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PORSCHE

Profile

JAN/FEB 2022

60TH ANNIVERSARY



SUNCOAST PCA
1961-2021



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Profile
 JAN/FEB 2022 ISSUE 22.1

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CONTRIBUTORS:

Mark Krekorian, Steve LaRosa,
 Page Obenshain, John Sabatini,
 Connie Schmitt, Peter Sontag.



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Special Delivery – Rudy burrowed



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Bill LaRosa and his boys



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A Beetle weaving among the cones



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2021 Lasota Legacy Trophy goes to Danny Shields



ON THE COVER - Cooling fan of an air-cooled Porsche by Connie Schmitt.

Suncoast Porsche Club of America Board of Directors



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Denise Remus



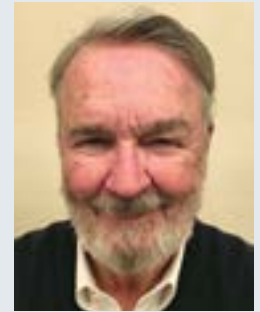
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 Copy Editor Penny Sippel

To contact any of our Board or Committee members, please use the “Contact Us” form on our website, www.suncoastpca.org

Happy New Year!

Good-bye 2021, hello 2022! While the past year started out a bit slow due to continued restrictions on social gatherings, we were able to end the year in a big way! Our 60th Anniversary Celebration was a big success. Things started out a bit wet on Friday (ok – major understatement – the rain Friday afternoon was truly a miserable downpour); everyone made the best of it. The new Concours location worked out great, with cars closer to all the other activities allowing everyone to enjoy a full lineup of beautiful and unique Porsches. Special thank you to Gerry Curts and Mark Krekorian for their hard work to offer our first Concours in many years. That was followed by a fun Rallye organized by Jim and Jeanne Hoey; social time and a wonderful wine tasting at Wine, Wheels and Wishes—our fundraiser for Ready for Life (RFL). As usual, Mike Kwasin outdid himself with the excellent wine offerings. Throughout the year, members have a chance to donate to RFL with each event registration; we also donate money received from the Sebring Track Tours. These contributions, along with the donations raised through Wine, Wheels and Wishes and the silent and live auction items, brought our yearly total raised for RFL to \$14,000. Thank you all!

Saturday evening we had a truly Gala celebration of our history. We were able to recognize both past and recent contributions from special members. Joining us for the evening were Past Presidents Mark Krekorian (1980), Tom Briest (1984), Gerry Curts (1986), Danny Shields (2005), Page Obenshain (2012 & 2013), and John Vita (2018 & 2019). Dr. Bill LaRosa, Sr., a founding



Amy accepting award.

(insert photo of LaRosa family) member of Suncoast PCA and our first VP, attended the event during the day and at the Gala

banquet; his son Stephen shared stories of the early years. Other special guests included Lisa Lewis Koller, our Zone 12 representative and her husband Mike; and joining us from Peachstate Region was Danny Saxton, the current PCA National Parade Autocross Chair, and his wife Cathy.

The Dave Cook award was presented to Norm Sippel, a true ambassador in service to our members. Many of you have had the chance to meet Norm and his wife, Penny, at socials and other club events. They always go out of their way to greet and welcome you. For many, Norm may be your first contact with a Suncoast PCA member as he goes out of his way to respond to e-mails and Facebook postings asking for information about our region and activities. All of you have had a chance to see Norm's contributions as the *Profile* Editor and Publisher; he also creates the region's e-blast messages. We couldn't have identified a better person to honor with this award.

The Dutch Howard award went to George Wienhold for his significant contributions as Photo Editor for the *Profile* magazine. You can't mistake George if you meet him—he's the one with the camera around his neck! He and his wife, Marlene, attend nearly all our events. George manages to capture the best of us and our cars, helping us build memories and document special moments; he does so with a large smile and great enthusiasm. Congratulations to both Norm and George!

Other 2021 Suncoast PCA award recipients are listed below. When you have a chance, please thank them for all they do to support our region.



A special moment of the evening was the introduction by Gerry Curts of the Rowe family, Karlene Rowe, Shelly Pirkle Rowe, and Rick Rowe and his wife Linda. After 25 years, the H. Dean Rowe Memorial Award was retired. Dean Rowe was a member of Suncoast Region from 1976 until his death in 1997. He served the region in many ways, including as President and newsletter editor. He exemplified the spirit of PCA and his passion for Porsches was evident to all who met him. We're ever grateful for his many contributions to our Region and to our community.

Our anniversary celebration continued on Sunday with a special tour organized by Bill and Mary Caldwell. Pedro Bonillo offered tech sessions both Saturday and Sunday. Many members took advantage of the Member Hospitality suite to view the slide show compiled by Dick Correnti and browse through historical issues of the *Profile* magazine donated by Mrs. Vivian Reeves. So many good memories!

Throughout the weekend, we benefited from sponsor contributions. The list of sponsors is on page 26, each of these organizations gave financial support and many also provided items as special giveaways. Our Platinum Sponsor was Porsche Tampa, the former Reeves Import Motorcars, newly owned by Morgan Auto Group. In addition to their generous financial support, Porsche Tampa provided door prize merchandise and allowed us to display two of their amazing cars throughout the weekend. We appreciate their continued support for PCA and our members. Michael Zimmerman accepted the Appreciation Award on behalf of Porsche Tampa. And although Mrs. Vivian Reeves and Kim Reeves Rogers were unable to attend in person, we shared our appreciation for their 50 years of support.

Our Gold Sponsor was RennHaus. They provided both financial support and generous service vouchers for each

continued on page 6

attendee along with hats for the first 140 arrivals. RennHaus is located in Sarasota and provide services for the finest and rarest classic cars. John Arthur and Frank Quinones accepted the RennHaus Appreciation Award.

A special contribution was made by Samantha Zimmerman. She created – just for us – a custom 16” x 20” acrylic on wood panel painting depicting a 356 passing under the Dunlop bridge at LeMans combined with the PCA Logo. This was our grand door prize and the lucky winner was Danny Shields.

Additional contributions were offered by Suncoast Porsche, Griots Garage, Porsche of North America, the Inn on the Lakes (Sebring), Mike Kwasin, and Bud Risser. All these sponsors and special partners deserve our appreciation and our business.

The Drivers Education (DE) program held their last event of 2021 with Instructors and Driver Development weekend Nov. 12-14 at Sebring. You may not be aware that Suncoast Region has one of the best Instructor training programs in the



Dr. LaRosa

country. That weekend, 11 individuals successfully completed the program. Congratulations to John Arthur, Daniela Boesshenz, Chris Capkovic, John Donlon, Evan Enisman, Janice Ernsting, Dan Greene, Markus Mittermayr, Peter Powers, Harj Singh, and Dante Tornello. Also that weekend, we recognized Amy Riches for her significant contributions

to our DE program. She served as Chief Track Instructor (CTI) for the last six years and under her leadership, the DE program continued to grow both in numbers of drivers and in reputation. We welcomed Brad Beckett as our next CTI. Brad has been assisting Amy for the last few years and will do a great job guiding our DE program into the future. We also welcomed David Huey as our newest member to the DE Hall of Fame. Dave has been an active participant for more than 30 years as a driver, instructor, and mentor. Next year we will host eight DE events, all at Sebring.

The Autocross program ended the year

with a great event at SPC All State Center in St. Petersburg on Dec. 12. More than 40 cars participated. Thanks to Jerry and Kirsten Eggert for a fantastic year! We anticipate a full Autocross schedule for 2022 along with a Tour and Rally each quarter. We're also expanding our social calendar but continue to need help from members to identify appropriate dining venues, especially in Pinellas and Hillsborough counties. Send your suggestions to Ed Rossiter, Social Chair at social@suncoastpca.org.

As of this writing, many of you have already made your plans to attend the Rolex 24 Hours at Daytona (Jan. 29-30) and the 12 Hours of Sebring (March 16-19). Details on these, including access to Porsche Corral (already sold out for the Rolex 24 Hours) and Porsche Hospitality Tents can be obtained directly from PCA National website or the specific event websites. Also monitor e-blasts from PCA National, Zone 12, and our region for the latest information on these and other PCA activities. And speaking of racing—the 48 Hours PCA Club Race (Feb. 3-6) is open for registration for club racers, advanced solo drivers, and autocross as well as volunteer sign up. See www.48hoursatsebring.com for more information and registration links. This event is the largest Club Race in the country. If you haven't attended before, now is the time to sign up as a volunteer! It's a lot of fun and a great way to see beautiful Porsches and amazing driving at the legendary Sebring International Raceway!

I hope each of you had a wonderful holiday season and enjoyed special time with family and friends. Happy New Year! ■

With Gratitude,

Denise

2021 AWARD RECIPIENTS

- Dave Cook Award Norm Sippel
- Dutch Howard Award George Wienhold
- President's Award Bill Caldwell
- President's Award Jim and Jeanne Hoey
- Most Enthusiastic Family The Eggert Family
- Most Enthusiastic New Members Kenneth and Sara Ziegler
- Appreciation Award Porsche Tampa
- Appreciation Award The Reeves Family
- Appreciation Award RennHaus
- Appreciation Award Amy Riches
- Appreciation Award Lisa Lewis Koller
- Appreciation Award Bill and Ellen Riley
- Appreciation Award John Sabatini
- Appreciation Award Rick Meyer

SUNCOAST SCHEDULE OF EVENTS

Register for events at www.ClubRegistration.net

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

2022 DATES

Breakfast with Porsches, Venice 3rd Saturday of each month at Skillet's in Village Shoppes Jacaranda & US 41.
We meet at 8:30am.

January 18, 6pm. Date Your Porsche Night for up to 30, at Cambria Hotel, in Madeira Beach

January 30. Autocross, St. Petersburg College AllState Center

February 3 - 6. 48 Hours at Sebring - Club Racing and Autocross

February 19 Tire Rack Street Survival at Sebring International Raceway

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 2020 issue re. signing Event waivers.

SUNCOAST 2022 AUTOX EVENTS

January 30 SPC AllState Center

March 27 SPC AllState Center

February 5 Sebring with Gold Coast

April 24. Venice Municipal Airport

February 19 Sebring with TRSS

May 15 SPC AllState Center

SUNCOAST 2022 DE EVENTS

All events at Sebring International Raceway.

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

Feb. 19-20 | March 4-6 | April 30 & May 1 | June 25-26 | Aug. 6-7

Sept. 10-11 | Oct. 1-2 | Nov. 18-20 (Sebring may change to 2nd weekend in Nov.)

2022 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. All will be via Zoom until further notice.

February 8 | March 8 | April 12 | May 10 | June 14 | August 9

September 13 | October 11 | November 8 | December 13

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PORSCHE

MEMBERSHIP ANNIVERSARIES

45 YEAR ANNIVERSARY

Gary Frings & Violeta Mautner

40 YEAR ANNIVERSARY

Rainer & Joni Blomberg
Peter Sontag

35 YEAR ANNIVERSARY

Dennis & Joan C. Bianco
David Curtin & Beth Littman
Steven & Marion Kobusch
Kevin Stephenson & Maria Class

30 YEAR ANNIVERSARY

Wade Paula L Thomas
Elwood & Gladys Johnson (May)
Philip & Nancy T Foley (May)
Mitchel & Muriel Attias

25 YEAR ANNIVERSARY

Maureen & Jerry Barnum
Steve & Bonnie Edmond
James & Andrew Reichert
Charles & Jessica Espenlaub
John & Maryellen Heuer
Patrick Tzanis & Mike Zanolli
Tonya Williams

20 YEAR ANNIVERSARY

Ron & Ron H. Dailey
Barry & Ann Lichter
Jeffrey & Linda S. Bauer
Stephan & Larissa Bryan
Andrew Moden

15 YEAR ANNIVERSARY

Clarice & Gregg Lee
Dennis & Patrick Wojcik
Thomas & Lisa Dunlap
Gavan & Kelley Hunt
Jim Kosco & Holly Ernest
Frank Hood

10 YEAR ANNIVERSARY

Ian & Teri Turner
Keith & Risa Weinberger
Timothy & Melisse Cronin
William & Mady Iseman
Ann & David White
William & Christine Grenham
Scott & Angel McKim
Michael Vogel & Mike Naderney
Richard Bradley
Edson & Chouffie Stevens
Gregory Bray

5 YEAR ANNIVERSARY

William & Jean Marie Buskirk
David Cornwall & Trevor Bailey
Bert & Pat Van Kirk
Bruce L. & Inez Levin
Chris & Marta Russick
Gary & Stephen Selby
Keith Krueger
Alan & Kathy Hengesbach
Edwin & Shay O. Walpole
Marvin & Vicki Feldman
David Fitts & Rick Lauer
Michael & Kathleen Rousseau

STARTING LINE

Larry Mendez, Membership Chair

JANUARY/FEBRUARY Welcome our newest members:

| | | |
|---------------------------------------|-----------------|--------------------------------|
| Richard Driscoll | Tampa | 2017 911 Carrera S |
| Peter Freyberg | Odessa | 2020 911 Carrera |
| Steven Druth | Tampa | 1999 911 Carrera |
| Daniel Sparler | Sarasota | 2017 718 Boxster |
| Robert Dieter | Lakewood Ranch | 2013 911 Carrera S |
| Thomas Gaige | Lakeland | 1982 924 |
| Gail Tobin | Sarasota | 2007 Blue 911 Turbo |
| Gary & Garrett Ehlert | Sarasota | 2002 911 Carrera |
| Ron Fowler | Tampa | 2014 911 Carrera |
| James Clark & Carol Fleenor | Temple Terrace | 1971 911E Targa |
| James Beckner II & Fran Figari | Sarasota | 2005 911 Turbo S Cabriolet |
| Sean Keenan | Bradenton | 2019 Cayenne E-Hybrid |
| Louis Redmond | Dunedin | 2015 911 Carrera Cabriolet |
| Patricia & Gary McLane | Lakewood Ranch | 2013 911 Carrera S Cabriolet |
| Edward & Karen O'Connor | Bradenton | 2017 911 Turbo Cabriolet |
| Greg Vigrass | Lakewood Ranch | 2000 Boxster |
| Jeffery Janisse | Clearwater | 2015 Macan S |
| James & Kathleen Klamet | Sarasota | 2014 Boxster |
| Clinton Wrigley | Sarasota | 2008 911 Carrera 4S |
| Matthew Smith | Tampa | 2010 911 Carrera |
| Todd & Sarita Swift | Clearwater | 2018 Black Cayenne |
| George Fuchs | St. Petersburg | 1999 Boxster |
| Jeffrey & Lori Derusha | Bradenton | 2020 Panamera Turbo S E-Hybrid |
| Adam Donoho | Holiday | 2006 Cayman S |
| Lance Dowd | Lakeland | 2014 Cayman S |
| Deborah Gannaway & Carl Brock | Tampa | 2021 Panamera |
| Sam Halaby | Tampa | 2001 911 Carrera Cabriolet |
| Tom & Zeep Panaseney | Tampa | 2020 Taycan Turbo |
| Joe Parrotta | Tampa | 2019 718 Cayman |
| Stephen Zaffiri | Dunedin | 2016 Cayman GT4 |
| Sonya Braudway & Esaam Ismail | Auburndale | 2020 Cayenne S |
| Matthew Bednar | Tampa | 2022 718 Cayman |
| Issam Halaby | North Venice | 2021 911 Carrera 4S |
| Terry & Betsy Royals | Indian Shores | 2012 Race Car |
| Michael & Lilian Mascaro | Valrico | 2003 911 Carrera 4 Cabriolet |
| James & Alison Slone | Lakewood Ranch | 2014 911 Carrera |
| James Wells | Dade City | 2018 911 Carrera |
| Douglas Adams | Spring Hill | 2003 Boxster S |
| Robert Best | Sarasota | 2016 Cayman GTS |
| Douglas Couturier | Davenport | 2003 Boxster |
| Mark Doescher | Venice | 2016 Cayenne Diesel |
| Miguel Gorordo | Indian Shores | 2018 718 Cayman GTS |
| Eric Hall | Tampa | 2019 718 Cayman GTS |
| George Herringshaw | Lakeland | 1966 912 |
| Mitchell Kahl | Basking Ridge | 2014 Boxster |
| Mykola Kurta & Marianna Kritsberg | Lutz | 2016 Cayman |
| John Lee | Sebring | 2014 Cayenne Turbo S |
| Scott Mills | Lakewood Ranch | 2001 911 Carrera 4 Cabriolet |
| Langdon Morrison & Shannon Roberts | Sarasota | 2014 Cayenne GTS |
| Erik & Spryng Norrie | Treasure Island | 2020 911 Carrera S |
| Adam Robson | Bradenton | 2009 911 Carrera 4S |
| Frank Salerno | San Antonio | 2002 911 Carrera |
| Randy Stanton | Lakewood Ranch | 2007 Boxster S |
| Henry Stephenson | Lutz | 2017 911 Carrera 4 Cabriolet |
| Nick Theodore | Kissimmee | 2015 911 GT3 |

Primary Members: 1,873 Affiliate Members: 1068 Total Members: 2,941

Bert Smith
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by Tom Briest

Dateline June 2000

In June 2000 the Porsche Club came up with a new and rather unique event, shared by three Florida Regions, called the "Sunrise to Sunset Rally". Due to the unique shape and location of the state of Florida you could watch the "Sun Rise" over the Ocean on the East Coast, take a somewhat short drive across the state and watch the "Sun Set" over the Gulf of Mexico on the West Coast. They decided to really make it fun and decided rather than just caravan across the state why not make it a Rally. Great idea and a great event. Many years later we are still doing the event and if you have never made it to one of the past events I encourage you to partake and do a really unique and enjoyable event the next time it is offered. Attached is a follow-up article in a later Profile. Also I would like to note that the events are hosted by Suncoast, Space Coast, and Citrus Regions. ■



TOM



PORSCHE CLUB OF AMERICA



SPACECOAST . CITRUS . SUNCOAST REGIONS
PORSCHE CLUB OF AMERICA

Rain or Shine **SUNRISE TO SUNSET RALLY** Rain or Shine
Saturday, June 10th

The event begins on the East Coast of Florida with a sumptuous breakfast buffet and to watch the sunrise over the Atlantic Ocean. Participants will rally across the state in a fun but challenging rally, stopping along the way for lunch. The event culminates on the West Coast with a dinner party to talk of the day's activities and watch the sunset over the beautiful Gulf of Mexico.

ACCOMMODATIONS
East Coast
Friday, June 9th

Windsor Cruise Beach Ocean Front
1700 Beach Atlantic Ave. (I-4)
Cocoa Beach, FL
Reservations: 888-328-2600
121-790-0202

Be sure to ask for Porsche Club to obtain special rates.
\$10.00 standard accommodation
\$10.00/overnight (North Travel)

ACCOMMODATIONS
West Coast
Saturday, June 10th

Shoreline Hotel (Sun Beach)
1100 Gulf Blvd., Clearwater Beach, FL
Reservations: 727-470-1841

Be sure to specify Porsche Club
Rate: \$124.00 - in guarantee year use
Reserve by May 10th

OR

Shoreline Hotel (Sun Beach)
1101 Gulf Blvd., Clearwater Beach, FL
Contact the West Coast Beach & Mountain
Reservations: 727-470-1841
Ask for Porsche Club rates at \$121.00
Reserve by May 10th to guarantee seat!

OR

Shoreline Hotel (Sun Beach)
121 S. Gulfview, Clearwater Beach, FL
and Beach, one mile from Shoreline
Reservations: 727-471-6881 & ask for
Porsche Club rates
Rate: \$94.00 - in guarantee year
Reserve by May 10th to guarantee seat.

SCHEDULE OF EVENTS
SATURDAY

| | |
|-------------------|--------------|
| Meeting | 8:30am |
| Buffet Breakfast | 8:30-11:00am |
| Dinner (Lunching) | 1-4pm |
| Post car talk | 8:00pm |

Registration 1:00 - 7:00pm
Dinner 7:00pm
Rally 8:15pm

FURTHER INFORMATION
Rosamary Lavin/SUN Beach
321-424-5828 (home)
after 5pm & before 3pm

Linda Hallmark
813-280-2823 (home)
813-830-0298 (work)
hallmarkporsche@earthlink.net

Notice: Early Registration \$89.00 - After May 26th \$95.00
Fee includes Sunrise to Sunset Rally, full Breakfast Buffet for two, and Sunset Buffet for two!

REGISTRATION
SUNRISE TO SUNSET
Early Registration due by May 26th

Registration name (Please print clearly): _____
Co-Registration name: _____
Address: _____
City: _____ State: _____ Zip: _____
Phone (home): _____ Business: _____ e-mail: _____

Car Make: _____ Model: _____ Year: _____ License Tag: _____

NOTE: Make check payable to Space Coast Region PCA and mail to Rosamary Lavin, 8124 Anchor Lane, Rockledge, FL, 32955 Amount enclosed: _____

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May 2000 5

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PHOTO OF THE MONTH

by George Wienhold, Profile Photo Editor



A Festive Look

It's 2022, time to put the past two years of Covid in the past. So let's start the year off on a vibrant note with a photo of Seymour Slatkin's 2018 Turbo Cab.

Being a recent transfer from the MD/DC/VA Founders Region, Seymour moved to the Sarasota area and was exploring his new hometown. This mural on the side of a Chinese restaurant caught his eye. You see, when in a new location or a different setting, we tend to see our surroundings in an unbiased and unfiltered view. When we view our surroundings every day we tend to go blablabla, been there, done that, seen that already. With



a fresh "eye," WOW there's a whole new look on how we see things. It's normal to get complacent in our surroundings and put our life on Auto and go about our day without seeing the beauty around all of us.

My suggestion is to take your life off Auto, and switch to Aperture Priority or Shutter Priority, to use camera jargon, and view your surroundings as, say a Tourist. I do think that your photographs will take on a new perspective.

In that regard, I do know that Seymour is experiencing his new surroundings with a fresh eye and he is most excited about

being able to wash his Porsche all year long. That's a small thing that we take for granted here. I then mentioned to him that we don't have to SHOVEL anything here.

As 2022 marches forward, keep your eyes fresh and send me your best shot. I've got a nice Porsche hat for you and a surprise for your Porsche. ■

Thanks,

A handwritten signature in blue ink that reads "George".

Trends Make The Future

The auto industry is changing at an incredible pace and actually mirroring trends in other industries. It used to be that automobile manufacturers were mammoth conglomerates that dictated their own paths and controlled their own future.

The traditional business model of designing, manufacturing, selling, servicing, and financing vehicles still continues, but the industry is speeding towards a new frontier mainly guided by sustainability, and changing consumer behavior. Because of this, manufacturers now collaborate with tech giants, they work closely with audio moguls and augmented reality experts, and we can see how these collaborations with advanced technologies are making their way into our cars and our car culture.

This trend, which actually started in 2018, together with the ever-tightening emission standards have made vehicle production costs increase. This higher cost produced a reduction in car sales in 2019, which was worsened by the global pandemic and its



aftermath in 2020. Now, in 2021, but with 2022 models ready to go into production, manufacturers are embracing these technologies more and more in order to increase sales.

Let's take a look at some of the industry trends in more detail:

ELECTRIFICATION - This is probably, the biggest trend for the last 20 years, and it's just

the beginning. Toyota started the trend in 2000 with the successful introduction of the hybrid Prius, then Tesla with its full electric line of vehicles changed the way people view electric cars. Porsche was quick to realize the trend and started working on its strategy for 2025 and along came Audi, Mercedes-Benz, and most other manufacturers that are introducing or working on new electric platforms—even Ferrari.





CONNECTIVITY - When we were kids, we followed with keen interest the displacement in liters of our Porsches, which slowly grew from the 1.1L flat-4 of the early 356's, to the latest 4.0L flat-6 powerhouses of the new GT's (GT3, GT4, GTS). But nowadays buyers are more concerned with how big the infotainment screen is and whether it has AppleCarPlay or not, and whether they can access their Pandora account from their car.

SELF-DRIVING ABILITY - Automated or assisted driving is another of the rising trends in the industry. Car buyers cautiously embrace safety-focused semi-autonomous driver aids, but have been slow to accept the prospect of handing the steering wheel and all controls completely to the car's computer(s). This one is not without controversy. Some believe that the age of fully automated, self-driving taxis is just

around the corner, while others believe that in order for cars to drive safely by themselves will take many, many more years.

USAGE-BASED INSURANCE - Insurance companies that now have access to incredible amounts of data from our vehicles, have been able to re-assess their risk and have started introducing new policies based on distance travelled by the vehicle, the car's category, and the driver's background (including health, habits, and age), even attaching data acquisition devices to the customer's vehicle in order to customize their coverage.

All of these trends are reshaping our ever-changing way of life. They will transform the car into a platform, where drivers evolve to riders, reframing "driving" as the synonym of well-being and convenience. Is this the future? Who knows?



In doing research for this article, I came across the following quote:

To the question of whether the Porsche brand faces conflict between innovation and tradition, Knuth Walczak, Porsche's head of the Innovation and Preliminary Development Management said: *"We don't define the Porsche brand of the future—instead, it is the Porsche brand that has defined our focus. We have the fascinating job of continuing to build authentic sports cars. I'm certain that the technologies of the future will not cool down the hot, fascinating core of the Porsche brand but instead will heat it up even more."*

Most of the articles and news releases relating to the future of the auto industry and future of the sports car that I read were about the above-mentioned trends and how cars and the auto industry would evolve and modernize as it embraced the future. Only Porsche, referring to the probability of introducing a 911 Hybrid, promised that "it will be extremely powerful but still a fantastic driver's car as it has always been."

I hope and believe that Porsche will keep those promises of maintaining tradition and heritage very present in their near-future, electric, self-driving, connected sports cars.

A few of us (fewer and fewer every year) still perceive pure enjoyment from driving our old, analog, disconnected Porsche.

Heck, some of us still like to shift our own gears using heel/toe.

For more information about the future of the auto industry, and Porsche in particular, please visit my website: www.PedrosGarage.com. ■

Happy Porsche'ing,

Pedro

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Happy New Year!

The Suncoast PCA 60th Anniversary Celebration last November is one for the books. It may have been a bit chilly outside, but attendees didn't seem to mind. Survey feedback for the event and individual activities was very positive!

The Gimmick Rally on Saturday was certainly a success. So much so that of the 40+ cars that ran the rally, 13 came in tied for first place! That created a dilemma for Jeanne and me, as we only had 3 trophies to award to the winners. After a few minutes of thought, we asked our Region 12 representative Lisa Lewis Koller to draw names for 1st, 2nd, and 3rd place Driver/Navigator teams. She graciously agreed.

After congratulating the 13 top finishers, and all participants, the three trophies were awarded as follows, First place: Brian & Olivia West (2018 Cayman S), Second place: Gary

& Liz Wetzel (2014 Boxster S), Third place: Brad & Ramona Billings (2003 Boxster S). Congratulations all.

Thinking of the future, should we make Gimmick rallies a bit more difficult in the competition area? Of course not! (Perhaps there will be a time when all participants come in with perfect scores... :-)

I must make mention of the Saddlebrook Resort—a nice venue with friendly staff and wonderful food. The banquet dinner was superb, and after that meal and awards ceremony, we danced the night away to some great tunes!

Now, on to the New Year: After the holidays Jeanne and I will be working on a TSD rally for early March. We are asking for some help in creating this one. We have one volunteer at

this time. The purpose here is to show others how we build a TSD rally using Google maps, paper maps, route driving, venue research, etc. We will be demonstrating how we calculate mileage, set driving speeds and driving times, and choose check-point locations. Setting up an apprentice rally master position is one of our goals. And let's have a discussion about manned check points (with manpower/volunteers required) versus do-it-yourself check points. The latter is becoming more popular within the rally sport.

Until we see you again around the region, we wish everyone a very happy Porsche New Year. ■

Jim & Jeanne Hoey, Rally Masters
RallyMaster@suncoastpca.org



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SOCIAL RAMBLINGS

by Ed Rossiter, Social Director

Help Wanted

Well, another year has come and gone. As we look back on what 2021 has brought us, we are so very pleased and thankful that we were able to get our social calendar more back to normal during the year. We were able to have numerous breakfasts, luncheons, and dinners, and although we were careful to follow recommended health guidelines, we were able to have events that in many cases filled our allotted number at the venues. Any feedback from our attendees is always appreciated, and we use that to help determine how and where to plan future events.

As we reflect on 2021, we must never forget the tireless efforts of our committee, which includes Harvey and Ann Goldberg, Ned Boston, Kathy Rossiter, and Hans and LaDonna Krenz. Without their help, we could not have accomplished our goal of providing a minimum of one event per month, and in at least one case three in one month.

Due to the 60th Anniversary event, we didn't have a monthly dinner in November, but we were able to continue our monthly Venice breakfasts, which were very well attended. December is always a difficult time to plan additional events, but we partnered with Hans Krenz, and after the Ceramic Pro Open House and Tech Session on the 11th we were able to have a luncheon at Oak and Stone Restaurant in Sarasota. Our monthly Venice breakfast continues this month, as it does each month, and hopefully will expand by one or more monthly breakfasts in different areas of our club territory.

We sincerely hope all who are reading this had a wonderful Christmas holiday, and are foreseeing a very happy New Year, in 2022.

Now what are we going to bring to the Porsche Club in 2022? What do we need to do, to continue the path we have been on of monthly dinners and breakfasts, and find new and interesting places to go and things to do? Some of that is,

of course, dependent upon recommendations our members bring us of possible restaurants, or suggestions of events that we can put together for the enjoyment of our club. Some of the ideas we are currently working on for the new year, include finding a dinner cruise that meets the needs of the club, a mystery dinner location, more breakfasts in the northern areas, as well as suitable locations in all our counties for dinners and Saturday luncheons.

I cannot stress enough how much we need the help of our membership in finding locations for social events. Our committee members live in our southern counties, and without the support and suggestions of our members in the northern counties, we have little idea where it is appropriate to put on an event. This club belongs to all of us. Our committee enjoys providing opportunities to get together and enjoy each other's company. We hope to see you soon at one of our events. ■



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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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Tech Tour at CeramicPro Sarasota

by Norm Sippel

In the last issue of *Profile*, we had the article Hans-Joachim Krenz wrote about the new Ducktail spoiler he installed on his GTS and the shop that coated it with spray-on PPF (Paint Protection Film). Well, today a group of Suncoasters had a guided tour of CeramicPro's facility. Timing was interesting because we just had a minor accident with our Macan S that CeramicPro had covered in July 2020. The right front was grazed by a car with a black plastic wheel arch. It looked bad. However, as I looked closely, I suspected it might have been protected by the film. IT WAS! Certainly not armor coating, but it prevented a lot of scratching and paint damage. Were it not for a tiny dimple in the side of the bumper cover, there would be no evidence of anything happening. So, we are sold on its value.

What other magic do they conjure up at Ceramic Pro? Well, look at their ad in this issue: paint correction, ceramic coating, window tinting in addition to the aforementioned paint-protection film application. And, they have a full service body shop and do performance upgrades as well.

The variety of PPF they can install includes 4 different versions of looks-like carbonfiber from matte to gloss. Even color change PPF like the white matte PPF on a black Mercedes AMG GT. As much as the white matte film reminded me of the white prime coat on the '52 Plymouth convertible that was my first car (The White Whale); it really looked great on this GT Coupe.

Before doing either PPF or ceramic coating, Jay recommends paint correction be done to remove any blemishes on the paint surface, especially if one is applying a clear film as that will magnify any imperfections, even on a brand-new car. In fact, they had a brand-new 992 Cab in the shop for exactly that.

As an old "hot rodder" and customizer, I appreciate what shops like this can do, and our recent "Opps!" experience shows that PPF is even more valuable than just protection from stones.

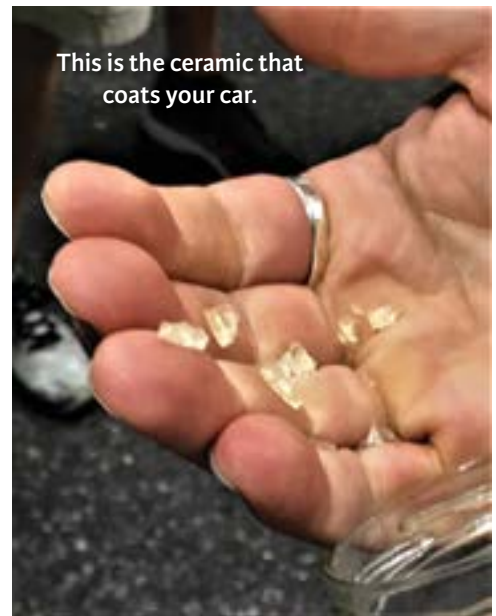
Our thanks go to Jay Perez, General Sales Manager for his information and his hospitality. For those in the northern parts of our region, there is another shop among our advertisers—Auto Paint Guard. Hans and I use Jay's shop because among our advertisers, they are the closest and we know they do good work. ■



Jay has everyone's attention.



Jay describes what they do to prep a new car to apply PPF.



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Suncoast Region PCA 60th Anniversary Concours Winners

by Norm Sippel

Judged Division:

Silver Level of Achievement Award -

Page & Lee Obenshain,
1987 911 Cabriolet, Blue

Bronze Level of Achievement Award -

Jack & Karen Knusese, 1988 911 Targa,
Alpine White

People's Choice Division:

Old Guys Rule Group - Steve & Lana
BuchKovich, 1996 993 C2, Arena Red

Hot Chicks Group - Ron Swiger,
1987 Carrera, Black

Track Junkie Group - Tracy Bepler,
2021 Cayman GT4, Miami Blue

Porsche Kids Group - Bill & Stephen LaRosa,
1965 911, Arena Red

**I Think My Spouse Loves The Porsche
More Than Me Group** - Michael Presta,
2015 Cayman GTS, Carmine Red

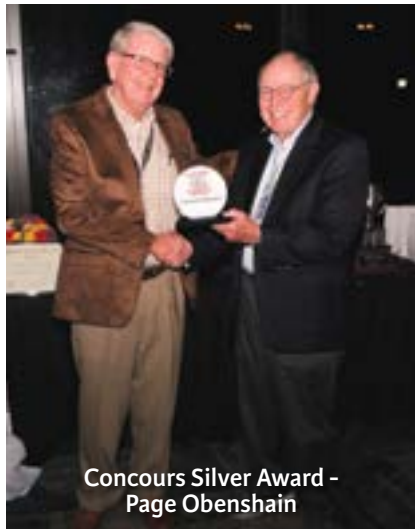


Photos from Suncoast PCA's 60th Anniversary Celebration

Photos by George Wienhold



Most Enthusiastic Family - The Eggerts



Concours Silver Award - Page Obenshain



The President's Award - Jeanne and Jim Hoey



Concours People's Choice Award



Tech Quiz Women Award - Daniela Boesshenz



Lisa Lewis Koller receives Appreciation Award



Door Prize Winner - Dan Shields



Steven wins a Porsche... (what is it?)



Concours People's Choice Award



Concours Bronze Award - Jack Knusese



Appreciation Award for our Gold Sponsor - RennHaus

Our Honored Guest at 60th Anniversary Celebration – Bill LaRosa

by Steve LaRosa. Photo by Tom Briest.

I am writing this article about my Porscheophile father, Bill LaRosa Sr., MD, who is now 94 years old and recently attended the 60th anniversary event and celebration of the Suncoast Region PCA at Saddlebrook. Bill was born in Tampa in 1927. He was raised in Ybor City. His father Manuel LaRosa rolled cigars in Tampa in the 1920s and was promoted to be the “Reader” at the cigar factory. Manuel later owned Manuel’s Bar, and The Saratoga night club, both on Franklin Street in downtown Tampa, along with several apartments. His mother Angelina owned Angie’s Beauty Salon, also downtown. Bill graduated from Hillsborough High School at the age of 16, and then attended Columbia University in NYC, graduating at the age of 18. He then went to Loyola University Chicago Medical School and completed his Urology residency training in New Orleans at Tulane University Charity Hospital. He enlisted in the Air Force as a surgeon and in 1956 at the age of 29 was deployed to Japan to Tachikawa AFB and lived on the Yokota Air Base, taking his wife Dorothy and his 3 young children to Japan with him. There he met several young doctors and airmen who were autocrossing their sports cars on the runway tarmac on the base. Bill joined the Tokyo Sports Car Club in 1956 and bought his first sports car, a 1956 TR 3, to join them. But he was not able to keep up with “those funny looking new cars from Germany.” So if you can’t beat them, join them. He bought a brand-new silver 1957 Porsche Speedster, delivered to the Porsche dealership in Tokyo. He and Dorothy enjoyed many sports car club outings in the Speedster.

Two years later, Bill was transferred to Homestead AFB in Florida, selling the Speedster in Japan to a doctor buddy (lucky guy) when he left. I wonder where that car is now and what is its currently worth? He



Steve and Bill LaRosa and Graham and Leo Duffy

promptly bought a red 1959 356 coupe from the Miami dealer, which he used when he took his weekly trips from Homestead AFB to the Naval Air Station Hospital in Key West. He left the Air Force in 1960 and moved to Clearwater to start his medical practice in Urology at Morton Plant Hospital. He met several other Porsche owners in the Hillsborough and Pinellas areas and helped form the Suncoast Region PCA as the first Region Vice President in 1961. He kept the 356 until he traded it for a Signal Red 1965 911, which was one of the first 911s to be imported into the USA in August of 1965. All three of his children learned how to operate a manual transmission driving the ‘65 911. This was his daily driver until 1984 when he decided to take European Delivery of a Guards Red 944 in Germany and gave the “old” 911 to his son Steve. Steve has kept the 911 since then and now lives in Tallahassee, and is a member and past president of the North Florida Region

PCA. It was this car that was brought to the 60th Suncoast PCA celebration event. His oldest son, Bill Jr., MD, lives in Indian Rocks Beach and has a 911 Turbo.

Bill has also owned a Guards Red 911 Carrera and a Speed Yellow 911 Turbo Cabriolet. Currently, Bill is a retired cattle rancher in Hernando County living on Lake Oriole Ranch. His ranch vehicle is an early model Silver Porsche Cayenne with the big Porsche V8. It is at “home on the range” with its air suspension, variable height adjustment, 4-wheel drive, and has room for 2 dogs in the back. And to be honest it is my favorite of all the Porsches he has owned.

As a founding member of Suncoast Region PCA in 1961, Bill really enjoyed coming to the 60th anniversary event at Saddlebrook and meeting so many of its members. Denise Remus was so kind to honor him. He says he is already looking forward to attending the 70th anniversary event. ■

Don't wait! See Profile sooner on our website at www.suncoastpca.org



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A heartfelt THANK YOU to our sponsors!

You all made our 60th Anniversary weekend a great success. We urge our members/readers to patronize all of those sponsors who generously supported us in this special endeavor.

For specifics, please see "President's Message" on page 5.

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This Is Not Driver's Ed; This Is Tire Rack Street Survival

by John Sabatini

Tire Rack Street Survival (TRSS) is a teen driving program with schools all over the country hosted through the volunteer efforts of members of the PCA, BMW CCA, SCCA, Audi Club of North America, as well as other automotive enthusiast clubs. Currently over 100 schools are held annually across the U.S.

Suncoast PCA began hosting TRSS on the skidpad area outside of Turn 17 at Sebring approximately 9 years ago and has held one school every year, except for 2021 due to Covid, with an average attendance of approximately 35 students. Students enjoy a full day of driving activities, classroom sessions, and demonstrations. The students also get to drive their car on a parade lap around the 3.7-mile Sebring racetrack during lunch. The 20-plus volunteer-driver coaches came from the autocross and HPDE ranks and are led by the true heroes of the Suncoast PCA TRSS program: Bill Rowell (TRSS Classroom Instructor), Danny Shields (TRSS Chief Instructor), Brian West (TRSS Instructor Coordinator), David Herndon, and Bill Sumansky.

The typical TRSS day is a mixture of classroom and in-car exercises. The students spend a total of about two hours in two different classroom sessions. The rest of the time is spent doing in-car exercises in their car with a hands-on driving coach. The purpose of the in-car exercises is to teach the teens to control their car in unpredictable situations while learning the handling limits of their car. The in-car exercises are based on real world scenarios while driving their own car. We strive to have the teens master the application of driving physics using their car. The teens learn to make good driving decisions and react more quickly. They work on skid control on a wet skidpad; go through lane-change/accident-avoidance maneuvers; perform threshold breaking/ABS exercises; and drive a slalom course to learn about weight transfer. The teens learn to become more aware and learn how to begin anticipating the actions of other drivers.

The classroom sessions cover a wide variety of topics including proper seating

position and hand positions, mirror placement, the concept of the contact patch of their tires, the theories of weight transfer, the use of long-distance vision, and situational awareness. We talk about the challenges of distractions to the driver, be it the radio, iPods, phones for talking or texting, or just the simple case of too many teens in the car.

We also have an 18-wheel semi-truck staged on site with cars parked around it to simulate highway driving. Each student and their parents get into the cab and close the door to demonstrate how little the driver can see and how many of the cars are not visible to the driver. This is a very eye-opening experience for all. At the end of the day, we have an air-bag demonstration where we explode an air bag to reinforce what they learn in class about hand placement on the steering wheel.



We will be holding our next TRSS school Saturday, February 19, 2022, to coincide with our first HPDE of the year. The TRSS schools are open to all licensed drivers (including learner's permit) age 16 to 21, using whatever car they normally drive so they will understand the handling characteristics of the car they drive on a daily basis. While early registration is limited to the 16-to-21 age group, if space is available later in the registration process, we will open it up to over 21, as well. For more information about the program, and to sign up for our February school, or any future schools, check out the Tire Rack Street Survival website at www.StreetSurvival.org.

Below are some of the comments from the students and parents from our last TRSS. Thank you to all the TRSS coaches and volunteers who make our program one of the best in the country.

Some student comments:

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

Some parent comments:

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

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

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Autocross at 48 Hours

by Kirsten & Jerry Eggert, Competitive Activities Directors

Autocross has become a feature part of the 48 Hours at Sebring Club Race, and will again be run as part of this Club Race at Historic Sebring raceway. Every region should consider sending their top PCA autocrossers to this year's zone 12 AX Challenge. Classes will be based on the most recently published PCR's (mid-size region class structure). This is a Porsche car/PCA member only event.

Expect to see some remaining Covid-19 precautions, ie, whatever the track and / or PCA require.

Here are the details....

Date: Saturday, Feb. 5th, 2022. This year two (2) AX events in 1 day! Run morning, afternoon or both.

Time: 7:30 AM- 5:00 PM, with break mid-day for track tours & lunch, and trophy presentation around 5:00PM. Morning: Check-in/Tech/course walk 7:30-8:30, Driver meeting 8:40, 1st car out at 9:00am. (Pen,

which format is correct?)

Afternoon: Check-in/Tech/course walk 12:30-1:40, Driver meeting 1:45, 1st car out at 2:00pm

Place: Sebring racetrack (Skid pad just before you go over the bridge)

Registration: via [Clubregistration.net](https://clubregistration.net) will be open the same date as the Adv Solo DE (Dec. 13, 2021). There will be a limit of 32 paid entries in the morning and 32 paid entries in the afternoon. No on-site registration. Use the Suncoast and Gold coast PCA links below:

Morning registration link - <https://clubregistration.net/events/signUp.cfm/event/11952>

Afternoon registration link - <https://clubregistration.net/events/signUp.cfm/event/11953>

Cost: \$35 for each event. Prepaid

at [Clubregistration.net](https://clubregistration.net) only. \$45 if paid after Jan. 14, 2022. We anticipate that all entrants will receive a T-Shirt and possibly a commemorative AutoX keepsake.

Waivers: Participants must sign a PCA waiver & track waiver & receive an arm band at the main gate.

AX Team contacts: Steve and Dottie Kidd (954) 292-3915 or (954)562-5919 or (954) 946-3196.

What's new?: A 2 event structure won't take up your entire day. You will have either the morning or afternoon to AutoX and the other half of the day to volunteer or watch the racing and socialize. Hard core competitors can run both events. Pirelli has furnished some really nice hats for the men's and ladie's FTD. In the works...possibly an AutoX school on Friday, February 4th. Stay tuned for more details. ■

Registration Links

AutoX Morning reg: clubregistration.net/events/signUp.cfm/event/11952
AutoX Afternoon reg: clubregistration.net/events/signUp.cfm/event/11953

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Waivers: Participants must sign a PCA waiver & track waiver & receive an arm band at the main gate.

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Porsches in the Park 2021

by George Wienhold. Photos by George Wienhold and Connie Schmitt.

What a difference a year makes. While taking the year off from filling St. Armand's Circle with any make and model and color of our beloved Porsches one can imagine, Suncoast Motorsports out of Sarasota hosted this year's most anticipated event.

This year's event was blessed with near

perfect Florida weather which brought out a packed house. It was nearly impossible to choose just which Porsche was a favorite. PS, they are all my favorites. I'm biased. Along with the overflowing Porsche crowd that filled St. Armand's circle, I witnessed many people rekindle long absences with

excitement to just say hello.

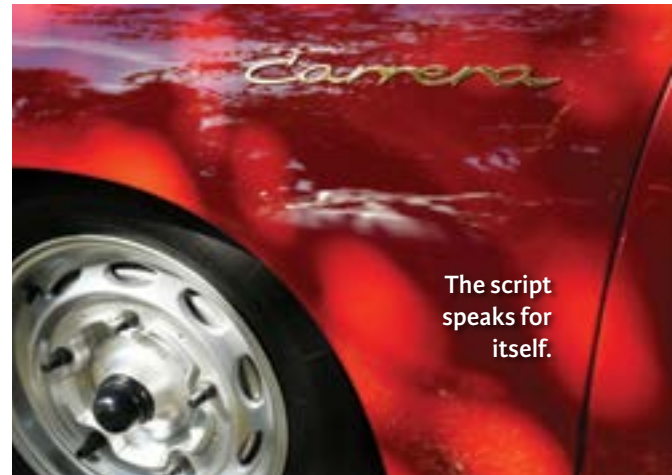
A big thanks go out to Suncoast Motorsports in Sarasota for hosting this year's event and a special kudos for Madison Michaels for coordinating this year's event. I'm looking forward to next year's Porsches in the Park.

Till next year, ■

PHOTOS GEORGE WIENHOLD



In the circle



The script speaks for itself.



Only part of the field.



DE or AX



More comparisons

continued on page 32

PHOTOS CONNIE SCHMITT



A beautiful
Arena Red 993.



Reddish orangish



V-8 Outlaw



914 8 Outlaw C



Just cruisin' by.

Autocross Wrap-Up

by Kirsten Eggert - Suncoast PCA Competition Chair

Hello Suncoast PCA members and fellow autocrossers. Another season of autocross is over, and although Covid-19 still impacted everyone, we are happy that we have been able to host some great outdoor events with spirited driving!

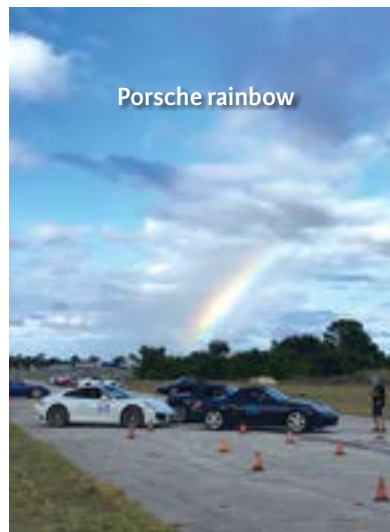
Our November event was held at the Venice Airport Festival Grounds. This venue provides unique opportunities for long, sweeping maneuvers on the old, wide runway, as well as a couple of very fast straightaways down the access road. The 35 driver's times ranged from 49 to 60+ seconds on a very fast course. And, for the first time ever (in my many years of on/off autocrossing), I was Fastest Time of the Day with a 49.473 in our "new to us" Cayman R. Rene A., came in just behind me at 49.714 in his 2009 Boxster S. I believe we had 5 "rookie" drivers that day, and it's always great to have new folks join us to experience the incredible handling of their Porsches. For those who still haven't been to an autocross, I think it is the best way to improve your driving skills in a very safe environment. This not only makes you more confident when considering PCA Driver's Education or other track-day events, but it absolutely translates to better handling of emergencies on the open road.

We completed the 2021 season on December 12th at the St. Petersburg College Allstate Center. This venue is used for law enforcement driving skills training – the size of a large, empty parking lot. We had 50 drivers to close out the year and to celebrate the 2021 Class Champions at the end of the day! Morning fog and warm temperatures led to a pretty damp course at the beginning, but things improved quickly as the day became sunny and unseasonably hot! The course layout was very exciting with many sweeping turns, creating about a 40-second average run. FTD was Cory C., in his modified 2006 Cayman S, with an incredible 34.928! A newcomer to our events this year, David L., came in second in his 2017 Cayman S with a very fast 35.230.


The December event wrapped up with 2021 season awards for Class Champions. Volunteers of the Year went to, Kevin Seus,

continued on page 35

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- April 30 - May 1
- June 25 - 26
- August 6 - 7
- September 10 & 11
- October 1 & 2
- November 18 - 20 (Tent)

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

Questions? Contact Denise Remus or Stephen Dodson
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ST. PETE

with Porsche Tampa, and Keith Pringle, who worked every event from 7 a.m. setup to 3 p.m. tear down without driving, while his beautiful 1979 911SC was being restored. The annual Mark Lasota Legacy Trophy was presented to Danny and Sharron Shields by the 2020 recipient, Bill Sumansky. This trophy is in honor of our former autocross course designer, mentor, and champion for our Suncoast autocross program who lost his battle to cancer way too early in life. The trophy is awarded annually to a person or family who has a passion for continuing the success of our autocross program, and is a dedicated volunteer for the Suncoast PCA region.

Our next generation of autocrossers, Cooper S., Olivia W., and Andrew E., received PCA Juniors Champion Awards. Reminder – at 16 years old with a valid driver license, you can register your child as a PCA Juniors member, and they can participate in autocross. I cannot tell you enough how well this program improves a driver's skills – especially a new driver. You can review all of the results and the 2021 Class Champions at suncoastpca.org/autocross.

Our kickoff to the 2022 season will be at the SPC Allstate Center on Sunday, January 30th, and the annual “Suncoast - Gold Coast Autocross Challenge” will be held on Saturday, February 5th, during the PCA 48 Hours at Sebring. Register early and we hope to see you there!

Please continue to visit the suncoastpca.org website, Clubregistration.net, and our Suncoast PCA Facebook Group for the 2022 Autocross calendar. ■



Foggy Course-walk



2021 Lasota Legacy Trophy Danny Shields



Vol OTY Keith Pringle



GT3s Fulviu B



Finish line



P6 Champ Rene A.



PCA Jrs Cooper S and Oliva W



FTD+Mo2 Class Champ Cory C.



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In 2021, Suncoast PCA Members raised \$12,000 for RFL. Our goal for 2022 is a modest increase to \$14,000. Watch the tachometer to see our progress. We will show it in each issue of *Profile* as well as on our website.

Help us move the needle.

WHAT CAN PCA DO IN 2022?!



Updated December 14, 2021

Porsche to Launch New 15-Strong Range ... of Hotels

by Porsche News

Luftgekühlt (luft-guh-koolt) is a German word which translates to air cooled. Patrick Long, Howieldelson along with Jeff Zwart have put on 6 Luft events. Lee and I attended Luft 7 in downtown Indianapolis, Friday, September 10th. What began in Los Angeles has since gone international, with Luft holding events in England and Germany, but for the 7th show it was now back in the United States. I read that this show is one of the top 10 car shows in the world.

Lee and I have owned three Luftgekühlt Porsche cars. Thus, our interest in the event. We flew up on Thursday and saw some of the preparation for the show. When finished we strolled through downtown and back to our hotel. We were well over 13,000 steps for the day. We checked into the official Porsche hotel. There was one new car of every Porsche model all dressed in white parked in front and lots of banners on the walls and on the sides of the

escalators—a very impressive welcome.

Luftgekühlt is an event in that there were many, many, air-cooled cars on display in an area where the huge Coca Cola plant once was a working bottling location, thus the new name Bottle Works. The show is built with the setting and background as being as important as the cars. It is the first car show we have attended not knowing who owns the car, what year, or any history of the car, just an art show without an artist's signature on the canvas. At the Luft merchandise shop, the line was an hour and a half all day long; we did not choose to wait. We had a lobster roll for lunch in the great food court in part of the plant. After lunch, we saw the spectator air-cooled corral with well over 100 cars, which was an extension of the show.

INTAKE: The idea of spending the night in a Porsche just got a whole lot more appealing, as the German sports car maker has partnered

with Steigenberger to launch a new chain of stylish hotels. Plans are in place for 15 of these Steigenberger Porsche Design Hotels in major cities around the world including London, Shanghai, Singapore, and Dubai (Porsche's hometown Stuttgart is noticeably absent from the list). Each hotel will boast 150 rooms, suites, and penthouses with both exterior and interior design by the 911 makers. It's not the first time Porsche has got into the architecture game, having previously delivered a 60-story apartment building in Miami.

EXHAUST: This is, quite literally, brand building on a massive scale. "The brand perception factor is becoming increasingly important for customers. In hotels, we convey the brand experience in a unique way, and this makes it possible to introduce additional differentiation to the market," says Dr. Jan Becker, CEO of Porsche Design Group. Quote and Attribution: Hagerty (Insurance) Media. ■



Marcus Bernhardt, CEO Steigenberger Hotels AG/Deutsche Hospitality and Dr. Jan Becker, CEO Porsche Design.



Porsche Hotel Lobby Concept

Special Delivery

Picking Up a New Family Member in the 911

by Jeremy Swiger, European Correspondent

It is mid-December as I write this and as I reflect on the year, I realize I haven't contributed much to our great magazine, *Profile*, this year. My excuse, at least in part, is a preoccupation with another shiny object. In May, I became the caretaker of an early '90s beast of a BMW; a big GT coupe with 12 cylinders, painted special-order Daytona Violet. As expected with any old BMW, well any BMW for that matter, it has proven quite needy. For more than a few weekends over the last several months it has occupied a lift at our local Auto Skills Shop, receiving much needed love and suffering from the scope creep of "while I'm in there" preventative maintenance. Most recently, I finished replacing all the nearly 30-year-old fuel lines, many of which had turn from rubber to brittle plastic.

And then seemingly overnight, winter arrived, bringing with it snow and ice. All the fun cars are now safely hibernating until spring.

We did make one very important (and long) trip in the 911 this past June. Besides German cars, my wife and I have a love for small German sausage dogs, the kind we call Dachshunds and the German's call Dackels. In February, we had to put one down due to



advanced heart disease and a few cancerous tumors. It was a heartbreaking loss and by the beginning of summer, a nagging void needed filling, not just for us humans, but for our other dog, Rudy, who had become increasingly withdrawn.

The local rescues proved fruitless. On the one hand, the few small dogs they receive (many from far eastern Europe) are quickly adopted. On the other hand, we found a general reticence toward adopting to non-

Germans. This is probably due in part to the language barrier, at least we hope so, but it forced us to look elsewhere.

Elsewhere turned out to be the port city of Kiel in the far north of Germany. There awaited a 9-month-old puppy named Henry. Henry had a family who loved him but couldn't keep him due to circumstances beyond their control. I was drawn to Henry by his listing pictures on the pet website. I don't recommend this method of choosing a pet because you can't tell if they're a little nightmare. But I've taken this risk in the past and it worked out then, so I figured it would work out again. Henry is a handsome, red, longhair dachshund. Described as friendly to humans and other dogs, housebroken, good in the car, and apparently weighing a light 5kg, he sounded like the perfect fit. After some email communication, we agreed on a day and time to pick him up.

On the designated Saturday at about 4 a.m., we hopped in the 911 to make the seven-and-a-half-hour journey to Kiel. It just so happened that this trip coincided with some of the worst rainstorms Germany has ever seen. Oblivious to the danger, we drove cautiously through the rain on the A8, turning north on the A81, on our way to the A7, apparently missing a flooded section of the A8 autobahn a little bit west of us, which claimed a few Mercedes, sending them floating to the junkyard. Luckily, as we



reached the A7, the rain broke, and we saw clear skies. I took the opportunity to put the hammer down since we needed to turn-burn after picking Henry up in order to make it back home in time to pick up Rudy from the kennel, Dog Holiday.

The A7 runs the north-south length of Germany and offers vast stretches with light traffic and without speed regulations, offering ample opportunity to safely explore speeds north of 100 mph. However,



care must be taken as the A7 winds through the far eastern part of the German state of Hessen, near Thüringen as the road becomes twisty. In this section, a curve that may be unnoticeable at normal highway speeds can become a pucker-inducing off-camber turn at high speed.

I held a sustained 160-180 kmh for a good portion of the drive, slowing only when we reached areas of regulated speed and consequently metropolitan areas. In Hamburg, there is convergence of highways and never-ending road construction which, in my experience, seems to be in a constant Stau (German for traffic jam). Our early departure meant we beat the traffic heading up and cruised through without issue. Within an hour past Hamburg, we reached Kiel and Henry's former home at the designated time. I had an address for an apartment on the fourth floor of a large block of apartments in a neighborhood full of the same. Henry's family buzzed us in at the ground floor entrance and as we approached the fourth floor from the staircase, an apartment door opened and a handsome Henry came running out, tail wagging, to greet us.

continued on page 40





It was at this point when we learned that this 15lb dog has a 150lb dog bark. To say it was ear-piercing is a gross understatement. Compounded by the confined interior of the car, there was no way we were going to make it home this way.



Henry was as friendly as described, happy to receive head pets and not shy about sharing his toys with us. His size on the other hand, wasn't quite as advertised. He certainly isn't 5kg. In fact, he is 50% heavier and very muscular. He's a stout tweener, as they're called. Not a mini but not quite full sized. No matter though, we decided on the spot that his size didn't matter and fell in love with his joyful personality.

His size didn't matter, that is, except for the crate we brought for him for the ride home—a crate from our other dog, who is considerably smaller. He is indeed good in the car, except for the short distance when we stuffed him into the crate to get him home, as is required by German law. Understandably, he didn't take to well to being pulled from his happy home and stuffed in a confined space in the backseat of a Porsche 911. It was at this point when we learned that this 15lb dog has a 150lb dog bark. To say it was ear-piercing is a gross understatement. Compounded by the confined interior of the car, there was no way we were going to make it home this way.

So, my wife is a champ and took one for



the team. We stopped, gave Henry a pee break, threw the crate over the backseat on the package shelf, and Kate climbed in the backseat next to him for the duration of the seven-hour drive. I didn't think to take a snapshot of this arrangement, although I should have. With her comfortable hand and a handful of toys, he did very well. We stopped a couple more times to give everyone (mainly Kate and Henry) a break and made it home with 15 minutes to spare to pick up Rudy.

This was Henry's last ride in the 911. He's adjusted well to his new home, enjoying his bouncy balls and chew toys. Occasionally, he mistakes Rudy as another chew toy, to which Rudy very quickly and sharply reminds him who's boss. They play together and seem to enjoy each other's company. We've since purchased a crate in which he properly and comfortably fits, although it doesn't fit in the 911. He still doesn't seem to like it... maybe he just misses riding in the 911 (or perhaps he associates the crate with trips to the vet).

At any rate, Henry is a permanent part of our family now and I look forward to getting the cars out again next season and will share the tales that that brings.

Happy motoring! ■



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

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

Final Turn – A Look Back, and Look Forward!

Usually, time flies when you're having fun. But, this year wasn't a lot of fun. We did have some, of course. But, being surrounded by Covid deniers and trying to avoid them has NOT been fun. Thank God for friends and family who are vaccinated and wear masks. They and the great outdoors have allowed us to return to some semblance of normalcy. Now we are facing an onslaught of the newest Covid variant—Omicron. (Are we going to go through the Greek alphabet as with hurricanes?) When will it stop?

As a way to escape, we went north to our daughter's new-to-her (first part of the house was built in the late 1700s) abode in the hills of southwestern Connecticut. Oh, how I miss the roads up there—twists and turns, up and down hills. Almost like the Smoky Mountains. We used to take them for granted when we lived up there. Then the best drive—my daughter's friend took delivery of a new Boxster GTS with manual trans. Almost like the old days when my daily driver was my vintage racer MGB, but faster and safer.

Speaking of the Smokies, today I received Peter Sontag's new Fast Lane Travel ad for his 2022 tours that appears in this issue. What torture! I want to go on SOME of them. From the "PCA Spring Treffen" to Stuttgart and environs, to the "Carolina Fall Colors" tour and the "Fall Colors of New England" tour—I want to go even though we've been to all three regions in sportscars before. Peter and his staff make these trips effortless and top-notch. As Peter and I were discussing

his sponsorship of our 60th Anniversary Celebration (Thank you very much for that, Peter.), he suggested that he would be open to a special pricing package for a group of Suncoasters for the Spring Treffen. (Sorry. That is almost sold out.)

Our 60th Anniversary Celebration at Saddlebrook was great. We owe a lot of thanks to our sponsors, but also to the Anniversary Committee and especially to our indefatigable President, Denise. I don't know how she does it all. Bravo, Denise!

Looking ahead to 2022 we have many events to look forward to including Porsche Parade in the Poconos. Having lived in New Jersey and summered at a lake just 50 miles to the east of the Parade hotel, I spent a fair amount of driving time in and around the Poconos. I can attest that there are some nice driving roads there. And, despite having been a member of the International Motor Press Association (IMPA) for many years and having vintage raced in the Northeast, I never made it to Pocono Raceway. I will in 2022.

You might ask, "What does IMPA have to do with Pocono Raceway?" Well, you see, once a year in order to get an early sense of what cars we might want to test drive for our publications, IMPA would rent a track, usually Lime Rock but later Pocono, and the importers and manufacturers would bring their new models to the event for us

to try them out—just a taste mind you. Nevertheless, the event soon became known as, "Flaunt Your Incompetence Day." You can imagine why.

I was kind of involved in one incident. Having just done a short stint in a U.S. maker's small import that was pretty nice looking, I was complaining to one of the company's engineers about the car needing much better tires. He argued that it was just a commuter car and the tires were fine. With that, all driving on track was stopped. Why? The car in question had rolled over at the bottom of Lime Rock's Downhill. Oops! Guess I was right. Then there was the guy who spun a Porsche Turbo into a sand dune

at Bridgehampton. And of course, more incidents. It was a great opportunity for me to learn the line at Lime Rock in preparation for that being my Home Track in my racing days. But, I digress.

The year 2022 will bring enough Autocrosses, Breakfasts, Club Races, DE's, Dinners, Rallies, Tours, PCA National and Zone activities to allow us to have fun with our Porsches. But, please be careful, stay safe, believe in science, don't believe in misinformation. Mostly, have fun with your Porsches and your fellow Porschephiles. ■



Happy New Year!

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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

PORSCHE 928 WHEELS - 16 x 8 and 16 x 7, with older tires with little use. Pick up in St. Pete for 350.00. Page Obenshain, 727 430-6532 (0122)

HARDTOP - Removable Hardtop for 996 series finished in Seal Gray Metallic with black interior. Includes genuine Porsche fabric cover, overhead hoist brackets and brackets for wall mounting. In as new condition. Rarely used. \$1000 obo. Sarasota. Contact Robert at rfarmstrong@comcast.net or 773-899-1724. (0122)

PARTS - from 1985 911, folding wind stop, speaker box w/speakers which fits behind front seats. 911 Wheel set, flawless w/ good tires, 17" x 7" & 8". pics available, Page Obenshain, 727 430-6532 page6532@gmail.com

PARTS - OEM mufflers from 981 Boxster S (2013) they have 16K miles on them when they were replaced with Fabspeed exhaust. \$200. Pictures available. charles.neilson@verizon.net 727-302-0223. (1121)

SEATS - Pair of Cayman Gray Leather, manual seats with airbags & tracks. Very good condition, will fit 2006-2012 Cayman or Boxster. Clearwater, althomas238@gmail.com 727-488-5307 (0921)

ASSORTED PARTS - 2015 Carrera factory steering wheel \$300; Factory stock exhaust \$250; 2 front 4 piston calipers \$250; 4 stock rotors and used pads \$300; 1 Qt. Motul brake fluid \$20; Wheels 014 Factory Carrera S 2-9x20 2-11.5x20 with TPM, caps and lugs. Photos avail. \$1500; 2015 Carrera lights red rear 2 \$400. and amber side 2 \$65; stock steering wheel \$400. Sarasota. Ed 941-918-2818 ecwelsh1949@yahoo.com (0921)

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)

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 hcummins997@gmail.com (1020)

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. kimielli@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

• Motor oil - Motul 8100 X-cess, SAE 5W40, Approved Porsche A40. Total of five jugs, each 5 liters for 25% off Amazon price. \$190. 941-567-6007. hcummins997@gmail.com (0921)

• Car cover - silver nylon with Porsche logo, elastic hem, fitted with mirror pockets. No tears. Used on 993. \$30. Bob 904-728-8714 rgs454@bellsouth.net (0721)

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)

• Factory jack for G bodied 911. Fuchs wheel set. 16" x 7" & 8" Page Obenshain, 727 430-6532 page6532@gmail.com (0122)



Porsche Profile

2022 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.

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.



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