity parade laps on the track, and other fun happenings. We have the Daytona International Speedway venue as our playground for the weekend, so please plan to come out and play with us!

If you'd like to plan a nice weekend getaway to Daytona, this would be a fun one! There are lots of new hotels and restaurants all over the Daytona Beach area, including reasonable hotel rates right on the beach: <https://www.daytonabeach.com/>.

VOLUNTEERS

If you're able to attend OktoberFast - especially if you're local or live in the central or NE Florida area, please plan to be a Volunteer. We have a lot of fun, but we couldn't do it without our wonderful Volunteers! To join the team, contact Raylene Grynkewich at raygryn2@outlook.com.

SPONSORSHIP OPPORTUNITIES

This year we're planning a bigger event than ever! If you or someone you know would like to take advantage of sponsorship opportunities, please contact Steve Lancaster at oktoberfast.sponsors@gmail.com. You can view the several Sponsorship Levels available.

<https://zone12.pca.org>

SOCIAL RAMBLINGS

by Ed Rossiter, Social Director

Things are Opening Up!

The past two months have been interesting and exciting for our social gatherings. We have taken a challenging situation, not being able to have indoor events due to the COVID limitations, and have been able to keep our activities and thriving. We are extremely excited to hopefully be able to have indoor events soon. During the Snowbird season here in Florida, many of the restaurants we would very much enjoy visiting are unwilling or unable to host us, due to the large amount of business generated here in the winter, and the limited space they can spare for large groups, especially outdoors.



Since our last report, we were able to have our breakfast at the Grove restaurant in Lakewood Ranch, thanks to the recommendations of Harvey Goldberg and Paul Auger. It was an outstanding time, and one that we will be repeating in the near future. The food and the setting were both inviting and were well received by those attending.

A sister restaurant, Pier 22, on the Manatee river in Bradenton, was our March dinner venue, and was attended by over 40 club members and guests. I was unable to attend but Norm and Penny Sippel were kind enough to host the event and as a result, it was a resounding success.

Upcoming in May, Hans-Joachim Krenz will be hosting our annual dinner at Sharky's on the Pier in Venice. Sharky's is a very popular restaurant with great food, and beautiful beach and gulf views, and is very well known to many of our members. Soon it will be on Club Registration for signup. We hope to see many of you there.

I want to emphasize that the latest restaurants chosen have been recommended by interested members and when someone recommends a location, we have and will make every effort to have an event there. This committee functions for the pleasure and enjoyment

of our members, and their guests. We enjoy socializing with our friends and associates with common interests, and the more we can get you to be with us, the closer we become as a group. So when you are out having a meal at one of your favorite locations, look around and see if they have room for 20 to 30 Porsches and if the restaurant can accommodate as many as 50 of our members and guests.

Remember, the Social Committee of your Porsche Club is here to serve you and provide an opportunity for friendship and socializing, an opportunity to meet new people, and an opportunity to share interests and experiences. We look forward to seeing more of you at future events. ■

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New Breakfast Venue

by Norm Sippel

Feb. 20, 2021: Ed Rossiter organized a Saturday morning breakfast at a new location. It was a quick sell out and has great potential for future events of many kinds. That day, there were 24 Suncoasters in attendance—some long-time members

and some very new. It was a great group. Adding to the entertainment was the sight and sound of many Ferraris, a McLaren, a Maserati, a Ford GT, a Lamborghini, and

a few other Porsches. Sarasota Exotic Car group has a Saturday morning meeting in the Lakewood Main Street area. Who knew it would be that morning? ■



Hans-Joachim Krenz, Gene and Denise Strathdee, Paul and Mary Auger, LaDonna Krenz.



Frostie and Rosemarie Scheemann, The Family Scholz, and Tim and Doreen Wright.



Michael Moss, Ann and Harvey Goldberg, Ed Rossiter, Kevin Reasor and Hugh McIlverey.



Penny Sippel, Judy and Gordon Govalet, Norm Sippel, Jeanne and Jim Hoey.

February GOF Tour to Start the Year

by Mark Krekorian

Our “Gathering of the Faithful” Tour #5 took place on Saturday, February 27. Thirty-nine Porsches left City Park in San Antonio that morning and drove to the Mission Inn Boat Marina in just over an hour, running on some less-traveled roads. Curves, hills and long straight-aways offered something for everyone. A little over 60 miles and only one stop light, if red for some. Additional 5 cars met the group at the site.

When we arrived, the 40-plus 356s were lined up on the lawn overlooking Lake Harris: a beautiful 78 degrees and sunny skies. All body types were displayed covering model years 1953 through 1964 in the various colors of their day. It was truly a view of the historical past. Many thanks to the Porsche 356 Florida Owners Group and, particularly, to Pete Bartelli for his eagerness to welcome our Suncoast members.

When the show concluded, many cars continued on to Mt. Dora for some shopping and lunch at the many quaint eateries. You would never know that there were restrictions based on the crowds.

It was so wonderful that about 1/3 of our group were new or newer members



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who wanted to get involved and meet new people. Cars came from as far as Venice and Lakeland. From my standpoint, it was great to visit with 356 owners from around the state that I have not seen since the 2019 Boca Parade. Thanks to Bill Caldwell for registration help and Norm Sippel and George and Marlene Wienhold for photos. Hopefully next year, the registration process will be closer to years past in that we won't have the PCA Communicable Disease Waiver to deal with. ■



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Famous American Racecar Driver

by Pedro P. Bonilla (SCR PCA)

Every now and then, instead of technical stuff, I also like writing about personal stories relating to Porsches. This one in particular has just a hint of Porsche content but it mostly relates to my other passions, Formula1, and little karts that go fast and burn gasoline laced with nitro-methane and castor oil, so here it is:

Back in the last century, in the 1990s, in another life, when I was part of the corporate world, I had to travel constantly. One of those trips took me to Brazil, São Paulo to be more precise. I had been to São Paulo multiple times before but I'd never had any free time to see the sights, since my hectic schedule usually was: overnight flight from the US, go to hotel, shower and change, go to long meeting, then to dinner with business host, back to hotel for a few hours of sleep, early morning visit to the plant, wrap up negotiations, back to airport, evening flight and return home. Repeat next week in another country.

On this particular trip we were able to reach our business agreements very quickly

and suddenly found ourselves with some free time. My business host asked me if there was anything that I'd like to see or do while in São Paulo and I told him that there were actually two things that I'd love to do.

One was to pay my respects to the greatest racecar driver ever, Ayrton Senna, who had died just the year before, and the other one was to visit the Formula 1 track of Interlagos (Autódromo José Carlos Pace). My host, who was an F1 maniac like 99.9 percent of Brazilians, was all smiles. He told me that it would be a pleasure for him to take me to both places and, as an added bonus, we would take his beautiful Guards Red 944S (this is the extent of the Porsche content).

We chit-chatted a little as we made our way to the Morumbi Cemetery in São Paulo which took about 90 minutes, as we fought through the intense traffic of the largest

metropolis of the Southern Hemisphere. When we arrived, you could hardly tell it was a cemetery. It looked more like a park, since you couldn't see any vertical headstones or monuments. We slowly

made our way to the big tree in the center of the concentric rows of tombs, each with a small, discreet plaque on the recently mowed grass. Ayrton Senna's

It was a moving experience, since Senna had been my all-time favorite racecar driver and I had followed his career very closely.

is very simple and somber.

The bronze plaque reads:

Ayrton Senna da Silva
21-03-1960 01-05-1994

NADA PODE ME SEPARAR DO AMOR DE DEUS.

Nothing can separate me from the Love of God.

We spent about a half hour there and left without saying a word. It was a moving experience, since Senna had been my all-time favorite racecar driver and I had followed his career very closely. His fatal racing accident was still fresh in my mind since it had happened less than a year before while he was leading the 1994 San Marino Grand Prix at the Autodromo Enzo e Dino Ferrari in Imola, Italy.

After we left the cemetery, we headed south.

"Let's go see Autódromo Carlos Pace. It's only about 10 kilometers" (6 miles), my host said, breaking the silence with a cheerful voice. Indeed it was a quick drive but, when we got there, the main entrance was closed! We parked on the side and I walked up to the cyclone fence to try to see the cars that were on the track. I couldn't see the track from there, but I could hear the screaming engines of various 4-cylinder power plants going around the track.

My host had walked to the gate, a few yards away and I could see him talking to someone on the other side. After a short time, he waved me over and said, "Get in the car, we're going in."

I asked him how he had gotten permission and he said, "Oh, I just told the guard that you were a famous American racecar driver visiting Brazil and that you wanted to see the track."

continued on page 27



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



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continued from page 25

Immediately I jumped in the car, the gate opened, and we drove in. We made our way to the tunnel and to the infield, then to the pits. What I had been hearing was a foursome of Formula 3 cars that were practicing and were now coming into the garages. We got out of the car and walked all around, looking at the cars, equipment, etc.

After about 30 minutes, when we were about to head back to the car, I heard someone call out my name but I didn't react. Pedro is a common Brazilian name so it must be some other Pedro, I thought. "Pedro!" the voice called out again and this time, I turned

around. "I knew it was you!" he said. I can't believe my eyes. There, in front of me, was one of my former rivals from my old karting days. We both had made it twice to the CIK's (Commission Internationale de Karting) Pan-American Championship 25 years earlier. In 1970, I had bested him, finishing in 11th and he in 13th place overall, and two years later he bested me by only 1/10th of a second grabbing 10th place and leaving me out of the final runoff championship race. We looked at each other not knowing what the greeting protocol should be. Do I smack him or shake his hand? I thought to myself. We then just hugged and patted each other in the back...

kind of hard, if I remember correctly. He then asked me, "What are you doing here?" I said, "Just looking. I'm in São Paulo till tomorrow and came by to see the track. What about you?" I asked. He said, "I am coaching some young drivers at the Kartódromo Ayrton Senna, over there, next to the track." Then he said, "You think you still have it in you?" I answered, "Do you have a helmet for me?" He answered, "Let's go and find out! Follow me in your car." He hopped into his golf cart and we followed in the car. We made our way out of the infield and onto the circular access road toward the Karting School's track. There, my old friend had his guys quickly prepare two of the training Karts for us and we went at it.

We did 8-10 laps passing each other several times. This was a much friendlier battle than our previous encounters and I still remember the feeling to this day. It was just wonderful! ...And to top it off, it was at Senna's hometown track, where he had raced his Kart and won many times.

We spent another 45 minutes or so there and we were shown around the compound. After being all caught-up, in our lives, we hugged again, promised to keep in touch, and I headed back to the car with my business host. When we were in the car, just leaving the track, my host turned to me and said: "Wow! I wasn't lying when I told the guard that you were a famous American racecar driver. Who knew?" ■



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Suncoast Returns to Sharky's - May 18

by Hans, Joachim Krenz

Please make plans to join your fellow Suncoast PCA members for our fifth, almost-annual (We had to cancel the 2020 event due to you-know-what!) Dinner-on-the-Beach at Sharky's in Venice on Tuesday, May 18, at around 6:00 or 6:30, you know, like Jimmy Buffet beach time, whatever...

As in the past, Sharky's has again made their tent available to our group. This is

a covered semi-fixed area, where we will be well-sheltered in case of a shower, but which is completely outdoors and allows us to enjoy those Gulf breezes that our area is famous for. We will have our own dedicated wait staff with individual, couple, or group checks available. The menu will be wide open, that is, everything that you see on the Sharky's web site will be available.

Parking, while not reserved specifically for PCA, is plentiful near the south end of the restaurant.

You can find the group in two ways. First, go to the reception desk, and tell the hostess that you are with the Porsche Club for dinner under the tent. Or, alternatively, if you don't mind a little beach sand on your feet, proceed toward the beach, past the south end of the restaurant complex on the little boardwalk. As you approach the beach, you'll see your fellow Porsche-Pushers to your right, yes, you guessed it, under the tent. After a friendly wave, proceed to the end of the boardwalk and execute a sharp 180-degree turn to your right and come straight into the tent.

We'll all be waiting for you.... ■



Date Your Porsche Night

Suncoast group at sunset.



PIER 22, BRADENTON — by Norm Sippel

Remember when we had “Date Your Porsche Nights” on a regular basis? That was pre-COVID and organized by Missy Teasley. Well, we had one in March, and with more and more of us receiving our COVID vaccinations, maybe we can get back to that routine once again. So, if you haven’t yet received your shot, don’t procrastinate. It will open up our lives to almost what we had in 2019. Things won’t be exactly the same. But, when the majority of Americans, or at least Floridians, have been vaccinated, we will all be a lot safer. And, based on what people were saying at Pier 22’s DYPN, we are all ready to do whatever we have to do to get back to “normal.”

We had 18 couples at Pier 22’s DYPN, so it was truly a “Date Night.” They ranged



LaDonna Krenz and Carol Correnti having won Suncoast goodies.



Arthur and Dawn Clode.

from Jim and Jeanne Hoey who joined PCA in 1976 to two couples who had just joined a few days before—Arthur and Dawn Clode and Matt and Cindy D'Arienzo. A warm welcome to both couples, and congratulations to Jim and Jeanne on 45 years of PCA membership.

Pier 22 was kind enough to allow us to park our Porsches in the staff lot right next to the restaurant, which put everyone at ease rather than worry about door dings from “Duallies.” (Ed.: Something to consider when scoping out places for other Suncoast events.)

One problem restaurants have in snowbird season is that they really don't need an additional 40 people or so on top of their regular seasonal crowds. So, Ed Rossiter arranged for us to have a limited menu. But, it was more than adequate. Penny and I had been looking forward to their Sushi, but it was not included in the menu. So, we'll have to go back on our own for that. It sure looked good as we walked by the Sushi prep area in the lobby.

Our dinners were excellent as was the service. The river-front breeze was cool and many wore sweaters or light jackets until dark when the wind stopped. It felt as though the temperature had gone up by 5 or more degrees. And, sunset was lovely.

All in all, a wonderful date night. Thanks for arranging it Ed. ■



Judy & Gordon Govalet, Ann & Hugh McIlrevey, Jim & Jeanne Hoey.



Matt & Cindy D'Arienzo, Norm & Penny Sippel, Harvey & Ann Goldberg.



Denise applauds another winner of Suncoast goodies.



Grab bag winners Arthur Clode, LaDonna Krenz and Dale Harris.



Earlybirds socializing.

SAVE THE DATES! Suncoast PCA is 60!

By Norm Sippel

Did you know that Suncoast Region was formed 60 years ago? Amazing! So, we are going to celebrate.

Our President, Denise Remus and her husband and DE partner, Pat Remus, scouted out some possible venues and presented their findings to the Board last Tuesday. The decision is that we will hold a weekend celebration at Saddlebrook Resort in Wesley Chapel on November 5 to 7, 2021.

Saddlebrook was site to Zonefest in 2002 and Parade in 2003. Some of you may remember either or both of those events. Plans are developing for a weekend of activities including: new-member welcome session, Concours, tech sessions, Rally, Tour, Autocross, banquet, and a silent auction to benefit Ready for Life. And, possibly a Golf Tournament.

More details as we develop the programs. Meanwhile, mark the dates on your calendars and go to Saddlebrook's website to learn more about what they have to offer: <https://www.saddlebrook.com>

Stay tuned. Watch for updates in eNews, Facebook and Profile. ■



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The Budding of a Passion

by Richard J. Correnti. Photos courtesy GR Auto Gallery.

WATKINS GLEN,...1948. Grand Prix racing is introduced to Central New York through the streets of this small village. After the fatality of a youngster and several injuries in 1952, the race was moved to country roads outside of town. In 1956, a high school junior gets summer work on a surveying crew working on Rt. 17 in New York's Southern Tier in the town of Big Flats and lives with his grandmother on Keuka Lake. The construction company for which he works is contracted to build a new road course on 555 acres high above the village to become known simply as THE GLEN. The confluence of these events planted the Porsche seed in the heart of this high school junior.

Fast forward a handful of years to a teaching career, and returning with friends to Keuka Lake each summer to enjoy the thrills of THE GLEN. In 1965 one of these friends, who had also been bitten by the bug, purchased a '65 white 356C. Oh, the envy! Graduate school followed, and while attending Ohio University in 1966, a discovery! A '62 Porsche, owned by a country doctor in Southeastern Ohio, was advertised in a local paper. After some dickering, the 1600 356B T-6 Notchback (body by Karmann) was purchased for \$3600.

It certainly was a step up from the previously owned Karmann Ghia and made the trip back and forth to Long Island and Keuka Lake several times in the 3 years of ownership. Unfortunately, like the Ghia, it became too small to accommodate a growing family and, in 1968, was sold to a woman in Rochester, NY, never to be heard from again.

Children and a career occupied the next 50 years, but always that admiration and longing for another Porsche. In 2017, entering a phase in life where considering one became a reality, the search began. The target was a 911 Cabriolet six speed at plus-or-minus \$30K. Over the course of several months a number were considered, a burgundy/tan '04 in Tallahassee, a grey/grey '03 in Pompano Beach and, finally, the silver/blue '02 in Tampa with less than 22K miles. Bingo!

It's now been more than 10K miles and 3 years of driving bliss. A year ago, a friend



from the Berkshires, who owns an '09 Cab, suggested I join PCA,...if only to receive Panorama. But it's been so much more,... new friends, fun driving experiences, sharing

of ideas,...and last but not least seeing all the 356s by the lake in Howie-in-the-Hills. Sure makes one lust to own and drive that old air-cooled 1600 again\$\$\$\$\$!! ■

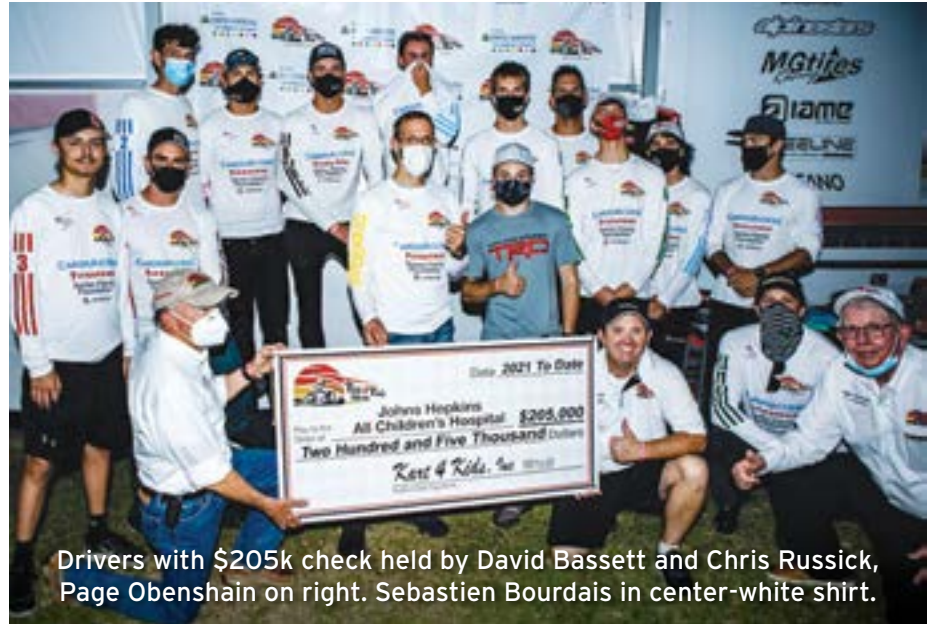
Kart 4 Kids Charity

by Nikki Bromley, Director of Account Management, Pinstripe Marketing

Walking up to the event registration tables, I hear the hum of the karts racing around the track. It's a beautiful, albeit warm April day, with a light breeze whipping through the racing flags and tents. Silent auction items, including a racing suit and signed bottles of AJ Foyt wines, are set up under a white tent, and racers, spectators, and volunteers mill about as the teams go through their practice runs. The track is smooth, well-groomed, and holds an air of potential and excitement.

The 10th annual Kart 4 Kids Pro-Am Kart Race took place this year at Andersen Race Park in Palmetto, FL on April 10. The race was started in 2012 as a way to honor the memory of IndyCar driver and St. Petersburg resident, Dan Wheldon, who had tragically perished in a racing accident.

Each year, teams of professional and amateur drivers come together for the race, which benefits Johns Hopkins All Children's Hospital. This year alone, the event raised \$205,000, their best year yet. In total nearly \$1 million has been raised since the event commenced. These funds have been used for everything from life-saving equipment purchases, to a Kart 4 Kids Relief Fund to provide support for



Drivers with \$205k check held by David Bassett and Chris Russick, Page Obenshain on right. Sebastien Bourdais in center-white shirt.

patients, families, and staff, to the Kart 4 Kids Concussion Initiative at Johns Hopkins All Children's Hospital, which is conducting ground-breaking research on concussions in children.

"Whose lives are we changing? We're changing concussion research for the WORLD," says Dr. Patrick Mularoni of the Kart 4 Kids Concussion Initiative at Johns Hopkins All Children's Hospital. "We are improving outcomes for youth in ways that

we couldn't have imagined a year ago."

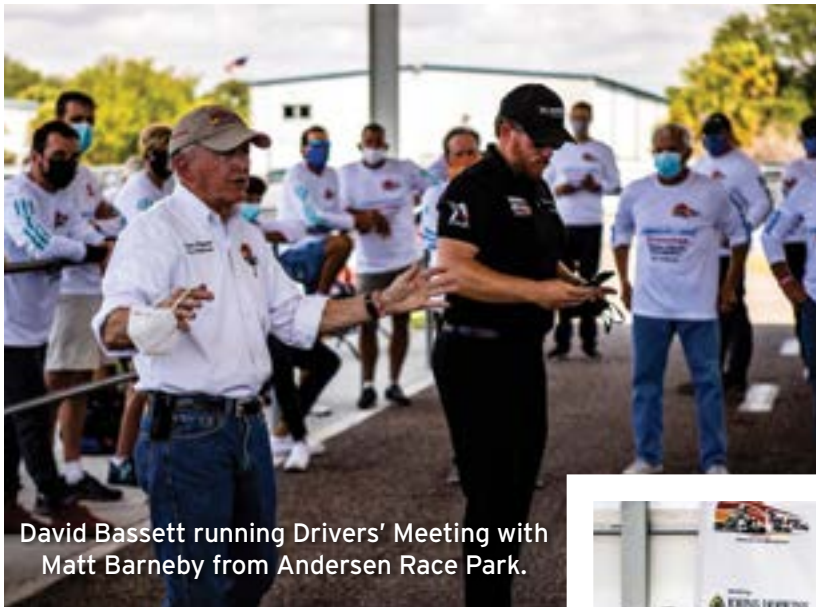
NTT INDYCAR SERIES and IMSA sportscar driver and St. Petersburg resident, Sébastien Bourdais headlines the event. Other drivers serving as pros for their teams this year included Santino Ferrucci, Tristan Nunez, Oliver Askew, Kyle Kirkwood, Kyle Masson, RC Enerson, James French, Glenn McGee, Eric Filgueiras, Selin Rollan, Nabila Tejpar, Conner Merrell, Michael Mallardi, and Tyler McIntyre

The event receives wide community support, with Presenting Sponsor CardioAccess; Supporting Sponsor Firestone; Andersen RacePark & Rally Stores as major Sponsors; Team Sponsors, Interyachting, K4K JHACH Concussion, SB Tactical, Dynasty Financial, Cyndeo Wealth Partners, Downs Food Group, Renaissance Greens, Team Longtail, Reichert Brothers Sausage, K Air, Reeves, Main Street Car Wash/Hooters; with additional sponsors, Baer Racing, Suncoast PCA, JDC Miller/Mustang Sampling, John Vita The Milestone Group, Dikman Company, ServiceNow, The Motor Enclave, C&D Printing, St. Petersburg Yacht Sales, Basset Family, Pinstripe Marketing.

To learn more about Kart 4 Kids, visit kart4kids.org, 'like' its Facebook page at Kart4Kids Pro-Am Kart Race, or follow the race on Twitter @kart4kidsproam. ■



Last minute coaching by Jen Lane-Valk.



David Bassett running Drivers' Meeting with Matt Barneby from Andersen Race Park.



Sebastien Bourdais, Daniela Boesshenz and NASCAR driver Santino Ferrucci.



Chris Russick, David Bassett, Page Obenshain and Sebastien Bourdais thanking drivers and sponsors for attending.



The pro drivers lapping the course.

Planes or Porsches?

Is that a serious question?

by Dan Engel, past Suncoaster

I'm generally up before 5:30 a.m. and head to the kitchen to brew the first of a couple cups coffee. The next order of business is to make a lap of all the online newspapers from the cities in which we've lived in the past 12 years: the Plain Dealer in Ohio, the Tampa Bay Times, and finally the Star Tribune (aka the 'Strib' to the locals) in Minneapolis.

What caught my eye rounding the bases of a recent morning's Sunday papers were two Covid articles about getting somewhere in your car instead of a plane. Given our personal preferences, my immediate response was, "Well, duh." And not just because of the Covid New World Order, but just about any time. Let's see now. You can take an Uber to the airport, wait in a security line, take a tram to your gate, hang around the gate, get on the plane, and then repeat the whole smash at the other end. Alternatively, you can pack your Porsche, put something liquid greater than 4 fluid ounces in a cooler and hit the road. Not much of a quandary for us. But then again, we're members of PCA and, as Jay Leno once quipped in a YouTube segment featuring his



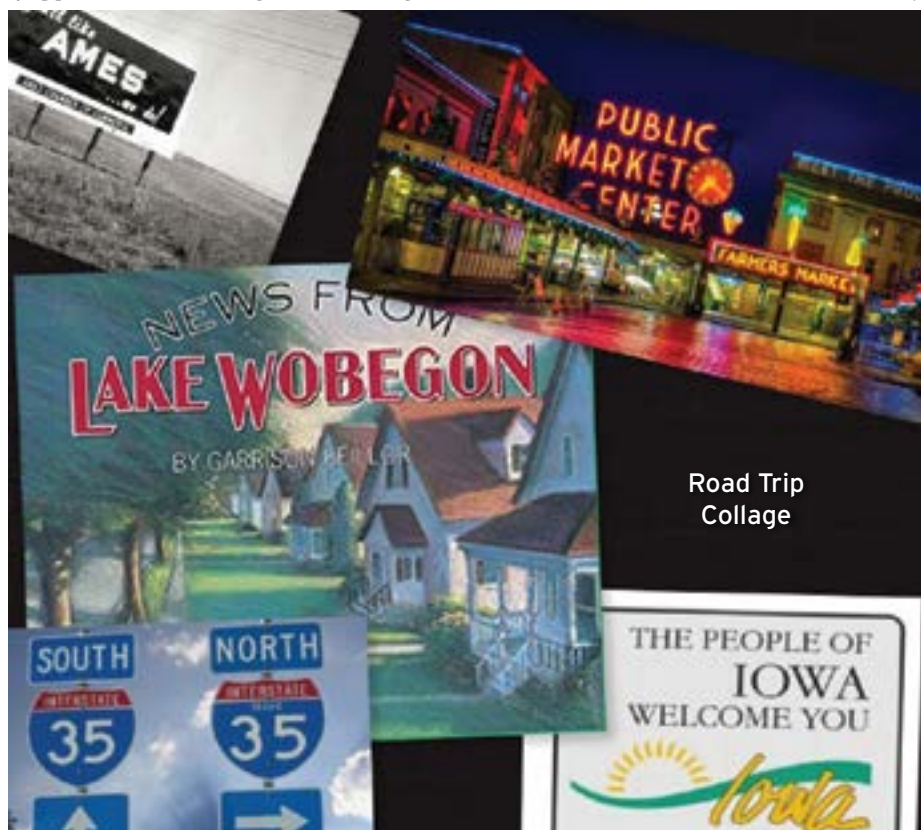
Sepia Brown 911T, "Porsche and Corvette owners drive the heck out of their cars in contrast to some owners of Italian exotics that brag about how few miles are on the odometer after 30 years." So yeah, road trips rule.

Between trips to the microwave to reheat cup #1 that morning, I thought back to the short 235-milers we took almost twenty

years ago for college parents' weekends, and a 2,500 mega miler we hammered out just this past fall to visit that very same student who graduated and scored a real job in Seattle. Obviously, that most recent trip was quite different because driving all day long this past September only got us one quarter of the way there.

Road trips have two components in our book: getting to where you are going; but just as important is the planning and the actual drive itself. A confluence of just being cocooned together, traversing interesting roads, occasionally stunning scenery, and a host of memories to put in the bank. I'm guessing most wouldn't say the same about traveling to the very same location by plane. So, while skimming the articles, I daydreamed a bit about those trips that were poles apart but equally treasured.

When we lived in the Twin Cities, we did at least four parent weekend trips from the Twin Cities to Iowa State in Ames, Iowa, a 235-mile dead straight grind down I-35. Once there, being good parents, we took a hungry college kid out to lunch where most of the restaurant options fit into the category of what students could afford when they were splurging on a date. In other words, although we're not food snobs, fine dining wasn't as they say, "on the menu." Same went for the motel choices which did double duty as the 'go-to' spot for off-campus frat parties. If you have mental images of beer- and wine-stained carpets,



Road Trip Collage

you've been there, too. So, after a couple of overnight efforts, we changed up the routine and did the down and back in a single day. We would get up early on a Saturday, jump onto I-35, meet up with our son, wander the campus, eat at Chili's or Applebee's, bounce around a bit more on campus, and then skedaddle back home. And being honest with ourselves, we knew that college kid was more interested in hanging with his buddies on a Saturday night anyway.

The second leg of that 500-mile day would normally have been a two-hour slog in dwindling light, were it not for NPR and Garrison Keillor's "Prairie Home Companion" broadcast. And since we were Minnesotans and "of a certain generation," it was almost sacrilegious not to tune in. Bisecting hundreds of miles of cornfields heading home on I-35 we laughed out loud at the show and, particularly, his weekly "News from Lake Wobegon" monologue. Along the way, we picked out other Minnesotans, also "of a certain generation," listening to Garrison. They were easy to spot in the adjacent lane because they were laughing at the same time we were.

Fast forward about 16 years, throw in a Pandemic, and suddenly a four-day one-way road trip didn't seem quite so

herculean, and you know, it wasn't. We had a blast, other than to take our GPS's advice and go straight into the heart of the beast of downtown Chicago on I-90 on the first



day. But better fortunes shone a couple of hours later, when we got a hundred or so miles into Wisconsin and the sea of 18 wheelers accompanying us all morning evaporated into thin air. Armed with Waze and a Valentine Gen2, we felt pretty comfortable picking up the pace a couple hundred RPMs as we headed toward the western states and their 80-mile-per-hour speed limits. A few hours into day two, we

were happily seeing that very speed limit "banner", and really started to gobble up the miles. Meanwhile, Carol did her best to test her phone's memory capacity by taking a through-the-windshield shot of every one of them. Roadside rest stops were our venue of choice for picnic lunches followed by almost hot take-out dinners and a bottle of wine in our motel room at the end of the day. A combination that we thought was pretty much on par with anything Ames offered up years ago.

After a week or so on the west coast, which included the requisite social visit to the Porsche dealer in Bellevue, we retraced our steps. The scenery was just as beautiful heading in the opposite direction and we let Apple Car play and Sirius radio continue to entertain us until we got home four days later.

And this year? We're already teeing up short-day trips, weekenders, and a couple of multi-day adventures starting with the Parade in French Lick. In the fall, we hope to register for the Treffen at the Kohler estate in Wisconsin. And who knows, after the event, maybe just press on west for another few days where going a touch over 80 is just fine even if you are seen as being "of a certain generation." ■

Mountain Road 2
Eastbound.



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PCA's new Performance News monthly e-newsletter features the latest news and information about all four-door Porsches.

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Garage Art

by Norm Sippel

I hope you like Tom Zurflied's image with section-by-section close-up description demands it. You may remember the January 2018 Profile cover image—the Porsche 991 parked on a street in Barcelona. If not, go back to it and examine it closely. See: https://suncoastpca.org/wp-content/uploads/profiles/2018/2018_01.pdf Tom created that cover by combining two images and manipulating them for a great effect. That image appears at the bottom right on his nicely segmented close-ups of his office walls.



Another Thomas, TC Davis has a collection of racing memorabilia that ranges from a dimmer switch that uses a shock absorber adjusting knob to dim the lights, to an enviable collection of helmets. Wonderful!

Thank you both Thomases for sharing your auto art with us. For everyone else, show us what you have. Please send photos and descriptions to me. I'll feature your art in order in which I receive it. ■



A Panorama of My Little Bit of Heaven on Earth and Some of My Favorite Things.



North Wall

East Wall

South Wall

Phil Hill 24"x36" poster
1961 LeMans winner.

1938 Talbot Lago T150
20"x16" print



Numbers identify displays shown below..



#2 From Top: Aston Martin DBR1 1959 LeMans Winner.
1963 Jaguar C-Type, 1953 LeMans Winner.
Vincent Black Shadow; Norton Manx;
1957 BMWxxx; Triumph Bonneville



#4: American Cars: Deussenbergs; Packards; Auburn;
Corvette; Cobra. In front: Ford GT40;
Shelby Daytona Coupe; 1956 Studebaker President Speedster

#1: German & Italian Cars + one
French Car & one Japanese car



#3: Italian & French Cars

20"x16" print

#4 Porsche
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How Will We Fuel Our Classic Porsches in 2035?

by Casey Annis and Porsche Newsroom

I received the following from my friend Casey Annis, Publisher/Editor *Vintage Racecar*.

“There’s been a lot of nervous talk in the classic car community about the rapid development of electric cars and its potential impact on the future of our classics. While many have predicted doom and gloom, there was some positive news

recently coming from Porsche.

When Porsche unveiled their new 911 GT3 Cup car, they also revealed that they have been developing a new synthetic fuel that the GT3 will race on. Now what is fascinating about this new fuel—and good news for the classic car community—is that this synthetic fuel is not petroleum-based (it’s made from carbon dioxide

and hydrogen), can run in any gasoline-powered car and will yield a total carbon footprint comparable to electric vehicles. According to Porsche, “Synthetic fuel is cleaner and there is no byproduct, and when we start full production, we expect a CO2 reduction of 85 percent. From a ‘well-to-wheel’ perspective—and you have to consider the well-to-wheel impact of all vehicles—this will be the same level of CO2 produced in the manufacture and use of an electric vehicle.”

So if you were fearful that at some point in time in the near future the well was going to run dry for your classic, fear not...Porsche may have you covered.” - - *Vintage Racecar*

Let’s look at what Porsche AG. Has to report. Here is the Press Release from the Porsche Newsroom:

Porsche Mobil 1 Supercup focuses on renewable fuels.

STUTTGART– When the 2021 Porsche Mobil 1 Supercup season kicks off, the championship commits to lower-carbon fuels: As a first step, the international one-make cup will use advanced biofuels and eFuels that have the potential to reduce CO2 emissions significantly. Porsche and ExxonMobil are teaming up to use this beacon-project to test the viability of renewable liquid fuels under tough motor racing conditions. The new Porsche 911 GT3 Cup with its high-revving high-performance flat-six engine serves as the perfect test laboratory for the Esso Renewable Racing Fuels: The car’s ca. 375 kW (510 PS) (503 hp) four-litre power unit has been tested to run on renewable fuels. The goal is to gain valuable experiences to find pathways toward potential future consumer adoption.

The Porsche Mobil 1 Supercup races are held as support events at eight European rounds of the FIA FORMULA 1 WORLD CHAMPIONSHIP Porsche and ExxonMobil are implementing a two-stage strategy in the testing of renewable fuels with the potential to reduce greenhouse gas emissions. In 2021, the drivers *continued on page 43*



356B Porsche, PCNA.



Have you signed up for PCA Juniors?

It's not just the cars. And it's not just the grown-ups. PCA is about the kids too!

The PCA Juniors program is here for kids to enjoy PCA events, learn about Porsches, and continue the passion that runs throughout the Porsche Club of America. As a PCA member, you may sign up your child, grandchild, niece, or nephew under the age of 18. It's free to join! Your PCA Junior will receive a welcome box with an ID name badge in the mail. Many region events include activities for children and teens geared to grow enthusiasm for Porsche and PCA for generations to come.

SIGN UP HERE. IT'S FREE! <https://www.pca.org/pca-juniors>

The PCA Juniors program has worked with coloring book illustrator Fireball Tim to create custom coloring sheets for you to download and enjoy.

DOWNLOAD HERE: <https://www.pca.org/pca-juniors-activities>



PORSCHE CLUB OF AMERICA

contesting the Porsche Mobil 1 Supercup will tackle this season's eight races with a blending of bio-based fuel. This advanced bio-fuel is obtained from food waste products. Additional components are blended in to enable the required fuel properties and combustion behavior. An octane rating of approximately 98 will be achieved.

The next step is expected during 2022 with the introduction of an eFuel sourced from the new Haru Oni pilot project in Chile that generates hydrogen, which is then combined with captured carbon dioxide drawn from the atmosphere to produce methanol. This eFuel is anticipated to reduce greenhouse gas emissions by up to 85 percent, when blended to current market fuel standards for today's passenger vehicles. In this pilot project, Porsche and ExxonMobil are working with other international partners to advance the development and potential future commercial viability of synthetic fuels. "The

testing of new technologies in racing has a decades-long tradition at Porsche.

We're proud to be able to assume a pioneering role for Porsche on the critical topic of eFuels," affirms Oliver Schwab, Project Manager Porsche Mobil 1 Supercup. "The Supercup is the first international

important communication function for the significance of eFuels at Porsche."

Porsche and ExxonMobil carried out initial fuel tests and gleaned information back at the beginning of 2019. Early in 2020, engine tests were conducted on test benches as well as material compatibility experiments with fuel-system components and functional trials under a wide range of driving conditions. Racing fuel must also meet the special regulation requirements. Porsche and ExxonMobil have worked together to develop the chemical, physical and technical specifications of the Esso Renewable Racing Fuel with this in mind. ExxonMobil also undertakes the final blending of the ready-to-race fuel. The Esso Renewable

Racing Fuel will be used in all races of the 2021 Porsche Mobil 1 Supercup including the first roll-out at Zandvoort in the Netherlands and the two pretest days held at Monza, Italy. A software update was applied to co-optimize engine and fuel performance. Thus, the engine output of the new 911 GT3 Cup racing car remains unaffected. ■

As a pioneer in the use of synthetic fuel in Porsche race cars, the Porsche Mobil 1 Supercup takes on an important communication function for the significance of eFuels at Porsche

racing series to use renewable fuels. Given that our races are held as part of the FIA Formula 1 World Championship, we're very much in the eye of the media, the public and other manufacturers involved in motor racing. As a pioneer in the use of synthetic fuel in Porsche race cars, the Porsche Mobil 1 Supercup takes on an

PORSCHE NEWSROOM



Porsche GT3
Cup Car

Autocross Returns to Venice Airport

After a too long hiatus, the City of Venice allowed us to run an autocross there again today, April 18. Three dozen drivers brought their cars despite threats of rain in the afternoon. As I write this at 5:00PM, we still have blue skies in Venice, while Brooksville has rain less than an hour away. So, while those of you up north lament the loss of Brooksville's airport, those of us down here are pleased to have an AX course in our backyards even though I didn't run it today.

Runs began this morning with everyone seeming pleased at the course set up. It included a couple of drag-strips and a big circle that had to be negotiated twice—inner and outer, as well as a slalom and some other tricky spots. As I looked at the score sheets, I saw a lot of "OC"s. You know what that means.

Results will be posted on our website and in the July/August *Profile*. Meanwhile, some photos... ■



Patrick Agan Ready to Launch his 993.



Raymond James's Green Frost 911 TT.



Kirsten Eggert on course.



A gaggle of Boxsters and Caymans, and a few 911's staged for their runs.



Multi-taskers, Tori & Kirsten watched by Doug, finished their runs, now doing timing and scoring.

Yes. We allow Hondas.




What? I know I was faster than that.



Craig Crossley GTS

Class	#	Last	First	Year	Car	Best Time	Overall
						4/18/2021	Place
S08	111	Neiman	Joe	2010	911 GT3	45.593	1
S08	18	Bridges	Tim	2020	718 Spyder	46.272	2
P06	33	Straler	Jimmy	2014	Cayman S	47.100	3
P05	28	Sumansky	Bill	2004	Boxster S	47.121	4
P06	30	Alaisa	Rene	2009	Boxster S	47.180	5
S06	47	Hatanaka	Luke	2018	911 Carrera	47.397	6
P06	10	Swope	Russell	2000	996	47.454	7
P06	98	Trainor	Edward	2007	CaymanS	47.841	8
.XS	25	Byram	Tod	2005	s2000	48.123	9
I02	48	Eggert	Kirsten	2003	BoxsterS	48.275	10
I02	49	Eggert	Jerry	2003	BoxsterS	48.523	11
S08	81	Bridges	Don	2020	718 Spyder	48.525	12
S05	21	Tamandli	Bob	2003	Boxster S	48.879	13
P08	22	Soni	Paul	2018	GT2RS	48.929	14
Expert	5	Shields	Dan	2002	Boxster S	49.087	15
.XS	11	McLaren	Milton	2006	Miata	49.299	16
P07	15	Santiago	Jorge	2015	Cayman GTS	49.339	17
S07L	77	Naidel	Adriana	2018	718 Boxster GTS	49.382	18
S06	313	Shepelev	Andrey	2013	Boxster S	49.585	19
.XS	59	Bartolomeo	Matt	1992	MR2	49.631	20
M02	164	Vozza	Louis	2012	Cayman R	49.682	21
S06	96	Wade	Austin	2002	Carrera	50.110	22
.XS	9	Lofreddo	Doug	2003	S2000	50.154	23
P05	461	Krasucki	Doug	2013	Boxster	50.188	24
I02	162	Eggert	Andrew	2003	Boxster S	50.499	25
.XS	78	Sawyer	Thomas	2014	Miata	50.860	26
S06	90	Young	Adrian	2007	Carrera	51.083	27
P05L	82	Lewis	Tori	2004	Boxster S	51.142	28
S05L	51	Shields	Sharron	2004	911	51.636	29
P05	381	Agan	Patrick	1995	911 C2	52.490	30
S07	53	Crossley	Craig	2019	GTS	52.855	31
S07	71	Krenz	Hans-Joachim	2018	Carrera GTS	53.326	32
S02	99	Naidel	Jeffrey	2007	Boxster	53.925	33
I01	01	James	Raymond	2001	911 TT	54.058	34
.XS	98	Bartolomeo	Jessica	2020	STI	56.782	35
S07	6	Konarske	Gerald	2020	carrera s	60.610	36
S07	46	Naidel	Robert	2018	Boxster GTS	62.341	37
P08L	12	Soni	Bryane	2011	Turbo S Cabriolet	68.056	38

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Enter your photos for "Photo of the Month"



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

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.

Things Are Looking Up!

So many have now received COVID vaccines that we are well on our way to “semi-normalcy.” But, we must continue to assume that others are carriers as only about 25 percent of Floridians have been vaccinated. Surely within the remaining months of 2021, we’ll see higher rates of vaccination and immunity as well as fewer cases, hospitalizations, and deaths. However, Florida is wide open even now, so please be careful. Don’t lose sight of the barrier to complete success in smothering COVID—the failure of a huge percentage of Americans to refuse vaccination thanks to a plethora of misinformation.

We recently had a terrific “Date Your Porsche Night” at Pier 22, and I know that Ed Rossiter is planning more in other areas. But, he needs YOUR help. You know the restaurants in your area. If you like any that you think could accommodate 40–50 people and safe parking for their Porsches, please let Ed know. His contact info is on page 4. Now that your Board of Directors has loosened the restrictions, we can once again dine indoors. Many Snowbirds are still here and restaurants have to allow for their presence. Once they head home, large groups like ours will be more welcome in the kinds of restaurants we like. We are also looking to rejuvenate Saturday morning breakfasts. As you saw in Tom Briest’s “The Way It Was” on page 10, they were a regular event here. It is once again time to look for breakfast venues in various parts of our Region. (Did you know that the Gold Coast/Gulfstream Regions have EIGHT locations for their monthly Saturday morning breakfast?)

When you register for events, please show up. If you change your mind but don’t cancel your registration for a limited-seating event, you deprive others of

attending. Please be considerate—cancel in ClubReg and let the host know ahead of the event if you change plans.

Many of you run events. When you do, please ask one of the participants to write about it for Profile. The more members who participate in writing articles, the better other members get to know you and them. We like good photos too. When you take photos, please include captions when you submit them for publication, especially photos of people.

One of my recent tasks has been to judge newsletters from other regions. I have picked up some new ideas and will incorporate them into Profile going forward.

As I looked through the various issues, I noticed that some carry wristwatch advertising by jewelry stores. Among watch manufacturers, Rolex and Chopard are two that I have worked with in the national or international magazines where I worked. Now, we know that Porsche Design or Porsche-themed watches are popular among our members, but are there stores in our region that sell them? If you know of any that sell these brands, please let me know. Between us, we may be able to convince them to advertise to our members. These brands have “Co-op programs” that help pay for the cost of an ad. Some are very generous.

We have sent out a number of Tuesday eNews bulletins recently. They are a supplement to this magazine for events that have a short lead-time. I apologize for their appearance. Unfortunately, I am limited in what I can do to format them in the PCA system. It isn’t WYSIWYG. I create them in Word. Then I copy them to the

PCA system. A lot is lost in the translation, image position in particular. I’ve been working with one of the PCA National staff to improve my understanding and skills. But, it is a work-in-progress. Please bear with me.

Speaking of eNews, I have had some members say that they aren’t receiving them. If so, please go into your www.PCA.org account and check for the accuracy of your information including your region, your email address and that your selection of opt-ins/opt-outs is to your liking. The email list that is used is PCA’s, not ours. And, it is generated by the information you have included on your “My Account”



page. Reach it via: www.pca.org; MEMBER LOG-IN; Membership/My Account; Edit. Then scroll down to: Email Settings and be sure that you have NOT checked the box “Opt out of regional emails.” Save your updated settings by logging out.

Digitally, we have a few other options. Among them are our Facebook pages and of course our website:

- Suncoast Region PCA - restricted group: <https://www.facebook.com/groups/124019267654206>
- Suncoast Region PCA – Information page: <https://www.facebook.com/SuncoastPCA>
- Website: www.suncoastpca.org

Check them out.

Keep your new articles coming. Maybe send a Letter to the Editor. We would very much like to hear from you. What to write about? Anything Porsche. ■

Until next time,



Marketplace

Suncoast Florida PCA's official free classified section



AUTOMOBILES

2009 Cayman - 57,800 miles Stone Gray with Gray interior both in excellent condition. Runs and handles great! Well Maintained, new Pirelli tires asking \$31,000. 518-522-0222 or email markcw73@gmail.com (0820)

2008 997.1 GT3 Cup Car - Excellent condition. Fresh gearbox with 2012 updates 1st-4th. Recent clutch. DE driving ONLY for the last 10 years. (2:14s at Sebring) 97.1 hours on a JB Racing rebuild. \$59,950 OBO. Ron Zitza (407)448-1852 or teamzotz@aol.com (0820)

2013 Carrera S - White/Luxor Beige/Black glass sunroof. PDK, Carrera S wheels, Premium Package Plus, other options: 425, 636, 672, 748, PO6, P37. Just had annual svc. @ AutoQuest. Reg svc by Suncoast and highly rated indi shops, "N" rated Michelin Pilot Sport 4S. \$67,900 727-787-5929 nsippel@mindspring.com (05/21)

2005 997.1 Cup - One of only 35 built. VIN WPOZZZ9Z25S798017. Campaigned by Kardach, driven by David Saelens in 2005 SuperCup. Finished 3rd in the '05 championship. Competed at Daytona in 07 and 08. Porsche history restored to 05 specs and livery. POA. tbmotorsport@gmail.com or call Tanner at 863-414-6535. (0719)

2001 911 Turbo - 61,000 miles seal gray terracotta interior Kenwood head / bluetooth K40 / laser jammers, ECU upgrade cold air induction Champion motorsports 19" wheels painted bumperettes to match body, tiptronic. \$39,000 OBO Sarasota 915-0550 Jim Westfall jimwzap@gmail.com (0121)

PARTS

BRAKE ROTORS - Girodisc rotors fronts & rears, (2) A1-032 and (2) A2-032 ex cond. Fits most 991.1 & 991.2. Some 996, 997, and Caymans. \$1600 was \$2400 new. Elephant Racing camber plates for 991. \$750 new, \$400. 941-786-5242 (0820)

ROLL BAR - Roll bar for 1983-1994 911 Cabriolet. Bolt-in model. Use as a hoop or with diagonal and belt bars on the track. \$400 OBO. Tim Stoops 352-279-0911 s2ps@yahoo.com. (0820)

TIRES - Four almost new Centaravanti HP 235/40 R18 95W XL tires. Came off a Porsche Carrera 911. Value is \$800. Will accept any reasonable offer over \$350! 941 729-2761 (0620)

PARTS - 4 Porsche factory Carrera S II wheels: 19 x 8 and 19 x 11 - \$1300; 981 IPD Plenum and GT3 throttle body, used - \$800; 981 Fabspeed Supercup exhaust, used - \$700; Photos available. fullyield@yahoo.com, 813-778-9898 (0120)

PARTS - 986/987/996/997 Schnell Short Shift Kit (Metal bushings), new -\$1002 - 981 BMC Air Filters, new \$120 for both; 997.1 base

Cool Carbon rear brake pads, new- \$70. Photos available. fullyield@yahoo.com, 813-778-9898 (0120)

WHEELS - O.Z. Racing Ultraleggera HLT Wheels in Black. 2 Rears -19x10. Will fit 981 & 718 Boxster S /Cayman S & GTS Comes with TPS's and OZ center caps. \$450. One Front - 19x8.5 \$225 941-567-6007 hucummins997@gmail.com (1020)

BRAKES - GIRODISK rotors for 718 Boxster S/ Cayman S & GTS.. Fronts - 350mm rotor hats only (rotors have about 8 hours DE track time remaining), Rears - 325mm rotor hats & rotors (about 30 hours DE track time remaining). \$800. GIRODISK Hats only (1-153A) for 981 Boxster S/ Cayman S & GTS - Fronts 350mm rotors. New rings can be purchased separately. \$150. 941-567-6007 hucummins997@gmail.com (1020)

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

PARTS - 3.6L 911 engine (former crate engine used in Cayman) for parts or rebuild. Engine is disassembled, needs a new crankshaft and valves. Have all parts from the running engine all in good condition. \$1,500 for all or will separate. kimlelli@yahoo.com 850-509-4425 (0121)

FRONT FLOOR MATS - For 997/987 NOS still sealed in original Porsche plastic bag, incl. mounting hardware, Porsche part number is 987 044 800 00 R10. Color is dark gray. Note: front 2 pieces only. 2 sets available, \$45 per set. Hans 941-979-1939 krenzhj@comcast.net (0321)

MISCELLANEOUS

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

WANTED

• 911/Carrera Coupe or Targa 1978 to 1998 - Preference given to well cared for cars with no "factory faults" like the 964's without engine gaskets. I've had enough of the digital car world. Time to go back to analog. Send info and photos to Norm 727-787-5929 nsippel@mindspring.com (0820)

YOUR AD CAN APPEAR IN THIS SPACE.
Send it to nsippel@mindspring.com

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

Porsche Profile

2021 ADVERTISING RATES

Business Cards	\$160
Quarter Page	\$410
Half Page.....	\$625
Full Page	\$1020
Cover 2	\$1470
Cover 3	\$1325
Back Cover	\$1565

PUBLICATION SCHEDULE

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

PAYMENT

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

AD MATERIAL

Advertisers are responsible for sending final creative to Publisher. New material is due by 15th of month preceding cover date, i.e., April 15 for May/June issue.

AD SIZES

Full Page	Inset: 7.825 x 10.25"
	Bleed: 8.75 x 11.25"
Half Page	7.825 x 5"
Quarter Page.....	3.825 x 5"
Business Card3 x 2"

Contact editor Norm Sippel,
nsippel@mindspring.com
with suggestions, comments,
and further information.

Porsche Profile is also on the Suncoast
Web site at www.SuncoastPCA.org

POLICIES AND PROCEDURES

• Porsche Profile is the official newsletter of the Porsche Club of America Suncoast Region. Norm Sippel, Editor, David McGowan, Graphic Artist. No portion of this publication may be duplicated without the written permission of the Suncoast Region Board of Directors.

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

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

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

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



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