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Profile

MAR/APR 2022



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MAR/APR 2022 ISSUE 22.2

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CONTRIBUTORS:

Gerry Curtis, Sara Ziegler, Roland Westerdal, Lyndon Fox (MotorImages), Mark Johnson, Jeremy Swiger-European Correspondent



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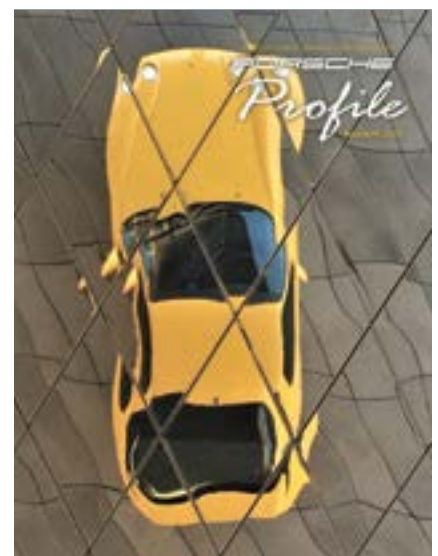


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ON THE COVER - Reflection of the 968SC featured on page 30. Photo by Jeremy Swiger.

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

Busy, Busy, Busy!

We've hit the ground running with numerous activities celebrating all things Porsche. For those into social events, the monthly breakfasts at Skilletts in Venice continue to be well attended and we hosted the first Date Your Porsche night of the year at the Cambria Hotel in Madeira Beach. Ed Rossiter, our Social Chair, would love to offer more socials and Date Your Porsche evenings but needs your assistance in identifying venues. Please send your suggestions to him at social@suncoastpca.org. For those into Autocross, Jerry and Kirsten Eggert have created a full schedule for 2022. They kicked it off with the January event at St. Petersburg College Allstate Center and the March, April, and May events are already set up in Clubregistration.net. Autocross is a great way to learn car control in a safe, fun, and competitive environment.

Love watching Porsches race? Many of you enjoyed the excitement of the Rolex 24 at Daytona and assisted by volunteering at the PCA Car Corral – thank you! And Porsche finished big – willing both GT classes. Our own Jan Heylen drove the No. 16 Wright Motorsports Porsche 911 GT3 R for the final stint and his first Rolex 24 win. Wow! One of my favorite track memories is when Jan joined me in my Cayman R for a few laps around Sebring. As he advised me how to improve my line, I had visions of hitting the wall at Turn 1 and driving over the yellow concrete at Turn 7--but no--all went well and I definitely learned valuable lessons. What a privilege to spend time with him.

Just after the Rolex 24, many of you joined us at Sebring for the 48 Hours PCA Club Race. There were more than 240 racers and advance solo drivers. Beautiful cars, great driving and wonderful company. The co-chairs, Josh Breckeen and Dan Smithyman, and committee members pulled together a fantastic event. But we couldn't have done

it without the hundreds of volunteers from Suncoast, Gold Coast, and other PCA regions. So grateful for your support!

And more professional racing is ahead of us! Head down to Sebring on March 12 and 13 for the World Endurance Championship (WEC) Testing and the Porsche Sprint Challenge. Be prepared to cheer on Suncoast PCA member and DE Instructor Grant Talkie, driving his new GT3 992 Cup car. The Porsche Carrera Cup races are on March 17, followed by the WEC 1000 Miles of Sebring on March 18, and the Mobile 1-12 Hours of Sebring on March 19. The 12 Hours is actually days of fun--tickets are still available



on the Sebring International Raceway website (<https://www.sebringraceway.com>). There may still be room in the Porscheplatz Corral parking. Volunteers are still needed in the Porscheplatz Hospitality Tent / Parking on Friday, March 18 and Saturday, March 19. Email our Zone 12 Representative, Leslie Sikorski at Oneporschegirl@gmail.com to volunteer, or if you have any questions.

Want to actually drive on the historic Sebring Raceway? Join us for one of our upcoming Driver's Education events (see schedule of events for dates). Events are open to new, novice student drivers as well as our most experienced advance solo drivers and instructors. Questions? Feel free to email me at DERegistrar@suncoastpca.org for more information.

Prefer more sedate drives through the beautiful Florida countryside? Hopefully you were able to participate in the February 19th Run for the Hills Tour. If not, watch our website and e-newsletters for information on upcoming Tours and Rally events.

While we are busy planning activities for you, there are also administrative activities your Board of Directors must

do. In February, we approved a working budget anticipated to support all planned activities for 2022 including, in addition to events already mentioned, a Gala at the end of the year. We know everyone is eager to gather together and we hope to be able to support many of these opportunities

this year. The Board of Directors approved a mission statement for Suncoast PCA which aligns with that of PCA National and provides a framework for our objectives, our strategic plan, and associated activities. The mission statement is:

The mission of Suncoast PCA is to celebrate and heighten the Porsche owning and driving experience and to serve our greater community. The objectives of the club are documented in our Bylaws. They are:

The general objectives of the Club, to which its members are joined together and mutually pledged, shall be the furtherance and promotion of, on a regional scale, the general objectives of the Porsche Club of America and, in addition, the following:

- A.** To promote the highest standards of courtesy and safety on the roads by encouragement of, and instruction in safe driving techniques, by conducting seminars presented by skilled drivers and other experts on safe driving, and conducting competitive, educational, and recreational driving events;
- B.** The enjoyment and sharing of goodwill and fellowship engendered by owning a Porsche and engaging in such social and other events as may be agreeable to the membership;
- C.** The maintenance of the highest standards of operation and performance of the marque by sharing and exchanging technical and mechanical information;
- D.** The establishment and maintenance of mutually beneficial relationships with Porsche AG, Porsche Cars of North

The mission of Suncoast PCA is to celebrate and heighten the Porsche owning and driving experience and to serve our greater community.

continued on page 6

America, Porsche Dealers and other service sources to the end that the marque shall prosper and continue to enjoy its unique leadership position in the automotive world;

E. The interchange of ideas and suggestions with other Porsche Clubs throughout the world;

F. The establishment of such mutually cooperative relationships with other Automobile Clubs as may be desirable;

G. To continue support of charitable organizations whose mission is to provide for or assist children and to utilize other resources of the Club to assist such other charitable organizations as the Club may from time to time elect to support;

H. The preservation of the independence of the Porsche Club of America (PCA) and the Suncoast Region, free of control or



undue influence by any outside individual, organization, company, or other entity, no matter how closely aligned to the Club in interest or purpose. In furtherance of this goal, the Porsche Club of America

Suncoast Region is and shall remain a totally member-driven and primarily member-financed independent entity allowing neither inappropriate nor undue influence, financial or material, from outside its domain, owing allegiance only to its members.

We are in the middle of developing a strategic plan and welcome your thoughts on challenges we face as a membership organization and activities or actions that we should undertake to increase our value to you--our members! Feel free to email me your thoughts to President@suncoastpca.org or to call me at 727-215-7452. I welcome the opportunity to hear from you. Thank you in advance for your suggestions and support!

I look forward to seeing you soon! Take care, stay healthy, drive safe! ■

Denise

WHAT CAN PCA DO IN 2022?!

Ready for Life
Hempstead Harbor Raceway

Updated December 14, 2021

THIS IS THE 2022 READY FOR LIFE FUND-RAISING GAUGE

In 2021, Suncoast PCA Members raised \$14,000 for RFL. Our goal for 2022 is a modest increase to \$16,000. 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.
Please donate.**

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.
Bradenton – 4th Saturday of each month at Skillet’s, 9722 SR 64, just east of I-75. Also at 8:30am.
- March 15 Date Your Porsche Night at Waterfrontoo, Nokomis
- April 9 Double Deuce Tour – Starts at Target Parking Lot at 1040 North Dale Mabry Hwy in Lutz. Register at www.clubregistration.net
- April 30 Central PA PCA Porsche-Only Swap Meet. If you haven’t been to a Carlisle Swap Meet, you won’t believe how big they are.

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

- | | |
|--|---|
| April 24. Venice Municipal Airport | November 6 . . Venice Municipal Airport |
| May 15 SPC AllState Center | December 11 SPC AllState Center |
| October 16. SPC AllState Center | |

SUNCOAST 2022 DE EVENTS

All events at Sebring International Raceway.

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

- 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.)

ZONEFEST MAY 27-29

Space Coast Region is the host of Zonefest this year and it will be spectacular!! With Porsche Melbourne and the American Muscle Car Museum as our sponsors we have an incredible weekend planned: You can register soon at www.clubregistration.net

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.

- March 8 | April 12 | May 10 | June 14 | August 9
September 13 | October 11 | November 8 | December 13

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30 YEAR ANNIVERSARY

Glenn & Rene Allan
Brian & Jackie Smillie

25 YEAR ANNIVERSARY

E & Helene M. Czarnopys
Kevin & Sylvia Jones
Don & Clint Thompson
Nicholas & Curtis Hrycaj
Joseph & Deborah Millin

20 YEAR ANNIVERSARY

Christopher Lewis & Elaine Landstra
Peter & Cindy Morell
Nasser Moukaddem
Adam & Susan Swetnick
Gale & Dee Dee Tschuur
Chris & Kimberly Welty
Gary Bogart & Leah Bogart Baer
James & Leon Christopoulos
Bradford & Bradley C. Hagerman

15 YEAR ANNIVERSARY

Paul Ruecker
Mike & Joanne Ebert
Daniel MacCabe & Sofia Segami
Michael & Donna DeSpain
John & Donna Lenhof

10 YEAR ANNIVERSARY

Dennis & Ian Combs
Michael O'Brien
James Fielder & Alberto Delahoz
Rick & Joni Scherrer
Richard & Johanna Barbieri
Enrique Galura
David & Yumiko S. White
James & Beth Chambers
Ord Dunn
Jeffrey & Sheryl Isaac
James & Carol Skillman

5 YEAR ANNIVERSARY

Pierre & Michael Santos
Thomas Zurflied
John & Holly Moons
Benjamin Scott Griffin
Bob Mollicone
Marco Alberts
Neil & Kimberly Booz
Jeffrey Williams
Art & Sandy Woodworth Jr
Richard Proctor
Daniel Schaufelberger
William Porth
Gary & Liz Wetzell
Claudio Lopez
Ted & Ryan Nickelson
Jeff & Kerri Boardman
Dean Davis
April & Louis LaCava
William Hanaway

STARTING LINE

Larry Mendez, Membership Chair

MARCH/APRIL Welcome our newest members:

Omohodion Binitie	Tampa	2021 911 Carrera 4S
Jonathan Carlon	Saint Petersburg	1983 911 SC
Arthur Chandler II	Spring Hill	2022 911 GT3
Meredith & Andrew Cooper	Largo	2022 911 Targa 4S
Dave Creech	Sarasota	2014 Boxster S
Joseph Gunter	Lakeland	2006 911 Carrera Cabriolet
Chet Hewitt	St Petersburg	2004 Cayenne Turbo
Kevin Holcomb	Sarasota	2009 Boxster S
Matthew & Grant Humphries	Lutz	2013 Boxster S
Justin Jones	Bradenton	2011 Cayenne Turbo
Ron Joyner	Saint Petersburg	2003 911 Turbo
Jay & Carol Mangold	St. Petersburg	2020 911 Carrera 4S
Charles & Charlotte Mann	Zephyrhills	2008 Boxster
Michelle Mcdaniel-Smith	Lakeland	2019 Macan
Mark Miller	Sarasota	2019 Macan S
Jordan Minges	Sarasota	2022 718 Cayman GT4
Turner Moore	Sarasota	2019 911 Carrera
Michael Portillo	Clearwater	2017 Macan S
Henry Rogers	Tampa	1972 911S
Jared Rose	Clearwater	2022 911 Carrera S
Sheri Schmick	Palm Harbor	2021 Macan S
Mark Seckerson	Charlotte	2018 Silver 911 Carrera S
Sean Sidhu	Tampa	2020 911 Carrera 4S
William Simmonds	Port Richey	2020 Taycan 4S
Jon Sjostedt	Palm Harbor	2018 911 Turbo
Michael Texidor	Auburndale	1984 944
Thomas Turi	Safety Harbor	2014 Cayman S
Peter Adams & Maria Bomersbach	Sarasota	2013 Boxster
Peter Alces	Venice	2021 718 Boxster T
Todd Ash	Kissimmee	2016 Cayman
Patrick Bennetts	St. Petersburg	2015 911 GT3
Corey Biller	St Petersburg	2021 718 Cayman GTS 4.0
Daniel & Jennifer Bosco	Palm Harbor	2003 Boxster
Dennis Brown & Deborah Pennington	Largo	2022 911 Carrera S
James Chastain	Lakeland	2019 911 Carrera GTS
Celso Da Silva	Tampa	2018 911 GT3 Touring
Dodd Disler	Saint Petersburg	2015 911 Targa 4S
Nancy & Rak Dixit	Palm Harbor	2020 Macan S
George & Patricia Dougherty	Englewood	1976 911S
Joseph Eslick	Tampa	2022 911 GT3
Stanley Giannet	New Port Richey	1979 928
Larry Gusto	Sarasota	2014 911 Carrera
Gary Hamachek	Palm Harbor	2012 911 Carrera 4 GTS
Mike & Wendy Heath	Longboat Key	2006 911 Carrera
Noah Jacobson	Tampa	2007 Cayman
David Johnson	Sarasota	2015 911 GT3
William & Eric Kriby	Bradenton	2003 911 Targa
Shamus Lapean	Nokomis	2012 911 Carrera
Frank Maldonado	Tampa	2021 Cayenne Turbo
Ina Nichols	New Port Richey	2017 Macan
Bruce Peterson	Sarasota	2019 Cayenne
Edward & Lisa Powell	Bradenton	1999 Boxster
James Reed	St. Petersburg	2021 911 Carrera
Angel Rodriguez	Lakeland	2020 718 Cayman T
Erick Rodriguez-Cardona	Tampa	2021 Panamera
Alexander Sena	Bradenton	1999 911 Carrera
Darren & Genia Sommer	Indian Shores	2017 911 Carrera S Cabriolet
Brian Stuckey	Davenport	2005 911 Carrera
Madison Swartz	St. Petersburg	2014 Cayman
Glen Upchurch	Oldsmar	2022 911 GT3
Neil Walsh	Sarasota	2006 911 Carrera S Cabriolet
Anthony Wilkes	Riverview	2016 Cayman
Karen Williams	Bradenton	2020 Cayenne Turbo

Primary Members: 1,921 Affiliate Members: 1086 Total Members: 3,007

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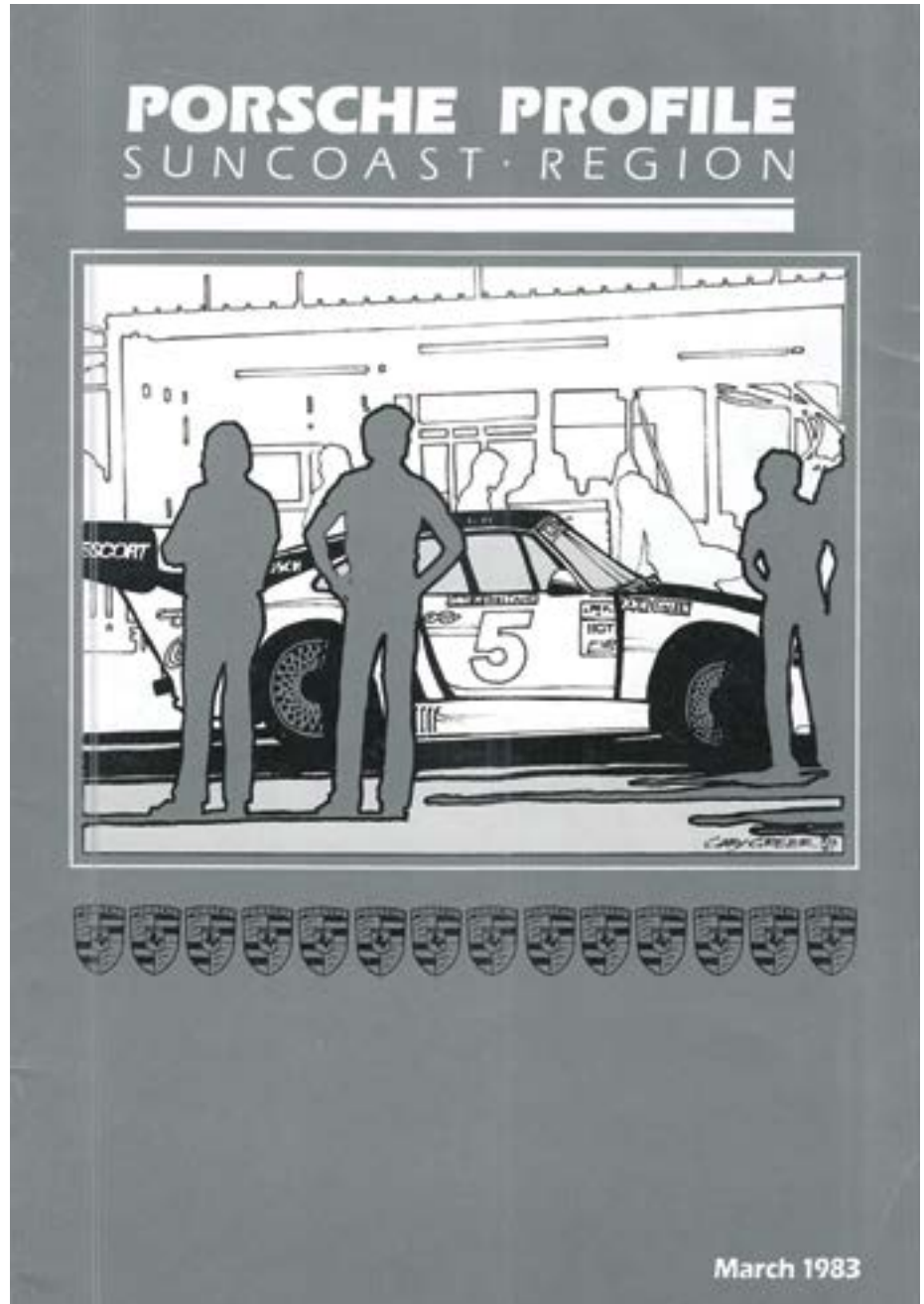
Dateline March 1983

Since Tom is off skiing somewhere, rather than skipping “TWIW” this issue, I bring you the March 1983 issue in its entirety—https://suncoastpca.org/wp-content/uploads/profiles/1983/1983_03.pdf

Why March 1983? Marlene Wienhold, our Photo Editor’s spouse was kind enough to scan issues from 1983 to 1990 and post them to our website. “Thanks, Marlene.” We recently saw the Rolex 24 Hours of Daytona on TV in the comfort of our home on a very cold day at Daytona. (I’ve been there manning our booth in foul weather and it isn’t fun.) And, the March 1983 issue covered the race that year. Once again, it was won by a Porsche, this time a 935 sponsored by Preston Henn’s Swap Shop in Ft. Lauderdale, and prepared by Andial.

Speaking of Andial, The 24 Hours of Daytona saw Andial-prepared Porsches in the winner’s circle from 1983-1987 and again in 1989. During my days at *Vintage Racecar* and at *Vintage Motorsport*, I attended a few 24 Hours events. But, I couldn’t tell you if any of the Porsches I saw there were prepped by Andial. Now, at the Classic 24 Hours at Daytona, I’m sure there were some that had been prepared by that shop. If you haven’t been to one of the “Classic” endurance races run by HSR, you should. Clearwater resident David Hinton, HSR Owner/President and owner of race shop Heritage Motorsports on 49th Street always manages to get a good number of iconic Porsches.

Click on this link - https://suncoastpca.org/wp-content/uploads/profiles/1983/1983_03.pdf and enjoy a piece of Suncoast PCA history. ■



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PHOTO OF THE MONTH

by George Wienhold, Profile Photo Editor



It's All About the Light

No matter what is being photographed, light is the most important element. By observing the brightness, the shadows, the angle, the color/temperature of the light that changes during the day and the reflections can and should influence how someone clicks the shutter. It's all in how you look at it. But remember, there



are no rules. I agree that today's advanced AI can remedy a host of lighting issues and all

of that stuff can be made nice in post, but light always rules.

Which brings me to this month's Photo of the Month winner through the eyes of Nicholas James out of Sarasota. He submitted several images of his newly acquired 2007 Boxster S in a variety of different and challenging lighting conditions.

Yes, it's the same car, although different light and a different vistas and time of

the day made dramatic differences of his photos. Nicholas used the light to his advantage. Nice work.

If need be, put on a pair of rose-hue glasses, grab your image maker, and look at the world through a different light. Send me what you see in a different light and if I like it, I've got a nice Porsche hat and a surprise for your Porsche. ■

Thanks,

George

It's Never Been Tracked!

If you've ever purchased a used Porsche or if you have perused the classifieds for a used Porsche, I'm sure you've seen how many of the sellers state, with pride, and generally in bold

letters, that: "This Porsche has never been tracked!" Every time I read that or hear it from a potential buyer of a car that I'll be doing a Pre-Purchase Inspection (PPI) on, it saddens

me. The way I see it, why buy a Porsche if you will never drive it the way the good Doctor Porsche intended it to be driven?

If you're purchasing a very valuable and collectible example of the marque, as an investment, only to be admired and one day sold for multiple times of what you bought it for, I understand. But to buy it and be afraid to drive it hard is absurd! Porsches are just one of a handful of cars that are meant for street and track use. I don't mean that you have to be at every track day from every PCA Region and become a track junkie, but one of the greatest feelings in Porsche ownership is driving your car on the track and discovering its and your limits. It's also good for them! We've come to realize that Porsches that are driven hard (not abused) tend to work better and have less issues "down the road."

Some people are concerned about getting a stone chip and cover the front end in blue tape, but it's not that bad! The track is usually fairly clean. Many of the most used tracks around the country are well maintained and kept by a professional crew which does a great job. Furthermore, you can control who's in front of you and how close. If you feel that you're too close, just let them get away and you'll have plenty of clean, fresh air in front of you.

Driving on the track is also quite safe! PCA does everything in its power to make it so.

From the organization of the DE to the safety requirements that must be adhered to.

Within 30 days before you get to the track you need to take your Porsche to an authorized shop for a (complementary) tech inspection to make sure that the tires, brakes, suspension, and all safety equipment such as seat belts, windshield, etc. are in place and operational.

Racetracks are designed for cars to travel at high speed. The surface is generally better than most roads, cars run in the same direction (most of the time), and there are no speeding tickets issued. At all PCA DE events, there are professional corner workers present to warn you of any potential dangers ahead through the use of colored flags. And if you want to feel better protected, you can also purchase track insurance for your track day.





When you go to the track for the first time (and for a few more times after that), you are considered a novice driver and will have an assigned instructor riding in the car with you. The instructor is there to guide you by offering information and firsthand knowledge to make your track day safe and fun.

First you start at the classroom where the Chief Instructor will cover the bases and explain how the track day will go. After that, you go on-track! By attending a few Driver Education (DE) events you eventually can advance to a stage where you no longer need an in-car instructor, although you still keep learning. If you want to pursue it, eventually, you can also become an instructor yourself! I've been an HPDE instructor for many years

and every time I do another track day, I learn something new about me and/or my car.

If your Porsche has lived its life strictly on the roads, it really hasn't lived at all. So, what are you waiting for? Contact your local PCA Region and sign up for the next DE event. (See page 7 in this issue for our 2022 schedule.) There's nothing more enjoyable you can do with your Porsche.

Having said all that, I always recommend to anyone wanting to start doing track days, that they should first participate in several autocrosses (AX). They are also a lot of fun!

An AX is a timed event, in a closed-access track, usually on a large, not used, parking lot, at an unused airport, or other tarmac where a short course is laid out using bright colored cones. One lap at the AX is generally

around 60 seconds and it's just one car at a time, on track.

The advantage of first running AX courses is that it helps you learn many of the basics that you will need at the track. You will learn exactly where your tires are because you need to come very close to the cones without touching them. This will help you to perfectly make your apexes at the track.

The AX is generally run in second gear, so speed is manageable, but it tests the limits of your brakes and tire adhesion. You will learn to listen to your tires, which will tell you when they are reaching their limit. The same is true for your brakes. You will engage them and will quickly learn when the ABS is just about to kick in. By knowing these basics when you do your first DE you won't be overwhelmed with too much information from your instructor which will make your track day a lot more fun and safe.

Not sure if these cars can really take the hard driving? I'll just use my car as an example: It's a 1998 2.5L Boxster.



I started doing DE events as soon as the car finished the break-in period by the Summer of '98 in St. Louis, where I was living at the time. Since then, to date, it now just reached 300,000 miles on the odometer and of those, close to 15,000 miles are on the track.

I've tracked it at Gateway International, Road America, Bristol Motor Speedway, Homestead-Miami Speedway, Palm Beach International (formerly Moroso), Daytona International Speedway, Roebing Road, Road Atlanta, and at my home track and favorite of all, Sebring International Speedway.

Hope to see you at the AX and track soon! For more information on HPDE and more, please visit my website: www.PedrosGarage.com. ■

Happy Porsche'ing,

Pedro

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RALLY MASTER

by Jim Hoey

It's Rally Time!

Spring has finally sprung! Let's get out and enjoy some great Porsche weather on a rally. Jeanne and I are working on a combination TSD-Gimmick rally for April. No date has been set as I write this article, so check our website and look for an eBlast with further information as April approaches.

This rally will take place on roads in Sarasota County. (Yes, you can find a few nice rally roads there :-). Bring your clipboard, pens/pencils, and a cell phone with a large digital clock display. There will be a short rally school preceding the start to bring everyone up to speed on basic TSD rules. Nothing complicated for this one. The folks who choose to run the Gimmick version need



not attend the school; just show up and be prepared to have fun.

Are you going to Parade this summer? I plan to have a review session of PCA National Rally Rules sometime in May, perhaps over lunch somewhere. If you are interested please contact me for more details on this.

I volunteered at 48 Hours at Sebring in February. What a great time you can have there. Since I was working in the timing booth I didn't take many photos, but this one car caught my attention: a 914 with a cool paint scheme. Our first Porsche was a 1976 914 in Sunflower Yellow. Sure wish we had kept that car... ■

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



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A Busy Time

When we ended last year (seems like a long time ago), we were speculating on what we might plan for the new year. Would we be able to branch out into the



more northern counties of our club, would we be able to sustain multiple monthly breakfasts, would we try some new, to me, things for our members and guests?

The answers to those questions are—yes.

Our monthly Date Your Porsche dinner in January was held in Pinellas County at the Cambria Hotel in Madeira Beach. Our crowd was a little smaller than we had hoped, but those who came were treated to a fine dinner created by their chef and great conversation since we were given a private dining room. We will keep trying to find venues in our northern areas that would appeal to those living there. Amazing though, it was many of our regular southern attendees who came to that dinner. I was very pleased to see them all.

By the time you read this, we will have completed our February events, with 48 hours at Sebring taking the first part of the month, Karts for Kids at Andersen's Race Park in Parrish on the 23rd, and followed up with a breakfast in Venice, and one in Bradenton. We also will have had a great dinner, hosted by Harvey and Ann Goldberg, at McGrath's in Lakewood Ranch. We had been there in the fall for an outdoor dinner, but this one, due to the weather is planned for inside. February turns out to be a very busy month.

I was very pleased to see so many of our group come to 48 Hours at Sebring. A total of over 100 people volunteered to help to support our racers, autocross, and DE groups. Several of our social regulars were there as well. If you haven't been to 48 Hours, please remember to go next year, and if you have the time, please volunteer, as workers are very much needed. It is a

four-day event, and takes a lot of people to make it successful.

What have we planned for the rest of the spring? We have a Date your Porsche night planned for March as a return to Waterfrontoo, in Nokomis. This was very well received at our last outing there, and with Season being upon us, many venues are not accepting groups like ours, but asking us to postpone until summer. Waterfrontoo is very welcoming, and we expect a large and hungry crowd on our return. (Photos from last visit below.)

In April, we will be in Tampa, at a site which, as of this writing, has not been secured. I am told we are assured of our date, but please keep checking at Club

Registration for time and location. We want to find ways to service our northern areas like we do our southern ones. So, I am asking, as I often do in these articles, for suggestions of your favorite restaurants, bars and clubs in the northern areas. We can't guarantee we will have a dinner there, but we will do our best.

Far later in the year, we will be working with the Everglades Social group to hopefully return to the Sunday Polo matches in Lakewood Ranch. Much more on this as the year progresses, and when their season allows.

Keep checking Club Registration for Social Events. We are planning a great and busy year! ■



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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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Are You Going Digital?

by Norm Sippel

At a time when many PCA Regions are no longer printing their newsletters and only creating digital magazines, you may want to consider going digital too. *Profile's* digital version always arrives a week or more sooner than the print version, and it is interactive.

Recently, I had a conversation with our printer about possible cost increases this year. Nothing known so far. However, I learned that it is less expensive to print a 52-page issue than a 48-pager. So, if I can get enough Suncoasters to write articles and send photos, we can get back to the 52-page issues.

At our recent Board of Directors' meeting, when I mentioned the cost savings of a larger issue, someone asked how many members have opted out of receiving hardcopy issues. I checked and it is only 27. Given the problems with mail delivery thanks to the USPS, and everyone's desire to get timely news, why don't more of you opt-out of the print version of *Profile*? In the last year the delay has resulted in mailed copies taking as long as 4 weeks to arrive after mailing. Digital issues are available as soon as an issue is finalized. I aim for the new issues to be on our website by the first of the month of cover date. So, why wait?

Meanwhile, the biggest advantage to the digital edition of *Profile* is that you can enlarge the photos and view the videos when they are included. You can also click on the ads and go directly to the advertiser's website, no need to type in their URL.

Some have said that they like to hold the printed copy in their hands. I can understand that. However, if you read *Profile* on a tablet, you are still doing that. While the image on my iPad is slightly smaller (see photo), all you have to do to activate the video is touch the video's image. It then goes right to the video and you can sit back and watch the entire clip (see photo series).

If you would like to go digital, please go to www.pca.org and check your personal settings at:

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Comparison of iPad & Hardcopy.

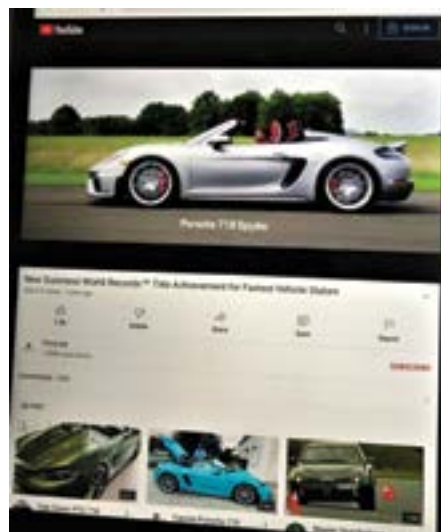


Image #2 of Video



Image On the Course

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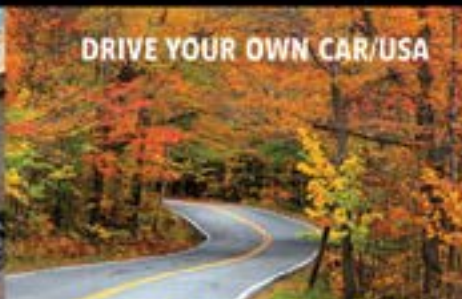
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29th Annual 48 Hours of Sebring

by Norm Sippel

Did you know that our 48 Hours last weekend was one of 32 PCA Club Races this year? And, did you know that it is the biggest? Yup!

It is an event that Suncoast Region and Gold Coast Region put on as a joint effort. And, what a race it is! Or, should I say what a group of races it is. Each day is a mix of actual PCA Club racing and DE Advanced Solo. Those groups used the track itself. Autocross competition took place on the Autocross/Skidpad at Sebring.

**29th Annual
48 HOURS AT
SEBRING
February 3-6, 2022**

Let's put PCA Club Racing in perspective. It all began in the late 1980s when opportunities for Porsche owners to race their cars were limited to flat out SCCA racing. Known for its bump and bang tactics, not many regular members were interested. Then there were vintage racing groups around the country that had, and still have, varying rules for eligibility. Some were very restrictive, even for example only allowing Porsches that had been raced in period and restricted to preparation as per period GCR's (General Competition Rules). (As a vintage racer myself, I had to prepare my cars to the appropriate GCR's for the date, make, and model of those cars. The same was true for Porsches.)

Then, along came Alan Friedman in Potomac Region. He was the spark that ignited Club Racing in PCA. It took a couple of years of gestation before the first of 4 races took place in 1991—the first in Rocky Mountain Region followed by Potomac at Summit Point (scene of my first race in my MGB), Northern New Jersey at Pocono, and Connecticut Valley Region at Lime Rock (my old Home Track). From there, we have progressed to 2022 and the kick-off PCA Club Race at Sebring in early February.

For more details on the beginnings of PCA Club Racing, see: <https://pcaclubracing.org/how-it-began> ■

continued on page 25



PHOTO MARK JOHNSON

Our First Time Volunteering at 48 Hours at Sebring

by Sara Ziegler

My husband Ken and I have been members of Suncoast PCA for about 2 years. We have been attending social events and at one of these we heard about the 48 hours at Sebring. We had never been at a race like this, so we signed up to volunteer to work in registration and traffic control for the morning shift on Friday. Since you had to be at the track early (7AM) we decided to drive to Sebring on Thursday. We arrived early afternoon and checked in to see if we could get some instruction on what would be required for our Friday morning shift.

Upon checking in we found that they already had enough volunteers for those areas but they needed help at Autocross.

That was fine with us, we were willing to help anywhere. On Friday we met with the Autocross Coordinators Dottie and Steve Kidd. We helped them by marking the cones and registering people.

Since we really didn't know much about this event and we had a prior commitment on Saturday we were only able to stay 1 day. In the future we will come for the whole weekend so we can take part in more events and actually see some racing other than just practice. Our experience with PCA has been very positive, especially the people we have met. Everyone has been very friendly and eager to share their experiences with us. ■

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A Familiar Fast Dan



Like New 914

Photos on this page by Lyndon Fox, Motorimages



A 120 mph traffic jam! And I thought the Jersey Turnpike was bad at 85.

continued on page 26



Five wide and engines screaming! Don't flinch.

Photo by Lyndon Fox, MotorImages



continued on page 28



Photos on this page by Mark Johnson





Romain Dumas' 2021 Pike's Peak Hill Climb car at Speed Showcase on Friday night.

Photos on this page by Norm Sippel



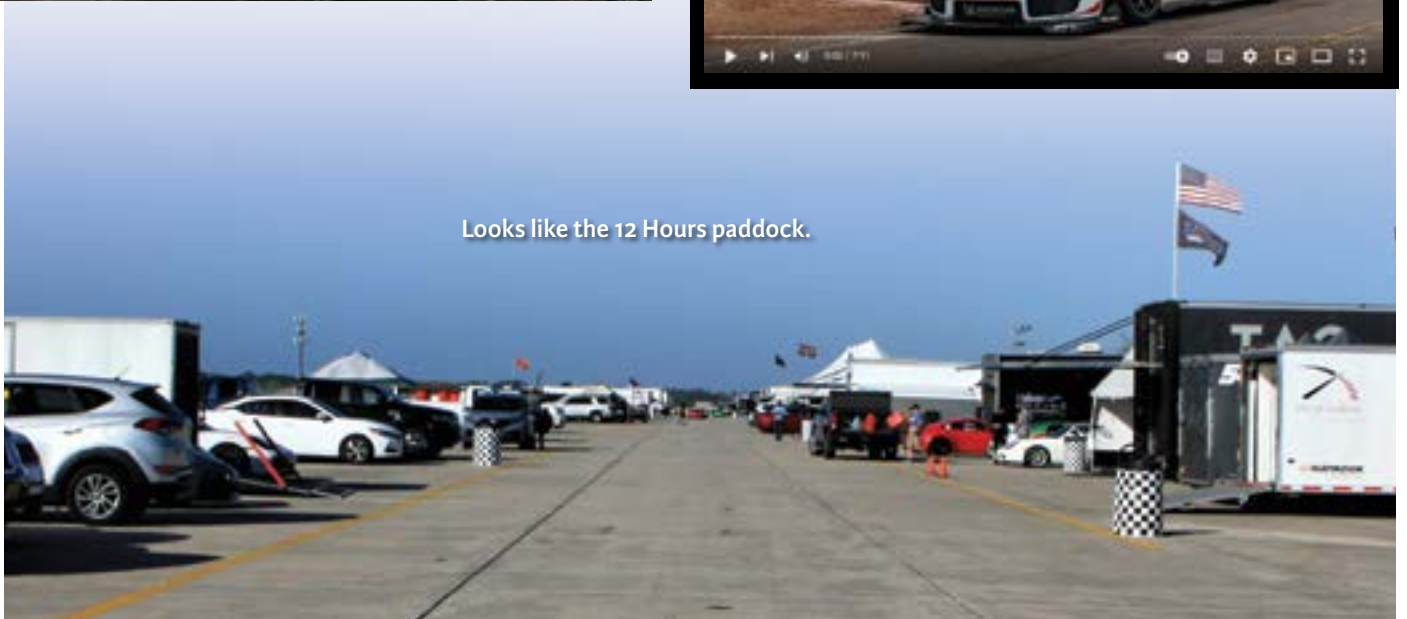
The Tech Crew working the scales.

The Romain Dumas Porsche that took 1st in Class & 2nd Overall at Pikes Peak in 2021 was displayed in The Gallery of Legends. Click on the photo to see the YouTube video of Romain's charge up the mountain. Afraid of heights? Move to your left at the 5-minute mark.

Click on photo to view video in digital edition



Looks like the 12 Hours paddock.





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THE PORSCHE 968CS

PROFILE OF A CAR AND ITS OWNER

It is a rare day in Germany in early February when both the sun shines and the high temperature peaks near 50°F, a perfect opportunity to check out a very special transaxle-era Porsche. We pushed our meeting time to 10 o'clock in the morning from 9:30, with optimism that an extra half-hour might see the temperature rise above freezing. I disconnected my hibernating 991 from its battery tender, fired it up, and listened as the summer tires groaned and popped over the garage pavers as I turned toward the door at full steering lock.

I stopped at the Shell gas station right by my house to air up the inappropriately cold, hard tires which were unacceptably low on pressure from sitting in the cold garage for the past few months. Since these aren't ideal (or necessarily legal) for the conditions, I decided to stick with the slower scenic route to Zuffenhausen by taking surface streets from my house in the southern suburbs through downtown Stuttgart up to the north.



by Jeremy Swiger.
Photos by Jeremy Swiger & James Carter.

I am meeting a friend—someone I met through our mutual interest in Porsches—to see his 1992 968 Club Sport. My friend, James Carter (not to be confused with the former President), recently sold his beautiful Guards Red 944 Turbo and replaced it with a rare Speed Yellow 968 Club Sport.

In September 1991, Porsche debuted the 968 to the world at the Frankfurt Auto

Show. The direct successor to the 944, the 968 took an evolutionary step forward in styling, maintaining the 944's overall shape while incorporating more modern queues of contemporary (of the day) Porsche design language, particularly in the lights and bumpers. The styling of the 968 was a product of Porsche designer, Harm Lagaay, who also designed the 924 and 944 before it. Unlike the 924 and 944, production of the 968 occurred solely at Porsche's Zuffenhausen factory in Stuttgart.

A year later, in October 1992, Porsche released the 968CS. The Club Sport, as the CS denotes, offered a lower-cost, lighter weight alternative for weekends at the track. Porsche achieved a weight savings of about 110 lbs from standard 968 coupes by removing options such as air conditioning and power windows, deleting the rear seat, reducing the amount of insulation used, and even replacing the electric/keyed rear-hatch latch with a simple cable release mechanism

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THE PORSCHE 968CS *continued from page 31*

operated from behind the driver's seat. The use of shorter, stiffer springs lowered the car almost an inch (20mm). While the M030 sport suspension and brakes, and an LSD were not standard on the 968CS, they were optional and James's car is equipped with both, adding to its superb handling characteristics. Color options were limited and most had color-matched wheels. According to Jeff Coe of 968register.org Porsche only sold a total of 1743 968CS's, including right-hand drive versions, making it a rare version of the classic transaxle. It was never officially sold in the US.

James Carter became interested in Porsche from a young age. Growing up in California in the 1980s, surrounded, as he describes it, by classic American muscle cars, his father taught him the basics of how one works and how to repair it. While the big V8s made sense to him, the layout of the drivetrain simple, clear and logical, the occasional 911 in his town fascinated an observant young James for how different they were from anything else on the road. Compared to a classic muscle car, the foreign look of a 911, with its flat-six hanging from the rear, intrigued him, spurring a desire to learn more about their inner workings and planting the seed for future ownership. At the time, while there

were a few 911s around, 924s and 944s were ubiquitous in his town. The 944 also caught his interest, especially for its slick look with the big back glass and flared fenders, but he didn't think he'd ever be able to afford one.

Some years later, around 2006 or 2007, while stationed in Virginia Beach on active duty for the US Navy, James got reacquainted with Porsche. "This is gonna sound kind of



funny...I watched this Spy Thriller with Robert Redford and Brad Pitt called Spy Game," he said as we chatted over cappuccinos in the café at the Porsche Museum. He went on to describe the opening scene where Redford's character has been summoned to the CIA. "He hops in a beautiful classic 911, fires it

up and starts haulin' through the District to get to Langley. And that opening scene reignited my love [for the brand]." See that scene here: <https://youtu.be/ZanpFcWcHF4>.

He started researching Porsches, finding guidance from members of the First Settlers region, even before becoming a member. Finally, after returning from a deployment to Iraq in 2009, he found and purchased his first Porsche in Baltimore: an '87 911 Carrera in Black, complete with a whale tail. Simultaneously, he rekindled a passion for endurance racing; watching and



understanding such races as the 12 hours of Sebring, the 24 hours of Daytona, and the 24 hours of LeMans, which he described, "pulled me in more...Porsche is the lead, they are the kings of Endurance Racing."

Shortly before changing duty stations from Virginia Beach to Italy, another Porsche fell into James's care. One day, while browsing listings on eBay, a 944 Turbo caught his eye and he decided he was going to go for it. At the time, 944 Turbos were selling for around \$8,000 and, despite coming in second place in the auction, he ended up winning the car when the high bidder dropped out. He knew the car had some body damage but he said, "I was willing to take the risk because when I saw that car, it brought me instantly back to my teenage years, more than the 911 did. It was the 944 that was the '80s Porsche that somehow I most connect to..."

Me (Interrupting): "...the final seen of Sixteen Candles?"

James: "Absolutely."

Me (laughing).

James: "Totally. We're children of the '80s, right?"

His 944 arrived in all-original condition, from paint to interior, but with A-pillar damage. He describes it as a timecapsule,





complete with its original Blaupunkt tape deck. One of the best body men on the east coast (as he described), a former 944 owner, sorted the A-pillar damage, returning the car to excellent condition. I can attest to the top-notch repairs as it remains in perfect shape, a testament to the quality of the bodywork and the continued care during James's ownership.

When he moved to Italy, James left his Porsches behind in storage. During this period, he maintained his passion for the hobby by frequenting racing events. Most notably, he attended LeMans in 2015 when Porsche took first and second overall in the 919 Hybrid.

In 2016, James again changed duty stations to Stuttgart, Germany, where he later retired from active duty and continues to work in a civilian role. When he arrived in Germany, he had his 944 Turbo shipped over from the US so that he could enjoy it at the epicenter of the Porsche world. It's this very car that he recently sold in favor of purchasing the beautiful 968CS we are discussing in the Porsche Museum café.

James's attraction to the 968CS had influence from his local mechanic, Reiner Telkamp. Reiner is well known in German



Porsche circles, referred to as Mister Transaxle in a 2014 feature article on him in the German magazine *Auto Motor und Sport* (<https://www.auto-motor-und-sport.de/event/porsche-924-944-experte-reiner-telkamp-im-portraet-mister-transaxle/>). Reiner's shop is in Tamm, near Ludwigsburg where James lives. According to James, his shop is transaxle heaven. He focuses on the inline-4 cars, preferring them over the more complicated 928s. It's here where James was introduced



continued on page 34



THE PORSCHE 968CS *continued from page 33*

to another 968CS owner, who let him drive it. James came away saying, "This is what I want my 944 Turbo to handle like. Right? It's just sharp, it's crisp, it's on the money, the 6-speed gearbox, it was all just amazing!"

I concur with James. After our chat in the café, he let me take the wheel of his 968CS up the road from Zuffenhausen and into the rural farmlands west of the A81 autobahn. While the roads in this area aren't very twisty, the crisp handling and stability of the car was clear. It reminded me of my own transaxle Porsche ownership, only more planted, more solid, much faster. More on my impressions in a bit.

James found his car on the website [Mobile.de](#) for sale up in Hamburg. After making the deal with the previous owner, he and his wife flew up, making a weekend out of the adventure before driving it back to Stuttgart. Purchasing a car from afar, and then driving it home, is a great way to get acquainted with it. It's also risky, particularly when it has hard racing seats, 5-points harnesses, and no air conditioning...and it's August. His wife, while otherwise supportive, couldn't believe he had bought the car after she learned of the lack of AC. However, her opinion quickly changed

by the multitude of waves, thumbs-up, and smiles from other motorists on the autobahn as they made their way home to Stuttgart.

September in Germany is peak driving season. The temperatures begin to drop from their summer highs, but the weather is still pleasant and conducive to exercising one's "fun" car before the first freeze hits in late October or early November. James wasted no time getting out to enjoy his 968CS, joining "Der Porscheclub 968 Deutschland" for their 30th anniversary celebration of the 968. He said they welcomed him with open arms, despite not being a member, inviting him to take part in the full event, including a timed slalom on the runway of the airfield where the event was held. He said, "I'm in, let's do this!" placing in the top 15 after 3-4 runs; quite a respectable result considering the size of the event and his newness to the car.

I asked James what his plans are for the car. He said he wants to keep it as stock as possible and participate in driving tours and

shows. He has no plans to track the car, as he recognizes that values are skyrocketing, something he can't ignore as he doesn't want to damage the car. To return the car to stock, he recently had the roll cage removed (an aftermarket addition from a previous owner) along with the 5-point harnesses. He also installed a set of 944/968 sport seats to make the car more livable for the kind of drives he intends to enjoy. He has the original lightweight Recaro racing seats stored safely in his heated basement for preservation and future re-installation.

At this point, we finished our cappuccinos and he invited me to take the car for a drive.

As I sat down in the driver's seat, that classic Porsche smell hit me...mostly indescribable except for the well-aged leather of the seats. It reminded of my first Porsche, a 1987 944S. However, with a turn of the key, that sensation left, as this is a different beast. James said, "Reiner told me it doesn't sound like a 2.5... he had one that was modified, and he swears





that it sounds like a 964 or a 993 and I was like, what? Like a flat-six?...I thought he was crazy but I kind of hear that too [in the CS].... It's that sensation, you know what I mean?" While I can't confirm or deny that the engine sounds like the flat-six of a 964 or 993, it is a sound to behold. It lacks the distinct sewing-machine hum of the smaller, earlier transaxle in-line 4s. I think a combination of the very large pistons and an early version of Porsche's Variocam variable valve timing make the engine sound much more substantial: throaty exhaust, stout rotating assembly.

Substantial and stout probably best describe this car. Despite losing many luxury features and much of the insulation that makes normal 944s and 968s more isolative, there is nothing tinny or hollow about it. Two things stick out in my mind most about driving the car. First, the feel of the shifter is vault-like. The throw isn't overly short, but every movement of the shift lever is met with a decisive "ka-thunk," as it slips into the next gear. No vagueness there, just a confident feeling that the car is ready to propel you forward. Next, the sport steering wheel is one of the thickest, secure, in-hand-feeling wheels of any Porsche I have ever driven. It surprised me, reminding me of the thick-rimmed steering wheels common to modern-day BMW M-cars more than Porsches.

While not the fastest car by today's standards, the 3-liter in-line four accelerates the car to speed in quite respectable fashion. James said that while it doesn't have the acceleration of his 944 Turbo, it also lacks the turbo lag of that car. Even on summer tires at temperatures close to 50F (it had warmed up quite a bit by the time I took to

the driver's seat), the car felt well planted and very responsive to my inputs, providing particularly good feedback from the road without being overly jarring, despite its MO30 option. This particular example benefits from a refresh of the shocks with new KWs replacing the original Konis.

James commented about a high-pitched whine from the transaxle before we left the café. Admittedly, I was caught off guard by it when we accelerated up the road from the factory. My first thought of something going awry in the gearbox was laid to rest when James reminded me that at least half of the insulation in a normal 968 is missing. You simply hear more of the inner workings of the car, and the whine of the geartrain propelling the car up the road is one of those sounds. He summed it best: "You know, as car enthusiasts, it's that connection to the vehicle and the rawness of the Club Sport that brings you in...you just feel it."

He's right. This isn't a car about speed as much as it is a car about handling. It's also a very sensory experience: the sounds, the haptic feedback in the controls as the car

responds to the road. It didn't hit me just how encompassing the experience is until I was back in the 991 heading home. Sure, the 991 is a great sports car, but a combination of 20 or so years of advancement in automotive design, combined with the sheer difference in purpose of the two cars results in a stark contrast of road feedback and driver involvement. Porsche really hit the ball out of the park when creating the ultimate entry-level weekend racer back in the early 1990s. To an enthusiast, it's too bad they never offered it in the North American market. Since the newest examples are now turning 27 years old, it is possible to import them, if you can find one.

I look forward to the upcoming driving season when I can get my own fun cars out of the garage to meet up with James in his Speed Yellow 968CS and our other friends from our unofficial "Oversteer" WhatsApp group for some fun drives and social time. Until then, I can reflect on the experience of being at the controls of such a special car and time well spent with a friend on a Saturday morning. Happy Motoring! ■

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A New Journey Through Time with the Future Heritage Portal at the Porsche Museum

by Porsche News

Visitors to the Porsche Museum have always been able to immerse themselves in the world of Porsche – and now there's a futuristic new interpretation right from the start. The highly technically complex Future Heritage Portal puts the spotlight on the Egger-Lohner C.2 Phaeton – the oldest surviving design on which Ferdinand Porsche worked.

After more than a year of research, planning and execution, the 1898 Egger-Lohner C.2 Phaeton, one of the most important vehicles in the company's collection, has been given its proper accolade as the opening exhibit. The electric car was powered by the "Octagon," an electric motor developed by Porsche that was mounted in front of the rear axle. With front-axle steering, it drove through the streets of Vienna 123 years ago. Today, it stands on a pedestal approximately 16 feet in diameter, at the front of which is a technically very sophisticated portal. It appears to be traveling from the past into the present.

This illusion is created by an infinity effect, which is produced by a combination of LED technology, specially manufactured mirror discs and content displayed in 3D. The result is an infinite and magical depth that captivates visitors, inviting them to rediscover the display and its cosmic soundtrack again and



again from different angles. The holographic storytelling impressively tells the story of Porsche's DNA. "Many visitors have never associated the horseless carriage with electric mobility," says curator Iris Haker, explaining the upgrade. "Now we've created a real wow effect. Every visitor is drawn into Porsche's electric beginnings thanks to 'infinity mirror' technology that has never been used before."

The film, with four chapters that merge into one another, brings the viewer closer to over 120 years of Porsche's history. Visitors

can jump into any chapter at any time. All the action is accompanied by specially composed ambient sounds, including similar ones to those of the all-electric Porsche models. "You really need to view the installation from different angles in order to fully enjoy the infinite magical depth," recommends Iris Haker. The Future Heritage Portal completes the upgrade of the Prologue, the introductory section to the museum's permanent exhibition, and adds a unique visitor experience to the Porsche Museum. ■



The 1898 Egger-Lohner C.2 Phaeton

Autocross Events—Recent and Planned

by Kirsten Eggert - Suncoast PCA Competition Chair

Hello Suncoast PCA members and fellow autocrossers. A new season of autocross has begun for 2022. We are getting a great turnout of PCA members and we are reaching our maximum registration capacity, so be sure to register early for upcoming events!

We kicked off the year with an autocross “staff/volunteer” appreciation pizza party, graciously hosted at Bill Sumansky and Tori Lewis’s beautiful property in the Odessa/Keystone area. Every participant is a volunteer at autocross, but these folks attend every event from setup at sunrise to clean up in the afternoon, to help ensure we have a fun, safe and successful day. Spouses and Suncoast board members were invited as well, as we wanted to thank them for their continued support of the program.

The first autocross of 2022 was on Sunday, January 30th at the St. Petersburg College Allstate Center. If you remember, this was the morning of the coldest night year-to-date! We decided to postpone our normal arrival/setup time from 7 a.m. to 9 a.m., to allow for a few degrees of warmer temps (especially so our tires weren’t freezing!). We officially started at 11:30 a.m. with a barbeque sandwich lunch during the drivers’ meeting, and first car out at noon. Even with half a day, we were able to get in 5 runs each for both run groups. The course layout was very fast with PCA member, Alex H, driving a 2022



Tesla Model 3 to Fastest Time of the Day at 34.424 seconds! Right behind Alex was Chris O in his 2010 GT3, with a 34.592. Four drivers were within 3/10ths of a second of 1st place!

Steve and Dottie Kidd from Gold Coast Region hosted the 2nd event of the year at the annual “Suncoast-Gold Coast PCA Autocross Challenge” during the 48 Hours at Sebring weekend. Unfortunately, Jerry and I couldn’t attend, but Suncoast was represented with 10 drivers and great

times. Steve and Dottie changed things up a bit this year with an autocross school on Friday and two separate autocross events on Saturday (one in the morning and a second in the afternoon). Both sessions had 30 participants, with a few driving in both events. Participants traveled in not only from Gold Coast and Suncoast regions, but also from Citrus, Everglades, Florida Crown, Mid-South, Chesapeake, and Montana--quite the multi-region event! There was rain during the morning session but it dried out by the afternoon event as times improved by 4 seconds. Trent K with Citrus Region took home FTD in both sessions in his Showroom Stock Class 2016 Carrera GTS, with a 47.144 in the morning and a 43.082 in the afternoon. (Ed. Note: Look for his video of one of his runs elsewhere in this issue.)

Jerry and I recently attended the Space Coast Region’s February autocross at the American Muscle Car Museum property in Melbourne. This is the site of the upcoming Zone Fest for Zone 12, Memorial Day weekend, 2022. We wanted to participate in advance of Zone Fest to get familiar with the layout so we can offer our services as instructors for new autocross drivers during the festival. The venue offers a clean concrete surface/roadcourse layout

[Click on image to watch his AX run at 48 Hours at Sebring](#)



Trent’s fast time of the morning AX.

with a 1/8th-mile straight for slaloms/boxes and a skid pad area for a challenging turnaround. Space Coast Region Autocross Chairpersons, Carmen DeVito and Ken Marshall, were wonderful hosts with a great team of volunteers. Be sure to register for Zone Fest and the autocross event at this beautiful venue!

Our next events will be at the SPC Allstate Center on Sunday, March 27th, and Sunday April 24th at the Venice Airport Festival Grounds. For the April event, we want to encourage 1st time “rookie” autocrossers and all ladies to participate by extending a discounted registration fee of \$20!! 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 and event results and photos. ■



Boxster No.49 in the rain at 48 Hours.



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Steve Kidd - Drivers Meeting.

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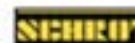
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The Best Way to Wash Your Porsche

Article and photo by Gerry Curts

Every Porsche owner probably has his favorite way to wash his car, myself included. One might think that the preferred method has everything to do with getting the car clean and shiny. My goal has always been to wash and clean the outside in a way that preserves and protects the finishes to the max. Unfortunately, that means you must keep your Porsche in a climate and humidity-controlled warehouse well away from the sun and elements. I know that sounds impossible, however I met a lady who did just that with her very exclusive collection of Mercedes 300 SL's. One day her grandson asked me if I wanted to accompany him to her storage facility in Pinellas County because she sold one of her two aluminum-bodied 300 SL's and had to open the facility. I never believed his stories about this "collection," so I had

to tag along to see for myself. Her storage facility was a sealed building filled with nitrogen. Yes, that's the gas that will not attack anything on or in a car. I was blown away and found a whole new meaning for "to the max." OK, now let's get real.

I think it is important to always wash your car with a soap made for automobiles. My favorite is Mothers California Gold Carnauba Wash & Wax. Use a microfiber wash mitt or, even better, a Montana Boar's Hair Carwash Brush. Be aggressive with the boar's hair brush; it will not scratch your paint. Generously use plenty of soapy wash water and rinse thoroughly. Use this method on everything. Never let rinse water dry on your car because it will leave calcium deposits (water spots) thanks to our hard Florida water.

Dry the car quickly with old bath towels

or microfiber cloths. This job goes much faster if you first squeegee most of the water away with a silicone blade handheld squeegee like that sold at Harbor Freight; they also sell a nice microfiber wash mitt.

If you are unfamiliar with the Clay Bar, give yourself a surprise and try it. Clay bar often comes in a package with a microfiber towel and spray lubricant included. I suggest you simply purchase the clay bar. While washing the car with soapy water, rub the clay bar on your car, a section at a time. The soapy water is an excellent lubricant. Rinse each section as you move around; then dry everything. The clay bar removes the microscopic dirt particles that washing can't touch. As you use clay bar, it gets dirty. Simply fold the dirty side over into the bar and continue. After a lot of use, the clay bar may get too dirty to use. Toss it and get a new one. The first time you try the clay bar, try running your hand and fingernails from a section just clayed to a section not yet clayed. The difference will amaze you.

Washing tires and wheels requires special attention. Your tires and wheels are likely the dirtiest areas on your car. There is an abundance of special cleaning products out there for both wheels and tires. What I have found to work great is a couple of unlikely products found in the local home center and grocery store. I use ZEP Concentrated Heavy-duty Citrus Degreaser and Cleaner to do the cleaning for both wheels and tires. Spray it on full strength and let it sit for a few minutes. Use a scrub brush on the tires and the boar's hair brush or microfiber mitt on the wheels. I'll admit to using a modest electric power washer instead of a scrub or boar's hair brush because I'm old and getting down to scrub the tires means I have to get up again. Rinse thoroughly. Once dry, spray lemon fresh Pledge on both and wipe with a microfiber cloth. This method has served me well for many years at national PCA Concours events and I think you will like it too. ■



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



Car Art

by Norm Sippel



Many of us like art wherein the subjects are cars, our own or those that we admire. Our friend Roland loves that kind of art plus—cars that are art. His cars are not just Porsches. Look at the photos on these pages and see if you can guess all three.


I envy those of you who have spacious garages and can not only get more than two cars in your garage, but also have room for a lounging area. Maybe in my next house, or next life. Meanwhile, enjoy the art on Roland's walls and floors.

How about sharing YOUR Car Art? I'm sure many of you have some great art in your garage and/or office. We'd like to see it. Please send me photos. ■





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by Norm Sippel



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



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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.

Spring Has Sprung!

As I begin writing this column, we are just about ready to head off to Sebring for the 48 Hours. We're volunteering, both inside and out. The weather forecast is excellent. Temperatures will be a respite from recent weeks when we had frost on the grass. The sun will keep me under cover to minimize burning. I had far too much in my early years and I'm paying the price now with frequent dermatologist visits. But, it makes for enjoyable afternoon and evening drives in our Porsches. Our Florida "Spring" is really nice.

One of my neighbors, a long-time Porsche guy, told me yesterday that he just sold his Taycan. Why? If you remember my article in the July/August *Profile*, I noted my range anxiety in the loaner Taycan. My neighbor has his boat moored quite a few hours away and he found that there was no nearby charging station to the marina. A tricky situation. So, like me, he'll wait for a more developed infrastructure for electric cars, a.k.a. BEV's. However, in Europe that is not hampering sales of BEV's. In 2021 they amounted to 83% of new cars sales. I can see that as European countries are as far apart as many of America's states. Although, we ARE improving here, a recent survey found that one-in-five EV owners have made the switch back to gas due to the hassle of finding charging access.

"FlatSixes.com" recently reported on a cross-country drive by a group of electric cars from New York to Los Angeles. One of

the Taycan's made it with just 2-1/2 hours of charging. NBC Sports will have a special on December 21 this year, at 10 p.m. about it. Meanwhile, go to: <https://flatsixes.com/cars/electric-porsche/here-are-ten-things-i-learned-driving-a-porsche-taycan-across-the-country> to read about it.

By the time you read this, Bill and Mary Caldwell will have run our first tour of the year—the "Run to the Hills Tour." They know some really great roads in this flat state. If you haven't yet gone on one of their tours, do yourself a favor and try one. You'll be hooked. BTW, did you know that PCA regions collectively do more tours than all other driving events combined? Hey! Why not? We get to enjoy our Porsches on some good driving roads, and our Porsche friends at some interesting locations. It will be Yalaha Bakery and Gathering of the Faithful on "Run to the Hills" and Chinsegut Hills Antebellum Mansion on the "Double Deuce Tour & Picnic" on April 9th.

Want to venture beyond Florida's flatlands on tours? Explore Club Reg and just do a search for "tours." We've been on two Smoky Mountain Tours organized by fellow Suncoasters. But, with nothing like those on the horizon, we signed up for a tour in the North Carolina & Tennessee mountains. As of today there are 5 cars going from Suncoast Region. Be adventurous. Check

out the activities of other Zone 12 Regions.

I was reminded that Parade 2022 is coming soon when I received the invitation to submit an issue of *Profile* for judging in this year's competition for Best Newsletter. It's hard to believe that time is passing so quickly. Now, with this issue, we already have two in the bag for 2022 as it were.

As I look at the remainder of 2022, Suncoast Region will have a lot of events on which you, our members, can report. I urge you do just that—enjoy the events and write about them from your perspective.

The audience you write for is now OVER 3,000 as of the latest report from Membership Chair Larry Mendez. BTW, for any

member who wants or needs a new name tag, please contact Larry. He'll make them for you and your Associate Member.

Just back from the 48 Hours at Sebring. Lots of great Porsches in the paddock and on the track. We worked on Registration, and Timing and Scoring. In addition, I did a stint helping at the Autocross. One of the competitors was kind enough to send me a link to two of his runs. I've posted at least one in this issue. ■

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2018 Carrera 4 GTS Coupe - PDK, 9,400 miles, Exterior- Chalk, Interior- Black Leather incl. Alcantara with GTS package, rhodium silver stitching, Bose, 18 way seats, carbon illuminated door sills. Concours condition, single owner, never tracked, remaining factory warranty. \$149,500. Nate, 727-252-4574 (0921)

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. \$10,200 OBO Robert 813-334-2440. rvanlandingham@tampabay.rr.com (0721)

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ENGINE - From 2015 981 Cayman 2.7L Removed at 38K miles, excellent condition. Selling because I swapped it for a Carrera engine. Can provide documentation for that, no over-revs and maintenance. Purchased from Reeves in 2016. Meticulously maintained. jon@jonboring.com. (03/22)

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)

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. 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 krenzjh@comcast.net (0321)

MISCELLANEOUS

• Hydraulic Lift - BendPak Model MD-6XP Portable Mid-Rise Hydraulic Scissors Lift. Lift Capacity 6,000 pounds. Lift height 48 inches. Used to service my Boxster. Data Sheet available. Cylinder recently overhauled, New high-pressure hydraulic line. Asking \$1,200. 727.483.0188, bsgibson26L@icloud.com (03/22)

• 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

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

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

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

POLICIES AND PROCEDURES

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

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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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