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PORSCHE

Profile

JUL/AUG 2021



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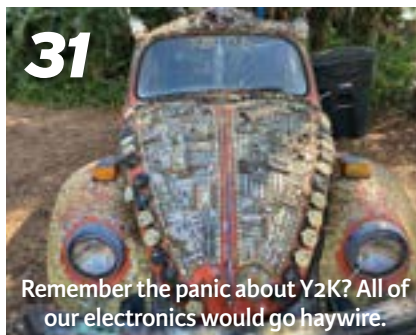
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Le Mans entry



ON THE COVER - Photo of George Wienhold's 911 at 81 Bay Brewing in honor of July 4th. Photo by George Wienhold.

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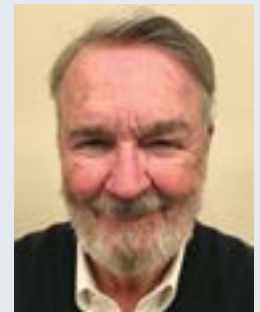
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Summer Is Here!

With our world opening up a bit more, we had a great start to May with the social at Sharky's on the Pier in Venice, thanks to the collaborative efforts of Hans-Joachim and LaDonna Krenz and Ed and Kathy Rossiter. There were more than 80 members in attendance, some completely new to PCA while several others in attendance had joined PCA more than 40 years ago. We all enjoyed wonderful food, a great view, and fantastic conversation. What a wonderful way to open up our expanded social calendar!

Ed Rossiter, Suncoast PCA Social Chair, is working to solidify regular monthly breakfast socials across our region and adding more "Date Your Porsche" nights. We always need suggestions for restaurants that would accommodate 20 to 40 (or more) members and our cars for social events, especially in northern areas of Pinellas County and Hillsboro County. If you know of any great venues, please send the information to Ed at social@suncoastpca.org. Also let him know if you would be willing to help by serving as host for the

event – we do need volunteers to help make these events successful.

Speaking of great events – plans are well underway for our Suncoast PCA 60th Anniversary celebration. The dates will be November 5, 6 and 7 at the beautiful Saddlebrook resort in Wesley Chapel (<https://www.saddlebrook.com>). While details are still being worked out, we do plan to start on Friday with a fun-themed dinner. Saturday will be busy with several options for you including Concours, Rally, a New Member welcome session, Tech sessions, unique family activities and more. Later Saturday we plan to offer our "Wines, Wheels and Wishes" wine tasting (a fundraiser for Ready for Life <https://www.readyforlifepinellas.org/>) followed by the Gala banquet and Awards ceremony. Sunday we will host a Golf tournament, also a fundraiser for Ready for Life, and a Tour. More activities may be added and others modified as plans are finalized.

The resort is offering event attendees a reduced room rate. We strongly encourage you to stay Friday and Saturday evening – it's the best way to take full advantage of the celebration and connecting with your fellow PCA members who share your love of all things Porsche. We anticipate registration will open around September 1 and close around October 8. Updates on the 60th Anniversary celebration will be shared in Suncoast PCA eNews e-mails, on our website and in the September/October *Profile*.

While we are only halfway through 2021, it's already time to begin planning for Board of Director (BoD) nominations and election for 2022. The elected officer positions are: President, Vice President, Secretary, and Treasurer. The elected directors are: Charitable Activities; Social; Road Driving Activities; Insurance and Safety; and Governance. Remember, this is your club and your engagement in the nomination and election process is very important. Per our Bylaws, we must finalize the slate of nominations for officers and directors at the September meeting of the Board of Directors. If you are interested in nominating yourself or another Suncoast PCA member you must submit your written nomination, with yours and/or your nominee's PCA membership number, along with complete email, phone, and address contact information for yourself and the nominee, to Suncoast PCA Secretary, Daniela Boesshenz, secretary@suncoastpca.org. Written submittal must be made by Tuesday, September 14, 2021, before or at the BoD Meeting. Given these preconditions, please submit any nomination to the Secretary on or before August 31, 2021, to allow sufficient time for acknowledgement by the Secretary and insertion into the BoD September written meeting agenda. If you are nominating a Suncoast PCA member other than yourself, you must include the nominee's written and signed consent to be nominated for the



continued on page 19

Bert Smith
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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

- July 11 – 17 65th Porsche Parade – French Lick, IN See: <https://www.porscheparade.org>
- August 7, 2021 Saturday, August 7, 2021 – A Tour and Outing to Peck’s Old Port Cove on Ozello Trail. The tour will be approximately 91 miles, and starts in San Antonio, FL. An early lunch is scheduled at our destination restaurant. Registration opens on www.ClubRegistration.net on Tuesday, July 20, 2021 @ Noon EDT.
- 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

Breakfasts with Porsches - We have begun regular Saturday morning breakfasts at the following locations on the noted week: Venice, Skillet’s 3rd Saturday, Bradenton, Skillet’s, 4th Saturday. (More to come)

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

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.

July - no meeting | August 10 | September 14 | October 12 | November 9 | December 14

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MEMBERSHIP ANNIVERSARIES

45 YEAR ANNIVERSARY

Bruce & Sheryl Hershock

40 YEAR ANNIVERSARY

Mike Kwasin

35 YEAR ANNIVERSARY

Paula Wellens
Robert & June Drewry
Michael Homa & Cynthia V. Simms
David & Fran Huey

30 YEAR ANNIVERSARY

Stanley Tsigounis & Hilary Hall

25 YEAR ANNIVERSARY

William Conroy
Ian & Bonnie Frankel
Robin & Debbie Hawley
Paul Weiner

20 YEAR ANNIVERSARY

Sam & Linda D. Frank
Carl & Cynthia Hawkins
Jeremy & Carolyn Dixon

15 YEAR ANNIVERSARY

Jerome & Karen Barrett
Jason & Rachel Monday
Ewen & Aurora Cameron
Chris & Pat Muth
Enrique & Michael Silva
Bill Ruff & Nathalie Mace-Ruff
Winston & Nancy Patton
Thomas Rodgers

10 YEAR ANNIVERSARY

Frank Quinones
Luis & Claudia Faustino
Richard & Terri Grist
Donald Culp & Molley Millard
Louis & Abby Aviles

5 YEAR ANNIVERSARY

Sheldon & Janene Silver
Kerry Myers
Grant & Karen Farrell
Edward & Carol Page
Charles & Heidi Van Sistine
Craig Kuhl
Alan White
Eric Zitza
Michael Pope
John S Milliken III
Stewart Moon
Todd & Jayne Gilbert
Robert Keller
Sean & Angel Vandergrach
Robert & Carol Patulo
Louise & Edmund Wilson

STARTING LINE

Larry Mendez, Membership Chair

JULY/AUGUST Welcome our newest members:

Ken Ackerman	Valrico	2007 911 Carrera S Cabriolet
Walter Aston	Pinellas Park	2005 Boxster
Tom & Beverly Auda	Riverview	1988 928 S4
Ronald Bartlett	Bradenton	2006 911 Carrera
Frank & Anna Sara Battaglia	Davenport	2006 911 Carrera
Jeremy Birt	Tampa	2012 911 Carrera S Cabriolet
Joseph Cocker	Saint Petersburg	2010 911 Turbo Cabriolet
Todd Cook	Palm Harbor	2000 911 Carrera
Kenneth Davis	Sarasota	2003 Boxster S
Dan Forno	Sarasota	2008 Cayman
Christopher Francis	Saint Petersburg	2013 911 Carrera S
William Gooch	Palm Harbor	2019 911 Carrera 4S
Peter Havens	Sarasota	2014 911 Turbo S
Alex Hood	Bradenton	2016 Cayman GT4
Meagan & Devin Hultgren	St Petersburg	1999 911 Carrera
Jeffrey Kowalik	Cape Coral	2019 911 GT3 RS
Brian & Scott Martin	Roswell	2019 911 Turbo S Exclusive Series
Cameron Minor & Nichole Tilas	St. Petersburg	2013 911 Carrera
Chris Nesci	Clearwater	2006 911 Carrera S
Caleb & Elizabeth Prater	Apollo Beach	2021 911 Carrera
Daniel Rogers	Tampa	2017 718 Cayman S
Michael & Rick Rothberg	Oldsmar	2014 Boxster S
Julia Schrader	Tampa	2002 911 Carrera
Patrick & Sandra Schunk	Tierra Verde	2015 911 Turbo S Cabriolet
Steven Siegler	Longboat Key	1995 911 Carrera 4
David Smith	Dade City	2014 Panamera
Mike Stynda	Crystal Beach	1999 911 Carrera Cabriolet
Kerry Temoin	Valrico	2013 Boxster S
Andrew Watson	Tampa	1987 911 Carrera Targa
Yariv Alima	Plantation	2020 911 Carrera S
Renitia Bertoluzzi	Holmes Beach	2007 911 Carrera
Owen & Amy Bradley	Bradenton	1999 Boxster
Robert Cadrecha	Tampa	2004 911 GT3
Richard Dekany	Bradenton	1983 911 SC
Sarah Desrosiers	Punta Gorda	2015 Black Panamera GTS
Douglas & Heather Driscoll Sr	Tampa	2021
Thierry Durand	Sarasota	2012 White 911 Carrera 4S Cab
Mark Evison	Tampa	1990 Blue 911 Carrera 2
Eric Frantz	New Port Richey	2001 Black 911 Carrera Cab
James Franznick	Tampa	2017 911 Carrera S
Nicolas & Nicholas Galantino	Tampa	2008 Red Cayman
Chad Gates	Sarasota	2014 911 Turbo Cabriolet
Jeff Gerlin	Parrish	2002 Silver 911 Carrera Cab
Steven Gold	Longboat Key	2019 911 Turbo S
J. David Holcomb	Sarasota	2021 Panamera Turbo S
Joanne Krauz	Safety Harbor	2020 Macan S
Robert Krueger	Tampa	2019 White 911 Carrera
Don Luong	Tampa	2017 911 Carrera
Marco Melendez	Valrico	2016 Yellow
Jason Reilly	Lutz	2019 911 Carrera
Chip Roberts	Tampa	2013 911 Carrera
Michael Singer	Clearwater	2010 911 Carrera 4S Cabriolet
CW Smith	Trinity	1973 Red 911T
Kevin & Robin Spires	New Port Richey	2014 911 Carrera S Cabriolet
Robert Subranni Esq	St. Petersburg	2001 Silver 911 Carrera Cab
Shawn Ting	Land O Lakes	2007 Silver Cayman S
Mike Waugh	Tarpon Springs	2018 718 Cayman

Primary Members: 1,800 Affiliate Members: 1022 Total Members: 2,822

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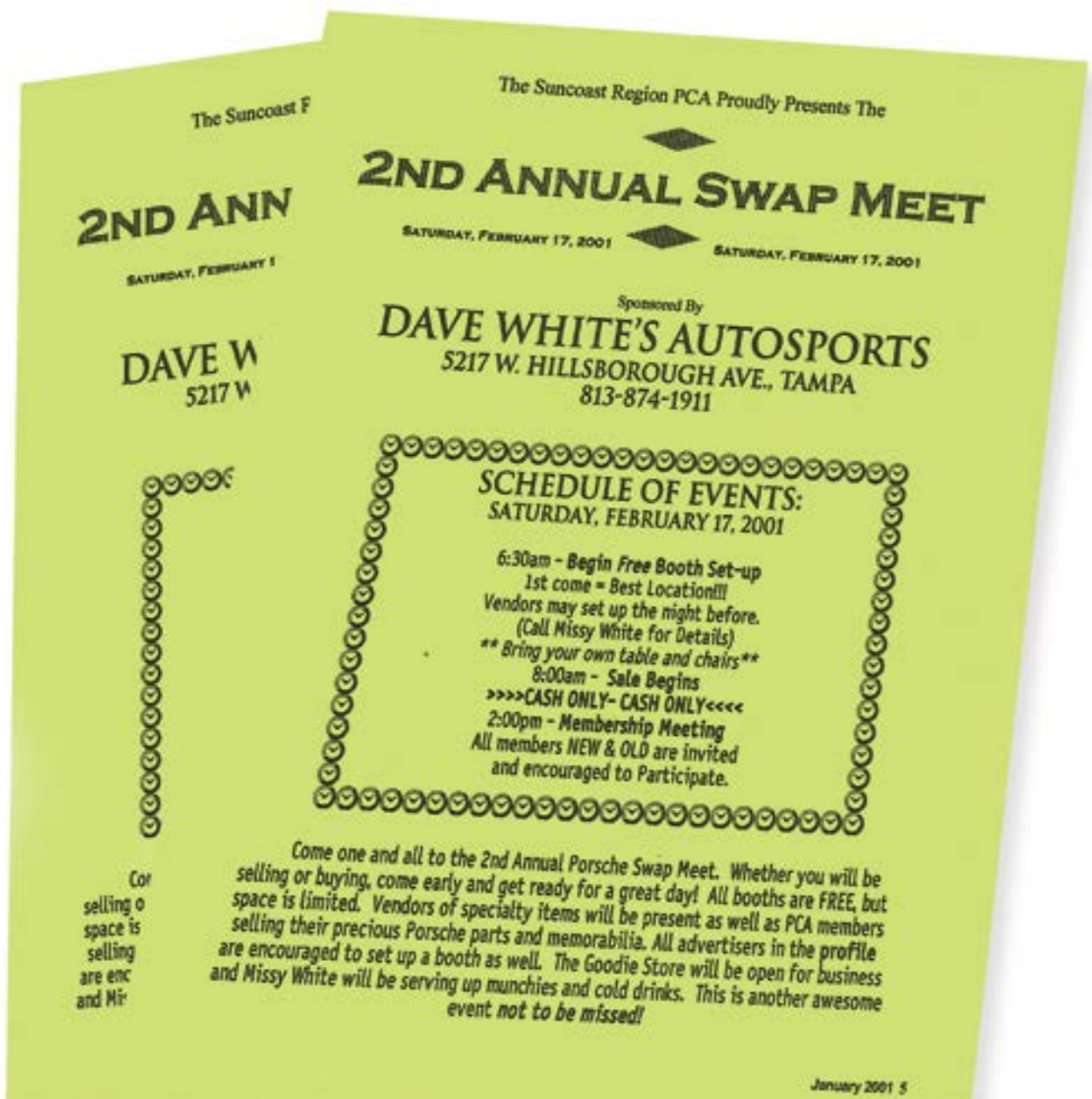
by Tom Briest

Dateline January 2001

The club held "Swap Meets" for a couple years, at various locations from Dealerships, Porsche Aftermarket Repair and Service Shops, Race Shops, to PCA Members' private residences or properties. Dave White hosted the events numerous times at his shop in Tampa before he retired and sold the business. Dave was a great supporter of the club and was instrumental

in making our Drivers' Education events successful from car prep to pre-event tech inspections. Swap meets are a great way to clear out the garage, or sometimes spare rooms, and make a little money as a side benefit. The participation at these events will surprise you in the number of folks that will set up a position and bring all kinds of parts, documentation, and even complete

cars. If you have a collection of items that you just never could decide what to do with it, or just need to make room for other things, try talking to your favorite club supporter about setting up an event. The only fear of doing this is there is a chance you might go home with more than you brought or sold. Try it, you will be surprised the things that sell. ■





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PHOTO OF THE MONTH

by George Wienhold, Profile Photo Editor



Chili Pepper

In 1958, Jim Spears caught his first glance of a strange little sports car in his home town of Houston, TX. Being the inquisitive youngster 12-13 years old, he discovered that the much different car from that era was a Porsche and that it cost a fortune from what his part time job would not allow. The seed was planted.

Fast forward seventeen years and, lo and behold, Jim finds a 1959 Porsche for sale to the highest bidder in St. Petersburg, Florida. The Porsche was being held in an impound lot so just a visual inspection was all that was allowed. Needless to say that Jim's bid was the highest and to this day it's not only a daily



driver but has been to 18 Countries all over the world. This 4 Cam 356A, I believe has more miles over the sea and air than it has on the odometer. That chance encounter as a young boy has carried over into his adult life. There's something about Porsches' that gets into one's craw.

The photo that was sent to me was taken in front of the Château de Fère-en-Tardenois about thirty miles west of Reimes, France, on one of his many excursions. There's not enough room to convey just where/how Jim calls it, his Chili Pepper 356A has been and is going.

What caught my eye is that there's nothing

spectacular about this image other than Jim took time to scope out the background, gave it proper exposure, and used what light he had to come up with a very pleasing image. Keep it simple and try not to be over the top with the photo-taking procedure.

As I sign off with each issue of Suncoast PCA Profile, keep those images coming. The virus that has strangled us for the past year or so has dimmed to the point that we can get out more often with Porsches. When doing so, take that photo-taking device with you and send me what you capture. If I like it, I have a nice Porsche hat for you and a nice surprise. ■

Be Safe and
Thanks,

Key Info

This is KEY INFO, literally. We will try to give you as much “Key” information as possible in this article, as there’s a lot of misinformation regarding this topic.

Most of our cars came with 2 keys from the factory. Many times, if the car is sold, the second key doesn’t transfer ownership or the original owner may have lost or misplaced a key throughout the years so the car is left with just one key. I see this a lot when I perform Pre-Purchase Inspections.

It is good to note that the keyless entry (remote) is an option. Porsches do not come standard with remote controlled locks, so there are plenty out there with a good old-fashioned manual entry.

I ordered my 1998 with keyless entry and my car came with 1 key with remote and one manual key. Today, cars that are ordered with the keyless entry option come with 2 keys with remote.

A Porsche key is made up of multiple parts:

- **Blade** - The mechanical portion of the key that actuates the tumblers in the lock.
- **Immobilizer Pill** - A passive RF unique identifier, which allows the car to start.
- **Remote Control** - Radio transmitter to set or open the locks/alarm and trunk, etc.



- **Battery** - Powers the remote-control operations.
- **O-ring** - Helps keep the key water-resistant.
- **Fob** - Contains all the parts.

The blade is laser etched and unique to each car. It only operates the mechanical tumblers in the door and steering locks. If lost or damaged, the

factory can supply a replacement as each car’s key info is stored in their archives. Visit your local dealer for this service.

The immobilizer pill is the security (anti-theft) feature in your car. It is a unique passive identifier, which reflects a string of numbers that must match what is programmed into the Central Locking Unit’s memory. Without this pill the car won’t even crank, even if the blade is the correct one for the car.

The Remote Control is a small radio transmitter, and like the immobilizer pill, it sends a string of numbers that have been pre-programmed into the CLU to actuate the door locks, front trunk lid, rear trunk lid, etc. The remote control uses a common, 3-volt button battery which needs to be replaced every few years. The battery model is 2032.

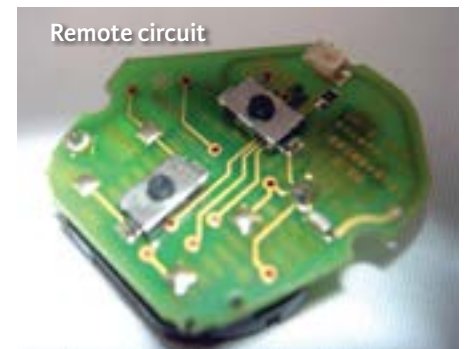
The Fob keeps all the parts together in one easy-to-operate enclosure which also



Key parts



Two keys



Remote circuit



Factory tag

is water-resistant to protect the electronics. It is not water-proof and many have been damaged when sent through the wash cycle having been left in a trouser pocket. If you purchase a new key fob it will contain a new immobilizer pill and a new remote control with a new battery but not the blade.

If you want to have a complete second (or third, or fourth) key, keep in mind that



Immobilizer pill

you'll also have to order a new laser-etched key blade. The cars have capacity to store up to four (4) different remote/immobilizer

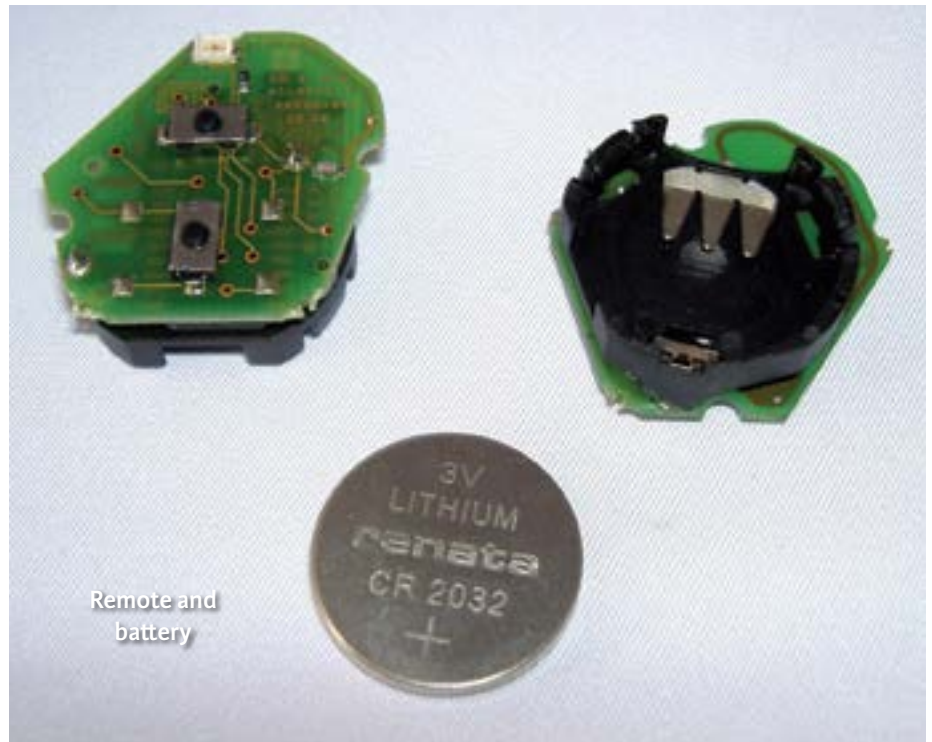
combinations.

But sometimes the remotes stop working. What can it be? Several things:

- The most obvious is a dead battery. Carefully pry open the fob and replace. The telltale sign that it's a dead battery is that the red LED won't light up or will be very faint when one of the buttons is pressed. Note, the (+) side goes toward the outside.
- If the car has been parked for over 6 days, the remote's receiver is automatically deactivated. Open the door with the key, insert the key in the ignition and start the car. The remote is now active again.
- You could have the "Outside Lock-in Range." If the remote transmitter is operated more than 256 times without reaching the associated receiver (e.g., vehicle out of range or vehicle battery dead or disconnected), the vehicle will not recognize the remote the next time it is activated. This can happen if the key button is pressed continuously in a pant pocket or purse. If the number of operations is less than 1024, it is possible to perform re-synchronization as follows:
 1. Switch on ignition with key and valid transponder
 2. Switch off ignition
 3. Remove key from steering lock
 4. Operate remote within 6 seconds after the key has been remove. The lock-in range has now been reset to zero (0) as is the case with every recognized remote operation.



Key blade



Remote and battery

- The remote itself may be damaged. When a door doesn't open immediately upon depressing the button, what do we do? We press harder! After multiple times the delicate circuitry in the remote may break a circuit line or a component may just die. Whenever you replace a remote or an immobilizer pill, they have to be programmed into the car's memory. The new fob with a remote and immobilizer pill will come with its factory security codes and they need to be input into the car's Central Locking Unit using a Porsche-specific computer (PST-II or

PIWIS) which the Porsche dealers and some independent shops have. This way, the old key blade is just transferred over to the new key fob.

For more information on "Key Information" and more, please visit my website: www.PedrosGarage.com.

Happy Porsche'ing,

Pedro

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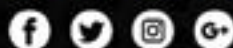
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Invitation to Suncoast PCA Members to Nominate Officer and Director Candidates

At the September meeting of the Board of Directors (BoD Meeting), nominations received by the Secretary from Suncoast PCA members in good standing shall be added to the slate of nominees for the election of officers and directors made by the Nominating Committee. The nominees who are elected as officers and directors will serve a term from January 1, 2022 to December 31, 2022.

The elected officer positions are: President; Vice President, Secretary, and Treasurer. The elected directors are: Charitable Activities; Social; Road Driving Activities; Insurance and Safety; and Governance.

If you are interested in nominating yourself or some other Suncoast PCA member you must submit your written nomination, with yours and/or your nominee's PCA membership number, along with complete email, phone, and address contact information for yourself and the nominee, to Suncoast PCA Secretary, Daniela Boesshenz, secretary@suncoastpca.org. This written submittal must be made by Tuesday, September 14, 2021, before or at the BoD Meeting.

Given these preconditions, members are urged to submit any nomination to the Secretary on or before August 31, 2021, to insure that their individual communication may be acknowledged by the Secretary and put on the BoD September written meeting agenda for consideration. If you are nominating a Suncoast PCA member other than yourself, you must forward at the time of nomination, the nominee's written and signed consent to be nominated for the position. A nomination without this written consent will not be considered.

Separately, a Nominating Committee of four members, chaired by the Governance Director, will be making one complete slate of candidates for the Year 2022 officers and directors identified above. Member suggestions as to candidates are welcomed. With member's suggestions, or questions, please contact Bill Caldwell, Suncoast PCA Governance Director, by email or phone; both contact points are listed on the Board of Directors page in *Porsche Profile*. ■

SOCIAL RAMBLINGS

by Ed Rossiter, Social Director

Welcome Back!

Greetings!! Things have begun to be more normal now, and we are taking every opportunity to get our membership out and socialize. In the past we were very interested in getting together, and we are doing our best to rekindle that desire.

We have begun a monthly breakfast program, beginning with every 3rd Saturday morning meeting at the Skillet's restaurant in Venice. Starting in July, we will add a breakfast on the 4th Saturday morning, meeting at the Skillet's restaurant in Bradenton, on SR64, east of I-75. We are interested in having another breakfast on the first Saturday of each month somewhere in the northern area of our club territory. We have not found a suitable venue, or someone to host it from our membership. Please contact me if you are interested in helping us add this to our social calendar.

As we always have in the past, we had an excellent turnout at Sharky's in Venice. Over 80 attended under the tent hosted by Hans Krenz. Hans does an exceptional job of arranging with the restaurant and seeing that all guests were taken care of. The food is great, the beach atmosphere is always beautiful. As usual it was very well prepared and the restaurant took very good care of the crowd, especially since the number was so large.

For June we have chosen a very different type of venue, at Ford's Garage in Brandon. This is an area very new for me, as I have

lived in the south area of our club territory for many years, and have rarely searched this area for places to eat. Let's see how it goes, and if it is a good choice for our members.

We are endeavoring to expand our social program, as such we have made some changes. We are adding the monthly breakfasts, hopefully three each month, and also to plan our lunch and dinner programs farther in advance. We have already set up July, which will be at Waterfrontoo Restaurant in Nokomis. This is a more upscale venue that has promised secure parking for our Porsches. We are now already working on August.

As a result of all this we have been very fortunate to have Harvey and Ann Goldberg, and Hans and LaDonna Krenz working with Kathy and me to make more social opportunities for our members. These two couples are helping put together not only locations but ideas that will make our club more fun. We have discussed destination lunches and dinners, mystery and progressive dinners, and other ideas not tried since I have been a member.

Please keep up with Club Registration, where we will post as soon as we have an event set up, and register when it is open. As I have mentioned numerous times, please let us know if you have an idea for something you think would be fun, that we could get a good sized crowd and any idea that would be of interest to our club members. We are only here for you. ■



An advertisement for the Porsche Profile digital issue. The main headline reads "NOW ALL OF YOUR FAVORITE PROFILE ADVERTISERS ARE JUST A CLICK AWAY!". Below this is a screenshot of the Suncoast Florida Region website. To the right of the screenshot, text states: "All Porsche Profile display ads are now hotlinked to the websites of the advertisers. Just click on any display ad in the digital issue of Profile to go directly to that advertiser's website. Go to www.suncoastpca.org and look for the new issue of Porsche Profile." The website screenshot shows a navigation bar with "Home", "Members", "Quality", "Calendar", "Contact Us", and "Help". The main content area includes a "Welcome to the Suncoast PCA Region Website" section and a "Ready for Life - PCA Holiday Charity Challenge" section.

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position. A nomination without this written consent will not be considered. In addition to this process, a Nominating Committee of four members, chaired by the Governance Director, will be making one complete slate of candidates for the Year 2022 officers and directors identified above. Member suggestions as to candidates are welcomed. With member's suggestions, or questions, please contact Bill Caldwell, Suncoast PCA Governance Director, by email or phone; both contact points are listed on the Board of Directors page in Porsche Profile.

If only one nominee for each office is submitted, then that slate is deemed elected and no ballot will be distributed. In the event a ballot is necessary, the Secretary shall prepare a written ballot listing the names of all the nominees for each office. The ballot will be posted on our website by October 20 so that it may be downloaded by Members, returned to the Secretary by November 20 and tallied by November 30. In the event of a tie, there will be a runoff election. Election shall be by a simple



majority of those voting. The election results will be published in the next Porsche Profile. The nominees who are elected as officers and directors will serve a term from January 1, 2022 to December 31, 2022.

As I write this, I'm preparing to say goodbye to my track car. My last DE with her was in May when Pat and I had both our cars at the track. I will definitely miss my Cayman R – it's been such a joy to drive her around the track. But she is going to a good home, to fellow PCA members who are active in Autocross and interested in increasing their DE track time so I'll see her again. In the meantime, I'll use Pat's car when I have a chance to drive during our DE's – it's going to be difficult but I'll suffer through having to drive a GT3. We also just traded in my daily driver BMW for a Porsche "grocery getter" – so look for our new (to us) car at one of the upcoming socials.

Hope to see you soon at one of the upcoming events! In the meantime, take care, drive safe! ■

Denise

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The background of the advertisement features a large mural of a racing track with several colorful race cars in motion. The cars are in various colors including blue, red, yellow, and white, with some having numbers like '12' and '5'. The track is set against a backdrop of a grey building and a blue sky with clouds. At the top center, the 'RH' logo is prominently displayed in a stylized, bold font, with 'RENN HAUS' written in a smaller, sans-serif font below it.

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The 48 Hours at Sebring Shines, During These Strange Times

by Dan Smithyman, Gold Coast Region Co-Chairman, 48 Hours at Sebring

There will be, no doubt, several articles written about how the Gold Coast and Suncoast regions managed to pull off one of the best club races ever in these strange times. Notable no doubt, among many things, will be how the various committee members from both regions heroically overcame the myriad obstacles presented by running an event of this size and scope during a global pandemic. “Flawless” was one of the many superlatives used by the National Staff to describe their assessment of the weekend. The usual debriefing with the stewards (where they tell us all the things that went wrong) and regional chairs was indeed brief this year.

This article, however, will not be about that (well, not any further). In this article I would like to focus on one particular committee member and the committee’s and race community’s efforts to reward his exceptional efforts.

Flashback just a few years ago when, on a dark and stormy night, a big-time race team had the track rented before us and refused to allow us any access until nearly 6:00 p.m. on Wednesday night. At that time we did not have assigned parking in the paddock; we just brought in participants and helped them find a spot. When I say it was dark and stormy, I mean it was raining like hell. And the sun sets around 6:00 p.m. every day at the end of January—but there was no sun! Imagine 300 to 400 tractor trailers, car haulers, dudes with open trailers, and God knows what else all coming across the bridge in a steady stream in a pouring rain, as Sebring becomes enveloped in a shroud of darkness, all fighting for a piece of real estate in the paddock. Harsh language was spoken more than once. Now, this was not our first rodeo but the parking staff (including yours truly) was rendered completely ineffective by the torrential rain. It was nuts. Eventually we did manage to control the chaos, but it was not our finest hour.

Enter Mr. Jim Farmer. Jim has been around this event, one of the largest, single-marque club races in the world, for several years and he had seen enough. He volunteered to become the 48 Hours Parking Czar. I can’t tell you exactly how he does it, even though he

keeps in the loop every step of the way. But using several different computer programs, lots of hardware, astonishing amounts of communication and some sort of magic, every single participant, not just in our event but the one before ours, is given an assigned spot . . . down to the inch

. . . marked on a map and in red tape on the ground in the paddock—the entire paddock. Many of the participants of the DMTD event

they each will need), and the Sponsor Vendor Chair (to know who paid for what and what they were promised) is superhuman. It takes months. Race teams from all over the country and the local guys dragging their Porsches behind them all know that when they get to Sebring, they will have their spot laid out for them, and be directed right to it. Let me tell you this makes for a much more relaxed and enjoyable weekend, to say the least.



before us unload their cars and stay over for our event and, thus, MUST be in the correct spot on Monday or risk having to pack up and move on Wednesday. Not good. So, yes, Jim and his crew (6 of us this year) show up on Monday to organize the paddock for the 48 Hours event that starts on Thursday!

The coordination and communication that Jim has with Registration (to know who is coming so they can be contacted), ALL those race teams (to know how much room

Jim’s efforts did not go unrewarded at this year’s 48 Hours. Aside from the usual “great job” from the Club Race co-chairs of course, it was decided to give Jim a token of our appreciation.

Now, it so happens that a certain artist named David Chappel is a vendor at our event. If you are not familiar with his work, Google his name. The motorsports artwork that he produces is “otherworldly.” We

continued on page 38

Werks Reunion 2021

by Page Obenshain. Photos by Roland Westerdal, Page Obenshain & Damon Lowney of PCA.

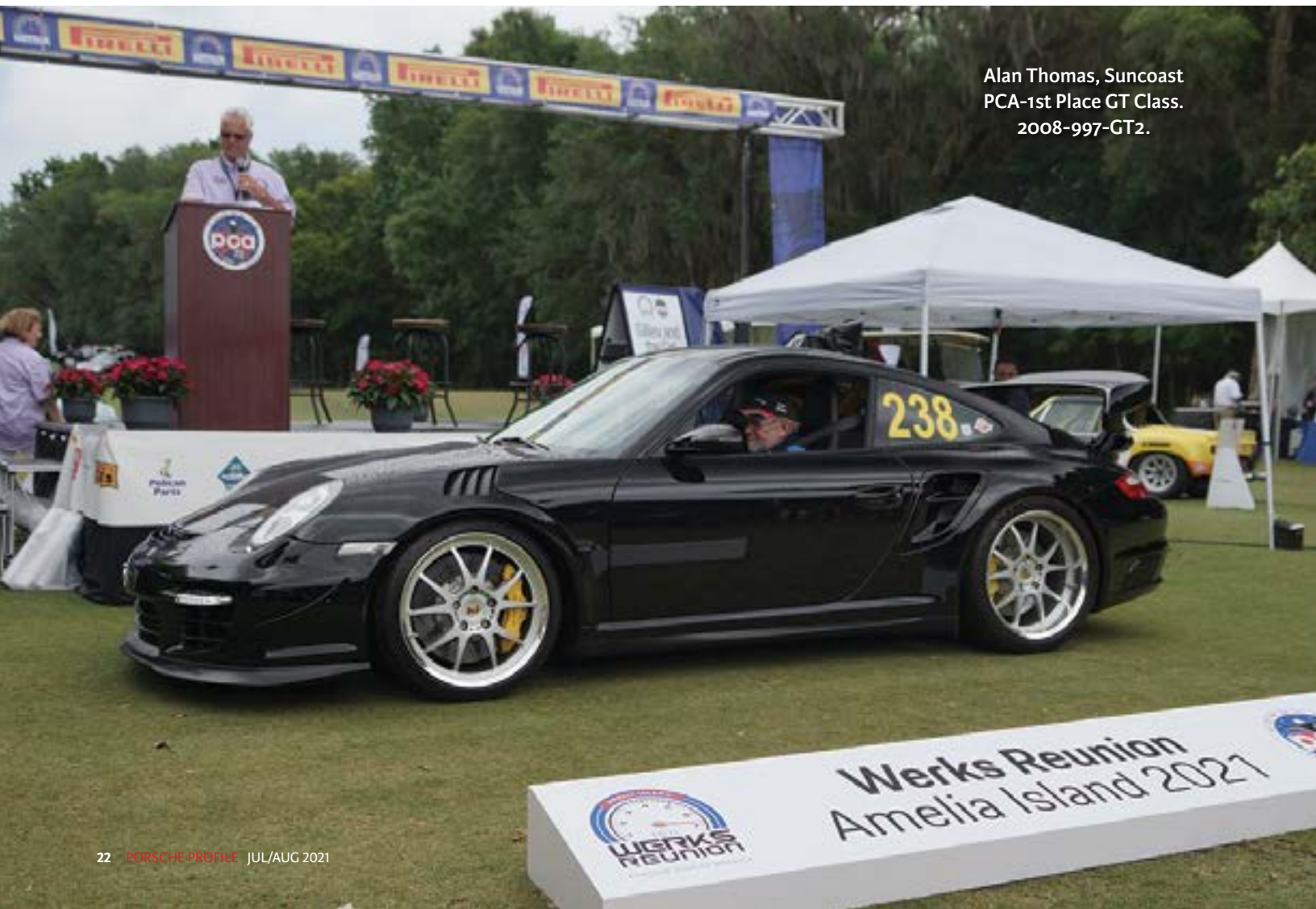
Lee and I have never attended WerksReunion as it normally was scheduled the same week as the Kart 4 Kids Pro/Am Race and the Firestone Grand Prix of St. Petersburg.

We traveled to the Reunion with friends Mark and Michelle Krekorian and stopped for lunch at the Yearling Restaurant, which is off 301 in Hawthorne. Very interesting old Florida spot away from the main highway and a very popular eatery.

We arrived at the event site early Friday morning to a golf course fairway already full of Porsches that were parked according to model. The cars were parked about 15 wide and the entire length from the tee to the green. Wow, to be able to see 356's to a new Taycan, all grouped together, was very special. I must tell you that these several hundred cars were in the spectator lot and not in the show. The volunteers were many,



Werks Corral by Page Obenshain



Alan Thomas, Suncoast
PCA-1st Place GT Class.
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and did a wonderful job even evicting a PCA member's car who drove in a VW.

We crossed the cart path to what was a spectacular concours showing the best of the best which PCA owners have to offer. We walked and talked with many friends and discussed the event with our PCA President Tom Gorsuch and Past President Karen Cooper. They said there were more Porsches there than ever before. It started to sprinkle about 11:30 and we retreated to our car and went to the nearby Ritz to see what was going on there.

The Amelia Island Concours is also held on the golf course in front of the hotel and they were setting up for a Cars & Coffee for Saturday morning. In the hotel and outside on the lawn were cars on display that would be auctioned on Saturday. These included several Porsches, but I liked the Fiat Abarth because it brought back a wonderful memory. The Abarth was a 1958, white with a blue interior. My friend Pete had one exactly like the one on display and in 1962 we went to the very first Daytona 24 hour race...which was 3 hours long at that time. The Abarth could have been the exact same car. Daytona is where I first fell in love with Porsche.

Saturday we got up early and went to the Cars & Coffee. There were a lot of cars but very little coffee! There were sections of cars by make and the most were Porsches with some from the Friday event and some which we did not see earlier. This is more like a wash and shine and was a social gathering rather than a concours. The event



Werks 356's



Werks draws crowds

ended and we went to Fernandina Beach for a nice lunch and then back to the Ritz to witness a bit of the auction and the set up of the concours. Porsche, Rolls Royce and other manufacturers were set up in the Ritz entrance letting you drive each one of the models. We sat on a hotel porch and people watched which was interesting as well as seeing the cars assemble for the concours.

Lots of Suncoast PCA members were there and we saw the Shields, Ike Mihaelaras, The Brubakers, Caldwells, Tim Stoops, and several others.

This is a great event which was well worth attending so put it in your plans for 2022.

Page and Lee Obenshain

P.S.: Kart 4 Kids has just passed the million dollar mark! ■



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We Borrowed a Taycan

by Norm Sippel

Both of our Porsches recently needed their “Annual” services around the same time. A double dilemma in that we no longer have any good shops really close by. The closest is Suncoast Porsche where I bought my 991. And, it became difficult to schedule a day that worked with our schedule and theirs.

Then I had a lunch scheduled in Fort Myers with two of my St. Peter’s Prep high school classmates. Once we settled on a Fort Myers restaurant, I checked on AutoQuest’s location. Unbelievable! Amy Riches’ shop is right across Tamiami Trail from the chosen restaurant. I called her and she was kind enough to set an appointment. It was so easy I couldn’t believe it—drop the 991 off, head across for lunch, head back, and pick up the fully serviced 991.

Okay, so what about Penny’s “Mac”? Well, since it is still under factory warranty, I like to take it to a dealer. And, since we bought it from Porsche Fort Myers, I called them the day before we were to meet cousins for lunch in Naples. After all, we would be passing right by on I-75. Voila! Appointment set. Well, we would need a loaner to go to Naples. What do you think they had as a loaner? A Taycan!



Taycan’s Glass Cockpit displays

That was a surprise.

The last electric car I drove was a Renault Dauphine or Alliance back in the 1970s or 1980s. It had been converted from I.C.E. to full electric. It may even have been a Henny Kilowatt (a converted Dauphine). Renault US had its headquarters in Englewood Cliffs, NJ, next to where Ferrari/Maserati is today. Unlike today’s EV’s, it was NOT fast. The Taycan certainly is fast. No doubt you have seen some of the videos on PCA’s e-Brake News. However, as with other EV’s, it has limited range. So, a 55-mile round trip should be no big deal. Right? It wasn’t. But, to watch the available range drop as fast as it did was concerning. On the return trip, I

made a conscious effort to use the regenerative ability of the car to keep the charge up as much as I could. It made a difference. We used less battery power than on the drive south.

Some of you know that I have complained about the “Glass Cockpit” on Penny’s Macan. Well, that one is nothing compared to the Taycan’s. Check out the photos accompanying this article. The one with the ventilation controls is quite interesting. See the

“cones”? They are the vent outlets on the dashboard and you control them by using your fingers to move the end of the cone to where you want the vents to blow. In addition, you increase the fan speed by elongating the cone. Is the next step using your finger tips to steer the car? Don’t laugh. I think that may be closer that we think.

My thanks to the staff at Porsche Fort Myers for giving us the opportunity for some real-world experience in the Taycan. However, with us facing more frequent 900-mile drives during the next 4 years (Younger grandson starts Virginia Tech in August.), I don’t see an electric car in our future. ■



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Renn Haus Open House

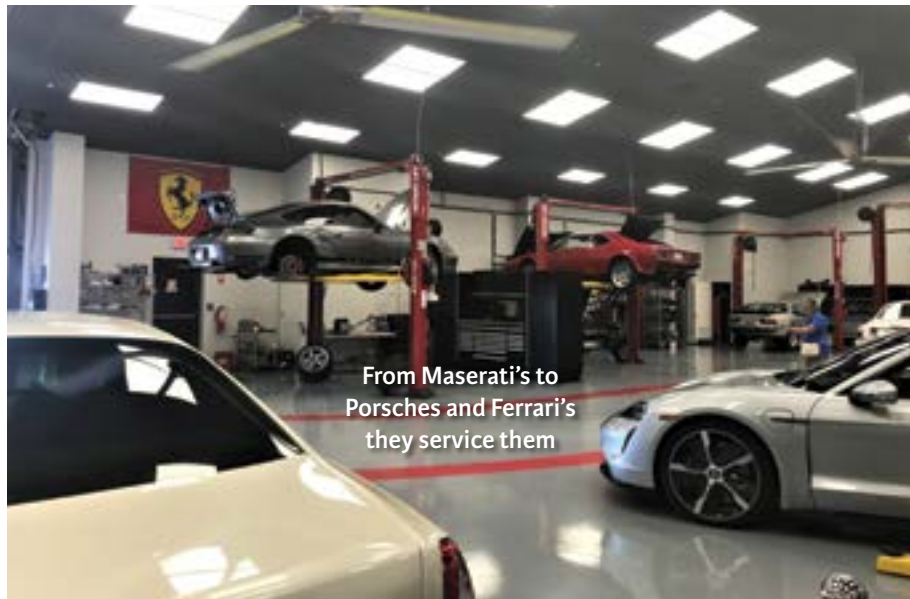
Copy and photos by Norm Sippel

When Renn Haus was just one exit up I-75 to Clark Rd and then a few blocks west to Clark Center, they were my go-to out-of-factory warranty shop for both my Porsche and our family Mercedes-Benz. They were close enough that my wife was comfortable driving there on Honore Ave. Then, last year they moved to Downtown Sarasota, 2nd St., to be exact. That almost doubled the distance and time from Venice. So, we found ourselves going to the shop we have used for over 10 years in Oldsmar which is not far from our Clearwater condo. Then, Renn Haus announces an Open House at their 2nd St. facility. How could we resist?

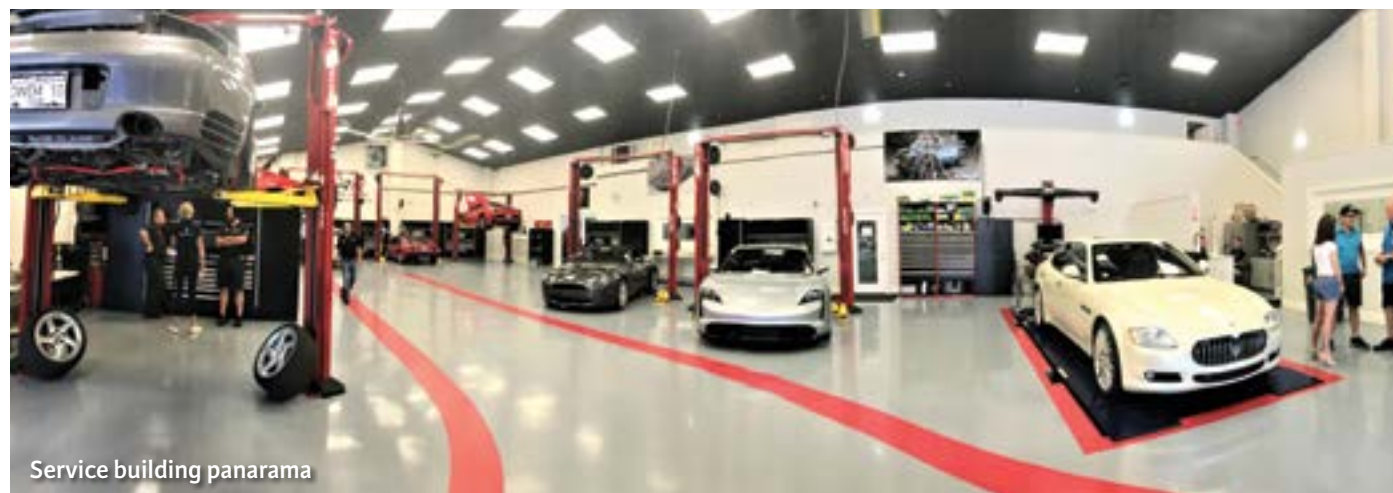
Their facility is just off Fruitville Rd. at Lime Ave. The buildings are immaculate. One is their repair facility, the other for car storage. The cars at this new location are multiple steps above those at their old location. Most were Porsches, but almost as many were Ferrari's. Throw in a couple of Bentley's and a nice late Austin Healey, some Ford GT's, an Aston Martin and more. Having experienced their service in the past, I guess I should go the extra yard to this new shop.

How did Renn Haus entertain the folks at the Open House? With great food. They had two Food Trucks there. One with Maine Lobster Rolls, the other served prize-winning barbecue. Hard to decide which to enjoy. As at any gathering like this, we met new people and some friends and made some new contacts.

Thank you Christopher and Stephanie. Best wishes for your expanded business. ■



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Copy and photos by Norm Sippel

Wow! After 14 months of caution and fear, thanks to Hans-Joachim Krenz, more than 80 Suncoasters celebrated on May 18 at Sharky's. There was palpable joy in the air among those gathered starting a long time before the announced, but loose, starting time of 6:00 p.m. We arrived at 5:45 and there were already a dozen Porsches in the parking lot. Does that speak to how many of us were looking forward to this largest Suncoast gathering in well over a year? You bet!

It was so good to see members from the northern part of our region as well as some from down south into Everglades Region. This was anything but a local event. It was a great party. And, there were many new members there. Denise and Pat Remus brought a couple of boxes of goodies to pass out to the new members whose Porsches ranged from air-cooled models to a Taycan. In conversation with some of them, it



sounds like many would like more tours to twisty roads—think about the roads in the Appalachians. Would that we were closer to them. Our personal good fortune is that one of our grandsons will be in college just a few miles from the easternmost ridges of the Appalachian Mountains. Nothing like an excuse to go driving those roads—“Oh! We were just visiting our grandson and we took a wrong turn. I thought we were heading for the Interstate.” LOL!

Among the attendees at Sharky’s were Carl and Diane Bohall, who ran our annual sorties to the Smoky Mountains for so many years. (The last organized Smoky’s tour was done by Ike Mihaelaras a couple of years ago. Although, you may remember that Denise and Pat Remus went with some friends last year—Sept/Oct 2020 Profile.)

While a solid cloud bank at the horizon prevented us from seeing the sun set into the Gulf of Mexico waters, most of us were too deep in conversation to have noticed.

Looking forward to more social events. And, I know that Ed Rossiter is planning them. Watch “Schedule of Events” and “Suncoast eNews.” ■



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This is the day the Lord had made, let us rejoice and be glad! Psalm 118:24

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A Successful Gimmick Rally

by Jim Hoey. Photos by Kim Rogers, Jim & Jeanne Hoey.

On April 24th we had a different kind of gimmick rally, which worked very well. Most of the participants visited places around the Tampa area which they had never seen before. The host site for starting the rally was Porsche of Tampa. They welcomed us with open arms, had Porsche cars to view, and lots of breakfast goodies! The driver/navigator meeting took place in the main showroom after introductions of the General Manager, Farouk Hosein, and his abled body staff. Kim Rogers even took the time to mingle with us, take some photos, and congratulate Suncoast PCA on our 60th year! FYI: this is Porsche of Tampa's 50th year... so stop by and say Hi to them when you are in the area.

The venues visited by our rally group were as varied as the seashells you see on the beach. From the Oldsmar Flea Market, to the reptile breeding center, Here?? Hobby Shop, to the Aspirations Winery. Perhaps the most unique location was Whimzeyland. Yes, you read that right; google it. It is a homesite decorated in many interesting ways by the owners, who enjoy folks dropping by to see the uniqueness of it all! ■

continued on page 33



The Lineup at Reeves Porsche of Tampa



Our host, Farouk Hosein, G.M. at Porsche of Tampa with Jim Hoey



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Whimsy House



Rally Masters Jeanne & Jim Hoey



Off and running



Lunch at Tampa Joes



Familiar faces at lunch



Lunch at Tampa Joes

Chance Encounters

by Jeremy Swiger. Photographs by Drew Hubbard.

At the end of January, I had our Boxster on a lift at the auto hobby shop looking things over in preparation for replacing the VarioCam tensioner ramps, which I completed in February. While I was cleaning leaves out of the heat exchanger ducts, a chance encounter led to my joining a local WhatsApp group called "Oversteer." As I was fumbling with the bumper cover, a guy named Drew approached me, asking about the Boxster. He mentioned that he had a 911 (two, actually) and he invited me to join Oversteer. By the end of the day I was enjoying car-related banter back and forth with other enthusiasts via the WhatsApp group chat.

Although heavily Porsche-centric, Oversteer also has members who are of other automotive persuasions, including Mopars, Mustangs, BMWs, a Lotus, and a vintage Corrado, just to name a few. It is a great platform on which to virtually kick tires and being in real time, makes meeting up for group drives or events super convenient. It is also especially useful when you need a hand on a project, which is how I ended up with help cleaning the cam covers on the Boxster (see my article in the Mar/Apr '21 issue of *Profile*).

Back in the spring, Oversteer served as the means for spreading word about an impromptu and somewhat covert cars and coffee event, leading to another chance encounter. COVID restrictions were still tight but beginning to ease, particularly among the US military community as the vaccine rollout ramped up. We had a short stretch of mild and sunny weather at the beginning of April,



so plans were made to meet on Good Friday behind Motorworld (<https://motorworld.de/en/region-stuttgart/>) adjacent to the Porsche dealer in the nearby town of Böblingen. With businesses closed for the nationally observed holiday (in Germany), we had our choice of parking and lined up a small group of 8 or 9 cars. Ironically, we parked next to an unattended Mercedes Maybach test mule. (Maybach to Mustang and Motorworld C&C #1 & #4)

So that was a chance encounter? After about an hour of kicking tires, including those on the Maybach test mule, a beautiful Irish Green 356 turned down the street toward us, parking at the end of our row of cars. The German owner casually got out, smiled at us and walked off. A few short minutes later, he returned, rolled a cigarette, lit it and just hung around his car. It did not take long before someone from our group approached him, striking up a

conversation about the car. Pretty soon the whole group had this guy held captive asking him questions and looking around his car. It turned out to have a neat story.

Purchased new in Stuttgart in the 1950s by a soldier stationed here with the U.S. Army, the car was shipped back to the U.S. with him at the end of his deployment. His ownership of it continued in California for several decades. In the mid-1990s the car was sold and subsequently repatriated to Germany, where it underwent a full restoration. The current owner, the one whom we met, has owned it for a few years and exercises it regularly. After finishing his second or third cigarette, he bid us farewell, hopped in the 356 and went on his way. When he fired it up and drove off, I think we all agreed that the 356 had the best sound of any of our cars, despite having a new Mustang GT350 and a straight-piped C50 Carrera in our company that day.

Our impromptu cars and coffee was such



a hit that plans quickly came together for another one. On a random Sunday at the end of April, we again met, this time on one of the local Army posts. Increased vaccination deployment had led to further reduced restrictions, eliminating the necessity for discretion with the size of our group and the location for our meet. A shady row of parking spaces, across from the self-serve car wash, made for a convenient gathering point. After all, who wants to mess up his shoes kicking dirty tires, right? Not as much a chance encounter as a first encounter, many of us met one of the newest Oversteer members, Senad, for the first time. Senad and his friend, Kristian, joined us in (Army Post 911SC #1) Senad's beautifully restored 911SC Targa, of which Kristian had played a big role in completing. Senad and Kristian are German nationals, employed by Porsche and Mercedes, respectively. They were, in a sense, VIP guests as we all had questions for them and really enjoyed hearing their stories of Senad's 911 restoration, working for German automakers, and German life in general.

Senad went to work for Porsche in 2010, shortly before production of the 991-generation of cars began. After having a good look around my 991, he deemed it a good one with consistent and flush gaps all around, before telling me about the early days of 991 production and some of the fit and finish challenges in the early cars. We had a good laugh at how they "adjusted" the early cars. I laughed with him because I am familiar with the growing pains of new product introduction. It was funny to hear that Porsche is no different from any other manufacturing company in this regard.

After enjoying fresh Berliners and homemade bagels, we went our separate ways. Since then, the Nürburgring has opened with Oversteer serving as a play-by-play for those regaling us with their exploits on track, some impressive and others quite hilarious. In May, a shiny new object arrived in my garage. It has a shark's nose, a V12, was a competitor of the 928 in its day, and is purple... but it's not a Porsche. It is from that "other" automaker down the road in Bavaria. Maybe I'll do a comparison between it and the 911 sometime this summer. Until then, Happy Motoring! ■



Motorworld C&C 356



Motorworld C&C1



Army Post Cars & Coffee

Breakfast with Porsches

by Norm Sippel

Prior to the COVID lockdown, we had a few sporadic breakfast gatherings. We had three in Venice, and one in Palm Harbor. Ed Rossiter recently set up one at Skillet's in Venice that drew 30 Suncoasters. And, the consensus was that we should expand these breakfasts. We'll start by making the 3rd Saturday of each month a regular Breakfast with Porsches at the Venice Skillet's. BUT, adding to that, another Skillet's is opening in Bradenton on Rt. 64 just east of I-75. We'll inaugurate that location soon. The advantage to Skillet's is that they have private rooms that easily hold 30 – 35 people.

If this catches on, we can move in the direction that Gold Coast has had for years. They have eight different locations from Stuart south to South Miami where they have Saturday morning Porsches and Pancakes on the first Saturday each month. They typically get 12 to 20 people at each location.

People like it because they can socialize with Porschephiles for an hour or so and then get on with their weekend activities.

Since we need more locations for breakfasts, please tell Ed Rossiter ([social@](mailto:social@suncoastpca.org)

suncoastpca.org) if there are restaurants in your area that would be suitable. Since Suncoast Region is also pretty vast geographically, we too can easily support multiple sites for monthly breakfasts. ■



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Spare Me the Grief and Give Me a Spare

by Bob Viertel. Photos by Debbie Viertel.

In trying to explain my apparent lack of action, the only thing I could think of to say at the moment was something like: "I know that there aren't any bugs on the windshield but you need to get out and come look at this...you're not going to believe how many grasshoppers exist in the bottom two feet of airspace out here in the Great Plains!"

We were midway into the first day of our return trip back home to Florida after the PCA Rocky Mountain High Way event in Colorado Springs and we had been enjoying our usual plan of avoiding Interstates and pushing solely along backroads across the continent. That particular day, the navigator was in especially great form and I was enjoying the drive my wife had routed for us along Highway 109, a small ribbon of prairie road through the Comanche National Grassland in southeastern Colorado.

Out There, you're more likely to see pronghorn antelope pacing your car than you are to see another vehicle. Seriously. Out There, it's mostly vast, open rangeland where you can seemingly push a Porsche to the horizon in just minutes, yet never actually get there.

While Highway 109 certainly qualified for the backroad plan, it was not where I wished we were when the tranquility of prairie travel was broken by the alarm sounding off in the 911. Yet, there we were. Stopped on this fine



road in the middle of nowhere. I kind of recall that my navigator seemed a bit anxious that I was just standing in front of the car going off about all of the grasshoppers encrusting the bumper, when I was supposed to be dealing with a tire that was losing air.

So, while I looked through that perfectly clean windshield and listened to my wife refocusing my priorities, I came to understand that she didn't seem as curious, as I was, about how the windshield could be so clean while the front bumper and air intakes could be an entomological carpet. We agreed that I should end my observations and comments about low-altitude insect life out on the prairie during the summer and get busy fixing the car.

The low-tire-pressure warning light had been amber when the alarm sounded and since it was a slow leak and the pressure drop seemed minimal, I grabbed the air compressor from the trunk and inflated the left rear tire back to the correct pressure. Soon, we would be on our way and make our first night's stop in Abilene, TX, in time for supper.

In general, to improve the odds of our self-sufficiency when going trans-continental on remote back roads, we typically carry additional equipment. Beyond the routine stuff we normally take, an additional challenge to prepare for on this cross-country drive had resulted from the decision to take a car with no spare tire and centerlock wheels.

For flat tire emergencies Porsche provides a squeeze bottle of sealant, a plastic valve-core removal tool, an air compressor and, if the car is in warranty, a towing service. We additionally carried a jack, couple kinds of tire plugs, a second canister of fresh tire sealant, ¾" torque wrench, breaker bar, centering guide and other stuff necessary to remove and install a wheel, in order to improve the odds of success in dealing with a flat tire. I felt reasonably self-sufficient and as well-prepared as could be, short of having a spare tire. And besides, having a spare in this 911 (and probably many others) wouldn't help

continued on page 38



Grasshopper carpet

SPARE ME *continued from page 37*

anyway since a road tire/wheel is so large that there is nowhere to carry it in the car once you remove it.

The Comanche National Grassland surrounding area is as beautiful and as wide open as the name sounds. It is also as desolate as it sounds. A cell phone simply says No Service for many, many miles and calling for a tow is not an alternative. With the tire inflated and behind schedule, we set out for a closer destination for the night. After a series of ever more frequent stops to air up the tire, it was good to finally make it to our hotel. It was also good to finally have a decent piece of paved area so that I could get under the car to clearly see the cause of the leak. The puncture in the tread area was such a small hole that it didn't seem reasonable to ream the hole large enough to accommodate a tire plug if I didn't have to. While I had never tried tire sealant before (actually, I did once on a lawnmower), it seemed like with such a small leak that the better option was to use the factory-supplied tire sealant rather than risk reaming the tiny hole for installation of a tire plug. Plus, I could still use a plug if the sealant didn't do the trick. Plan B's are good are good to have, so what could go wrong....

To add the tire sealant, you have to remove the valve core from the valve stem and completely deflate the tire. Only then can you add the sealant to the now-deflated tire by squeezing the flexible sealant bottle. I recall that at that time, it seemed so wrong to let the air completely out of a tire that I had spent some good portion of my day reinflating in the middle of nowhere. Yet, secure in the



Porsche sealant and valve core remover

knowledge that I had an air compressor, I just went right ahead and removed that valve core and then I listened to the remaining air just whistle right out of that tire.

With the bottle of sealant mixed, it was actually uneventful adding the sealant to the tire and I was grateful to be past that step. Sadly, however, that's when I learned about an important product safety notice which had been omitted from the directions. That notice would have warned the user that failure of the plastic valve-core-removal tool could prevent getting air back into the now-deflated tire.

And, tool failure is exactly what happened. The ears of the plastic valve-core tool twisted before the valve core could completely seat in the valve stem...and the sealant was hardening. Unable to install or extract the valve core and unable to get more than a few psi of pressure back into the tire, I caved in for the night and called Porsche to arrange to get

us and the car to the nearest dealer. It hurt my sense of self-sufficiency to call for help, but after that day of dealing with the lack of a spare tire, I was done.

The following day, during the 297-mile ride along with our 911 on a transport truck to the nearest dealer (Oklahoma City) for a new set of tires, we had plenty of time to think about our safety equipment list. Now, when traveling in a Porsche with no spare tire, our equipment list does include a metal valve-core-removal tool capable of removing AND installing a valve core. If you have a Porsche that utilizes tire sealant, you might consider getting a metal valve-core-removal tool to keep in the car...and hope that you never need it. We've also found that a Garmin in Reach satellite communicator is a good back up to have when your Porsche needs to go a long, long way to the next cell phone signal, out where the deer and antelope play. ■

THE 48 HOURS AT SEBRING SHINES *continued from page 21*

procured a fantastic drawing/painting from him and decided to have as many racers and team owners sign it as we could get. These guys LOVE Jim. So his partner, Joe, is driving his golf cart around the paddock getting guys to sign this for Jim and Jim sees him . . . and it goes kinda like this . . .

JIM: "Hey Joe, what are you up to?"

JOE: "Aw; they gave me this artwork to get signed and we are going to auction it off for charity." (Quick thinking by Joe, Jim's best buddy.)

JIM: "Well, heck, I'll help with that."

JOE (now starting to panic): "Naw, I got this; you got lots else to do."

JIM: "BS! I don't have anything else right now. I'm helping you."

Jim proceeds to sell the crap out of this idea

to the entire paddock. He convinces hundreds of folks to sign it. Joe finds a way, one after another, to tell these guys that it is for Jim. Can't make this stuff up. They are eating it up. The artwork is set in a mat with a three-inch perimeter. We had the artist remove the glass and got several different color Sharpies. The entire mat surface is now covered with signatures from hundreds of drivers and team members, many of whom are pro drivers. He still has no clue.

So . . . Jim was to have a small get together at his RV in the paddock Saturday night. He looked a bit uptight when LOTS of folks came wandering over (not enough booze). When he saw the entire National staff show up, he was hitting the processing limits and we decided it was time.

To say he was moved and surprised at the presentation doesn't do it justice. At first, there was just confusion. Several of us said some nice things (including David Murry); then when he was properly emotional, we pulled out the artwork. TILT! As it slowly comes together in Jim's brain, one of those rare and wonderful moments occurs when someone who gives so much of himself gets some back, and you get to be part of it.

"You got me," he says between real tears.

The artwork now hangs in Jim's "man cave"/garage (It's a very fancy pole barn with a lift).

So here's to the good people of the Porsche Club of America and here is to my good friend Jim.

CHEERS ■

Amelia Concours Weekend

Article and photos by Roland Westerdal

We just spend three days in Fernandina Beach, the host town for the Amelia Island Concours and all the other surrounding activities. We visited the Porsche Werks Reunion, the Cars and Coffee at the Concours, and naturally the main Concours on Sunday. We spend most of our time together with Bill

and Mary Caldwell and Ed and Susie Yates and other long-time car buffs. The enclosed photo album shows a summary of what we experienced. The only major event that we missed was the Friday Eight Flags Road Tour, which entailed all the show cars on a road tour and ending up in the center of Fernandina

Beach. We were simply preoccupied at the Porsche Werks Reunion.

Enjoy the pictures! ■
For my entire catalog from these days, go to: <https://photos.app.goo.gl/eTiskpyuKqAK9ap8>

continued on page 41



Is it a jelly bean?



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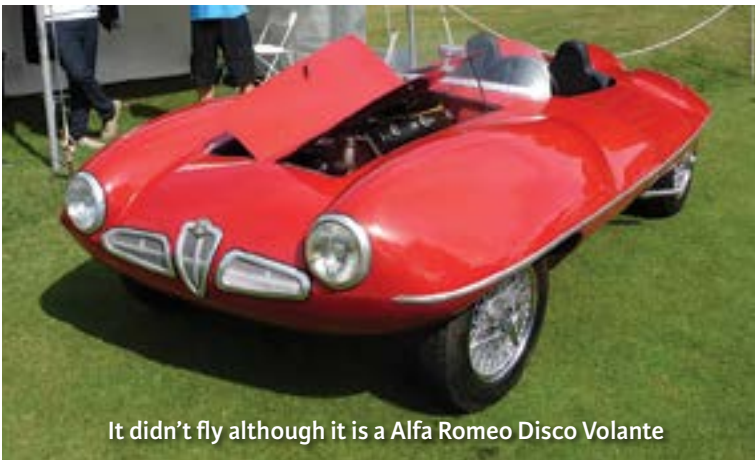
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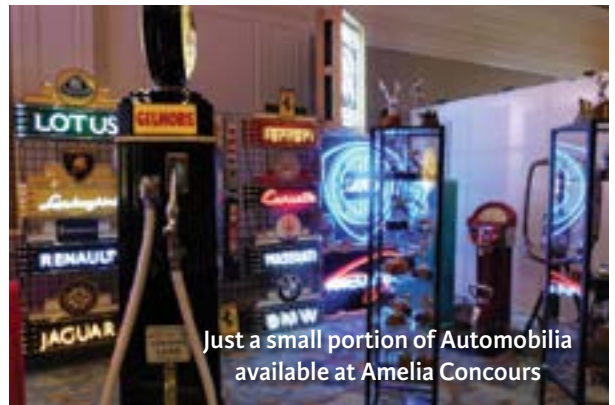
Period costumes abound at Amelia Concours



Sedate and not so much.
Lancia Fulvia and Ferrari F50 at RM Auction.



It didn't fly although it is a Alfa Romeo Disco Volante



Just a small portion of Automobilia
available at Amelia Concours



Auburn Speedster

Adapted from PCA National and Suncoast PCA website content by Denise Remus, DE Registrar and President
Photos of May 22-23 DE by Lyndon Fox MotorImages.com

PCA High Performance Drivers Education Program

What is Drivers Education?

The PCA High Performance Drivers Education (HPDE) Program is designed so that participants can improve their driving abilities and acquire a better understanding of vehicle dynamics and driving safety in a safe, structured and controlled teaching and learning environment. It is a way to education drivers, in a controlled, closed track environment, on the capabilities of our incredible, high performance cars known as Porsches. Skills learned will enhance safer

vehicle operation in all driving situations. Suncoast PCA follows all PCA National requirements for education and training, including using instructors who have meet the criteria for PCA National certification. Suncoast offers a nationally certified instructor training program every November. All the Suncoast PCA events are held at Sebring International Raceway – the same track where racing legends have been and the home of the famous 12 Hours of Sebring!

Be prepared – this activity can be addictive!

Our instructors will teach you to drive your Porsche the way Stuttgart designed it to be driven. Like any new sport your instructor will guide you into this exciting world of high performance driving. These weekends are great sources of stories for the Monday morning coffee break. You will have dreams about various turns and wake up with memories of your instructor saying “BRAKE” or “DON’T LIFT”. Attending DE track days is the only safe way to learn the engineering dynamics that went into the development of this famous racing marque. However, PCA DE events are not racing, nor preparation for racing. No times or placings are recorded, and no awards or prizes are received by the participants of PCA Drivers Education events; just a lot of fun and camaraderie. Any conduct considered by the PCA DE team to be either unsafe or inconsistent with the spirit or purpose of the Drivers Education Program will not be permitted. This approach keeps the events safe for all participants!



One of AutoQuest’s cars is flying. The airplane isn’t.



Even a 30 year old Porsche can hustle with the new ones



Yes. Even Cayenne’s can do DE’s.



992’s are everywhere, including on the track.

What does it take to participate in a Suncoast PCA Driver’s Education event?

You must be a PCA member and have a desire to experience and learn how to safely handle yourself and your car on a race track. Non-members may also join our events by coordinating with the event Registrar (deregistrar@suncoastpca.org). Your car must be mechanically capable of handling a race track environment (it doesn’t even have to be a Porsche, though you must own a Porsche in order to join PCA).

Are there any special requirements for my car or special equipment required?

The majority of Porsche models are more than ready to handle the track – it’s what they were designed to do! But there are many unusual stresses applied to the car during track driving versus street driving and for that reason a tech inspection is required within 30 days of the event. This is to determine that your car is ready for high speed driving. The tech inspection can be done by any Porsche dealership, a motorsports shop, or certified mechanic familiar with motorsports



944s make great DE cars



This Cayman 987 looks like it is on a Sunday cruise. Not!



GT3 RS from the Autoquest shop



And then there are the racecars

requirements. They will check to make sure all safety equipment is in good working condition and the car is mechanically sound. They will examine various items such as your brakes, tires, signal lights, mirrors, seat belts or harnesses and check to make sure there are no fluid leaks, no loose body parts, the integrity of the suspension system, etc. You will likely need to replace your brake fluid with racing fluid which has a much higher boiling point, and thus is much safer. This can be done when you have your tech inspection done. Other than that, your car should be ready to participate in a DE! (The one exception is for pre-996 model 1998 or earlier cabriolets which need to have a roll bar installed.)

A second tech inspection will be done at the event by the DE tech team. This includes checking your helmet's Snell rating, torquing the lug nuts, making sure there are no loose objects in the car, that your tow hook is in place (if applicable), functioning brake lights, sufficient brake pad thickness, tires in good condition, and that your car numbers are on.

You will need a helmet with a Snell rating of 2010 or newer. If you are purchasing a helmet, be aware the 2010 helmets will only be good through the end of this year; come Jan. 2022, PCA will only allow helmets with Snell rating of 2015 or newer. You can find the date on the inside of any helmet. Many of us borrowed a helmet for our first event (we do not have loaner helmets available). If you are using a multi-point harness rather than the OEM seatbelt (often referred to as a 3 point seatbelt), you must also have an acceptable head and neck restraint system (a HANS or Simpson Hybrid device). At the event, you must wear closed toed shoes, and they should be nonslip. No special clothes are needed

although stay away from highly flammable fabrics. You can even wear shorts and short sleeve shirts in the Florida heat.

Are you sure it's safe for my car and for me?

Porsches are one of the few if not the only makes of cars that are designed to be able to drive them at their limits without mechanical problems. At least 50% of the cars, and over 75 to 80% of those in the beginner and intermediate instructed groups are street cars with little or no modifications. Many are their owner's daily drivers. Very few mechanical problems have been reported that are directly attributed to the fact that the cars were driven on the track. You will use up wear items such as tires or brake pads faster than normal, but every hobby or sport has costs related to it.

We pride ourselves on our safety record. You are as safe if not safer at our Driver's Education than you are driving I-4, I- 75 or other busy roads. Student drivers will have an instructor in their car at all times providing you with guidance and education until you are qualified to solo. Our instructors have met high standards and have extensive track experience, so listening to him or her will help ensure you and your car's safety. Another key safety ingredient is separation of cars. We

keep a safe distance between cars, only allow passing on designated straights, and only then when the car being overtaken signals to which side they want the overtaking car to pass. There is no passing in the corners in any of the instructed groups.

How do I sign up for a DE event?

All our events require pre-registration in www.Clubregistration.net (often referred to as ClubReg). If you don't have an account, it is easy to create one and you can then look up events for Suncoast PCA, and follow the instructions on registering. Registration typically opens 4-6 weeks prior to the DE date. Student groups fill up quickly so plan on signing up early.

I still have questions – who do I contact?

If you have any questions about Driver's Education, email our Chief Track Instructor, Amy Riches cti@suncoastpca.org, or our Driver's Education Registrar, Denise Remus deregistrar@suncoastpca.org. If you have questions about creating an account and/or registering in <https://clubregistration.net>, contact their system administrators at support@clubregistration.net. We hope to see you at one of our upcoming DE events! ■

Cars and Coffee (and Doggies), Sarasota UTC, June 12th

Copy and photos by Dr. Gary Wolfgang

One of the “don’t miss” events we regularly attend in our 6-month return to our Venice home each year is the Saturday, Suncoast “Cars and Coffee” event. Not limited to Porsches, this event attracts a wide variety of marques and sometimes weird entries. Folks are friendly, talkative, and appreciate all makes of cars, not to mention the free coffee and pastries, courtesy of Suncoast. This year the venue was the parking lot beside the Ford Restaurant in the adjacent parking lot. Gates opened at 8:00 a.m., although many came earlier to get a good space. That was unnecessary, since the areas adjacent to the reserved spot provided more than ample parking. My wife Jan noted that the show should be renamed “Cars, Coffee, and Dogs,” since canine friends abounded.



Jan Wolfgang and Ferrari

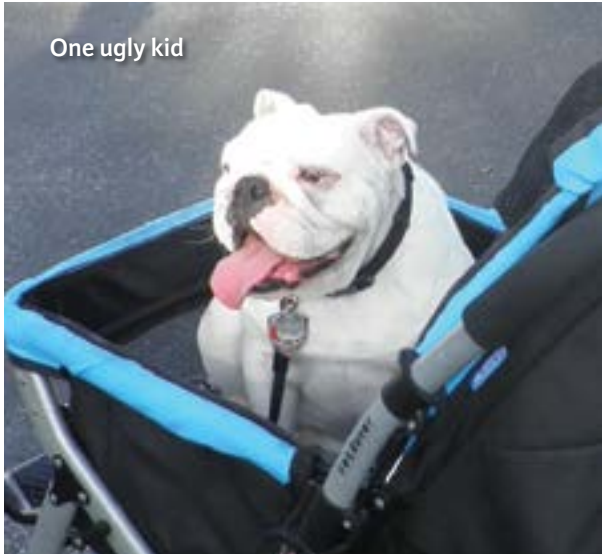
The balloon entrance reminded us of a similar entrance to an antique car show we attended at the LeMans 24 hour race in 2017. The show attracts all makes and

included Porsches, Vettes, Austin-Healys, Lamborghinis, Ferraris, Aston-Martins, Ford GT-40s, Bug Eye Sprites, MG-TDs, antiques of all kinds, and Street Rods. A blue Targa sat elegantly by the curbing, Vettes abounded from older Sting Rays, to new Ferrari-looking models. A white Ford GT-40, named for the 40-inch-high height, reminded us of the Ford vs. Ferrari movie.

An attraction of the site was the elegant UTC Mall and the many themed restaurants, such as the adjacent “Ford” facility. Our only draw-back was minor, that being that when we went back to the Suncoast pastry station, the French accent server stated that the free pastries we had on arriving were now \$3.00 each. Pastries at these events were always a gracious gift of Suncoast. ■



Lime greens



One ugly kid



Aston Martin Vantage



Blue Targa



Le Mans entry



Audi R8 Spyder



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MORE INFORMATION: www.pca.org/activities




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ENTER YOUR PHOTOS FOR "PHOTO OF THE MONTH"

Submit your photos to be judged by our Photo Editor, George Wienhold.

He'll select one to be featured in Profile each issue. The photographer must be a Suncoast PCA member. The photo must be Porsche-oriented, but can be a glamor shot, action, artistic, whatever you want. Be creative. It can be of cars, people or places.



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

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

Back to Normal, a Lot Going On

Well, here we are at the return to “normalcy” in Florida. It isn’t without risks, but it sure feels like we escaped the worst of the pandemic. Unfortunately, a half-billion Americans didn’t. And, many more are still enduring the after-effects of COVID. So please, still be careful. With Flu season upon us, I’ll stick to wearing a mask even though we were vaccinated in March.

Normal now for many of us is seeing family and friends, going out for dinner and getting together with our Porsche friends. Thanks to Ed Rossiter, we will be doing a lot more of that. As I write this, we will be gathering at Skillet’s down the road for breakfast in a few days. And, next week, my Junior PCA Member grandson will be coming down from the hills of Connecticut to spend time driving my 991 again. One drive will be to Sebring to watch some of you playing with your cars on a DE weekend. I’ll admit, I do miss driving flat out on a race track. After 12 years of racing, to only have Autocross is psychologically difficult. Unfortunately, bad eyes restrict me to that.

As some of you know, I’ve had my 991 for sale. Since I first listed it, prices of 991s have gone through the roof. Sure glad no one bought it. If you just look in PCA’s Mart, you’ll see recent model Carreras listed for near-original sticker prices. Crazy! With the chip shortage and the stop sale order from PCNA on many Sport Chrono equipped cars, the supply of good near-new Porsches is limited. Earlier this week I saw inflation numbers that said used car prices were up by 30% over 2020. So, like with houses, is this the time to sell? Sure. But, how do you replace the car or house?

Bill Caldwell has a great tour planned. I teased it in Tuesday’s eNews. Did you know that we are heading NW to a Blue Crab Farm, one of very few in Florida. See you on August 7th. It will be a fun ride to Peck’s Old Port Cove in Ozello. We’ve been there twice but never kept going to the historic village of Ozello. Did you know that their schoolhouse was on an island that required children to row to school? In later years they took a “School Boat.” For more about Ozello, see: <https://www.florida-backroads-travel.com/ozello-florida.html>

Speaking of fun rides, Diane and Carl Bohall came up from Punta Gorda for the Sharky’s dinner that Hans-Joachim Krenz arranged a few weeks ago. It was great to see them again. Last time was when we were on one of the Smoky Mountain Tours they used to run. Was that ever fun! Penny and I are hoping to get on some of those mountain roads during the next four years. Why? Our younger grandson, the Junior PCA member, will be going to college at Virginia Tech in Blacksburg, VA. Look at Blacksburg on a map. It is right next to the eastern edge of the Appalachian Mountains. Hmmm. We just might have to take the long twisty roads to and from visiting him. (-)

You may have seen the ad in this issue for “Escape to the Cape.” Organized by Gold Coast Region, it is open to Suncoasters too. The location is close for us—Cape Coral. And, Gold Coast does a great job of social events. Not much going on late August, although it is

two weeks before Zonefest. Tempting.

You saw the patriotic cover on this issue commemorating the passage of the Declaration of Independence on July 4, 1776. Appropriate for this July/August issue. Our next issue will coincide with the 10th Anniversary of an attack on America—9/11. I don’t know about you, but we were affected by it in multiple personal ways. One was car related. The important ones related to deaths of friends and neighbors. The stories are all worth remembering and recanting. Let’s hear your stories about September 11, 2001. I’ll include some in the September/October issue. It will help us keep the memory of that terrible day alive.



The last issue of the year will coincide with the 60th Anniversary of the founding of Suncoast Region PCA. I hope you will join us in Wesley Chapel at Saddlebrook to celebrate. As we get closer, September/October issue of Profile and our eNews issues will fill you in on details of the events. The event committee has already made some interesting plans.

Speaking of plans, I would like to ask everyone who is responsible for running a Suncoast event to appoint someone to take photographs and someone to write about it for Profile. And, don’t forget to write a short blurb for Panorama’s “From the Regions.” ■

Until next time,

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

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Marketplace

Suncoast Florida PCA's official free classified section



AUTOMOBILES

1985-1/2 Porsche 944 - Track Prepared. Cogbill 1985 engine, MONO steering wheel, newer Timing Belt, Balance Belt, Fuel pump, Steering rack, Racers Edge front control arm bushing kit, Fuel hoses, Damper, Regulator. 2021 - New Clutch Master and Slave Cylinder, AC compressor, Dryer. \$14,200 OBO Robert 813-334-2440 vanlandingham@tampabay.rr.com (0721)

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. \$72,900 727-787-5929 nsippel@mindspring.com (05/21)

2005 997.1 Cup - One of only 35 built. VIN WPOZZ99Z5S798017. 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 krenzhij@comcast.net (0321)

MISCELLANEOUS

• Car cover - silver nylon with Porsche logo, elastic hem, fitted with mirror pockets. No tears. Used on 993. \$30. Bob 941-210-0544 rgs454@bellsouth.net (0721)

• Genuine Porsche Sunshade for Classic 911 (1965-98), SKU PNA-505-911-00. Reflective white surface with Porsche logo, in storage bag. Fits all air cooled 911's and 912. Never Used. \$40. Bob 941-210-0544 rgs454@bellsouth.net (0721)

• Rennline Retractable Tow Hook Assembly. New, never used. See www.renline.com for details. Cost new \$125. Best offer. I/O Port Camera Mount for Medium to Large Cameras, w/strap. See www.ioportracing.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 Card	3 x 2"

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

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

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• 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.

• All 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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