

Zeitschrift

VOLUME 28, ISSUE 1
APRIL 2025



Sonnenschein Region Porsche Club of America
SERVING THE NW PANHANDLE OF THE GULF COAST

Sonnenschein Region Spring 2025

From Pensacola FL, to Mobile AL and Biloxi MS,
we've got an outstanding Spring and Summer
planned for everyone...



PORSCHE

Targa

Editor's Notes & What's Inside

By David DeSilva

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On the Cover: Glen Gallo's 2002 Arctic Silver 996 Targa enjoying the day at the Sonnenschein Picnic at Steelwood Country Club

Spring has sprung!

In February, my wife, Kathleen and I recently completed our week –long Florida "Round Robin"



trip in our 2007 911 Cabriolet. We headed east on I-10 & south on I-95 to St. Augustine and spent a couple nights at a Bed & Breakfast in the heart of old St. Augustine. It was a great time of the year to visit. Not too hot yet and not very crowded. We had our choice of dinner reservations and had some delicious meals.

Next stop was to visit my brother who was wintering over in Bonita Springs. It was great to see that progress was being made in the Ft Myers area after all the hurricane devastation.

After 1300 miles, we finally made it back to Pensacola. I was embarrassed at how dirty our car was, but she drove like a dream and with the top down, we got lots of sun.

Our weather along the Gulf Coast is starting to catch up now with Bonita Springs and I FINALLY washed the car. Looking to plan my next drive!

Bringing your Porsche out of winter hibernation? Check out PCA Tech Tips. Also, a special thank-you to some first time contributors: **Dennis Gibson & Richard Brent.**

In addition, we have to excellent pics from professional photographer **Albert Hicks** from the Barbers Motorsports Park.

Where are you going today in your Porsche???

Keep Driving!

David

From Our President

By Steve Esposito

Spring 2025

My name is Steve Esposito, and I am the incoming President of the Sonnenschein Region. **I first want to thank Kevin Marshall for his leadership as President these past two years.** We all greatly appreciate your strong stewardship.

Our region has seen significant growth due to the influx of new and relocating Porsche owners to the Gulf Coast. Since 2022, Sonnenschein Region has grown by over 100 to 380+ primary and affiliate members. This brings new challenges as well as the ability to pursue a broader level of activities. The leadership team assembled brings a broad base of experience as well as a strong desire to do fun things with our Porsches. That means we will be offering a diverse set of events as well as a few old reliable activities like autocross sessions.

My own Porsche story may be similar to some of you.

Living in the Atlanta area in 2011 and I was in the market for my first Porsche. I had one criterion; I did not want to buy a black one. Well, it seemed that every place I went, they were black 911s and all I could do was the four corner, turn right drive and then back and never had the ability to really test the car.

One day an online advertisement appears for a 2002 911C4S at an independent dealer in Douglasville GA. The first thing I noticed in the picture was the **beautiful Midnight Blue Metallic paint.** After calling and setting up a time to check it out, my son Michael and I headed there. Well, we pull in and the car is sitting in front of the shop all by itself gleaming in the sun. After a quick chat, and review of the car, the sales manager said the words that still stick in my brain; **"If you take the car about two miles down the road, it opens up and you can drive as much as you want. Go have fun!"** Well, Michael and I got in and did just that. After a great run,



we headed back to the dealer, closed the deal, and drove it home that same day! It became my daily driver for years and now is my "go have fun" car!

My wife Mary and I have taken our Porsche on our moves up and down the Eastern US, living in Atlanta, near Chesapeake Bay in northern Maryland and Fairhope Alabama since 2020. This aligns with our PCA adventure starting with the Peachstate Region in 2011, then the Chesapeake Region starting in 2014 and now Sonnenschein.

We are always interested in hearing from you and listening to what you have an interest in doing. I enjoy the early morning "Cars and Coffee" events, the driving tours, and an occasional autocross, so I am around and eager to hear your thoughts about our Region.

I look forward to seeing you and your Porsche soon!

Steve

2025 Holiday Party

Story by Stephen Esposito & Photos by David DeSilva



2025 Holiday Party

Story by Stephen Esposito & Photos by David DeSilva



The 2025 Holiday Party, our largest single event of the year, was a great success. **Eighty-four members** attended at Local and Company in Foley AL and were treated to a delicious meal, good company and a fantastic set of giveaway prizes.

First, thanks to **Kevin Marshall**, who completes his 2 years as President of the Sonnenschein Region and has guided us so wonderfully through our post-Covid recovery.

Thank-you **Keith Boring** for your efforts in making many of the giveaway items including the mystery tin cans!

Also, thanks to **Porsche Mobile** for donating a jacket which was won by **Jennifer Laubaugh** and a weekend rental with a "cabriolet" won by **Amanda Winstead**.

We also donated \$250 to **Impact 100 Baldwin County** in recognition of their charitable work in the areas of Arts, Culture, & Recreation, Education, Environment & Preservation, Family, Health & Wellness.





Join us for the 2025 Porsche Parade in Oklahoma City

Porsche Parade is PCA's crown jewel event. This week long gathering of 1,200+ Porsches and 2,000+ Porsche enthusiasts from all PCA Regions across the US and Canada enjoy many events and activities. This ultimate Porsche vacation includes competition, camaraderie, and, most of all, FUN for all ages.

This year at Porsche Parade, PCA has plans to celebrate the club's 70th anniversary, including a special PCA History Museum in the hospitality area.



Phase 1 Registration is Now Open



PORSCHE CLUB OF AMERICA

www.porscheparade.org



***A Long Lost 1968 Porsche 911L ...
is Back in the Family***

Story & Photos by: Dennis Gibson

A Long Lost 1968 Porsche 911L ... is back in the family

Story & Photos by: Dennis Gibson

It was the Summer of 1969...

Are you thinking of that famous Bryan Adams song? It was in fact an impactful year for me. It is the year I was introduced to Porsche. To be brutally honest, as a young boy growing up in the country among an American muscle car family, I had no idea what a Porsche was. The only German brand I was familiar with was Volkswagen.

One of my father's younger brothers had just been discharged from the Army after serving several years in Germany. He wanted to bring a Porsche 911 back to the US upon his discharge. And so he did. A German (RoW Spec) 1968 911L in Ossi Blue. He was required to make the appropriate (or better said, inappropriate) upgrades to the car in order to import it into the US. A speedometer that read mph, oil temperature gauge in English, sealed beam headlights, and US spec lenses on the front and rear turn signals.



1st Lt Gibson in the 1968 911L at dealership in Germany

I don't recall all the details of my first ride in this Porsche. Heck, I didn't even know how to pronounce the Porsche name!

What I do remember will resonate with all of us who migrate to and love this brand. As he spiritedly drove around the country roads of rural South Central Pennsylvania, **I had never been in a car that could corner like this Porsche.** As a young boy who couldn't wait to



Euro Spec 1968 911L at dealership in Germany, Mar 1969

drive, I wanted to know more about this car. **And, the sound! Up to this point in my life, I never heard a sound so intriguing, so memorizing** as the engine's RPMs rose and fell through the gears. And, it had a five-speed transmission. I had never heard of such a modern invention! I thought American muscle car four-speed transmissions were cool. This car was amazing! It had completely captured my imagination. I remember thinking as a young teen, how will I one day own one of these cars?

A Long Lost 1968 Porsche 911L ... is back in the family (cont'd)

Story & Photos by: Dennis Gibson

Well time marches on. **My Uncle sold that 911L not too many months later to a local VW dealer.** He made enough money to purchase two American cars, a 1965 Corvette 396 and a Buick Riviera Gran Sport, both cars we all would probably also want to own these days...

Although the 911L was no longer in the family, the Porsche bug did not leave me. I joined the military at age 17, got married in my early twenties, raised two children, owned a variety of cars over the years, but never a Porsche.

Then, **in 1998 I came across a 1976 912E.** It looks like a 911! And, it was at a price point I could afford as a young military officer with a family. Five Thousand dollars later I owned my first Porsche. I drove that car for awhile, enjoyed taking my kids for rides in the back seat. Then fate jumped in. I took it to my local Porsche dealer for a service appointment. They called and told me the car would need a top end engine rebuild. The car had its original L-Jet fuel injection system still on the car. I debated about what to do. In the end, I gave them the go ahead to do the work on the car.

Several weeks later, I received a call from the Porsche dealer. It was not good news. **They had taken the 2.0L engine out of the car, but could not complete the job.** They told me they had no one who knew how to work on this engine. I was not just disappointed, I was angry! My Porsche ownership journey had taken a major hit.

The car was delivered back to my garage and sat for several years until we were building a new house and I didn't want to move the car. I sold the car to a gentleman who said he and his son were going to work on getting the car back on the road. In fact, they did. **I found that Copper Brown Metallic 912E for sale online several years later at Gullwing Motors in New York.**

My next Porsche ownership experience occurred years later while living and working in Oahu, Hawaii. A 2008 C4S Cabriolet, a 2013 Boxster S, a 2014 911 and also a 2017 Macan GTS all shared duty over 10 years in Hawaii. I also enjoyed being a member of the PCA Hawaii Region. All the while, I continued to search the internet for that 1968 911L that instilled this insatiable desire to own and drive these cars.

Is it possible that this car could still found? Had it been wrecked, repainted another color, disassembled for the engine, transmission, significantly modified?

Fast forward to 2022, now living back in South Central Pennsylvania, and a member of the Central PA Region Porsche Club of America. I was volunteering at the Annual Carlisle Swap Meet. I had been working the front gate from 6:00 am until about 1:30 in the afternoon.

After my duties were complete I decided to walk through the aisles of vendors, casually enjoying all the sites and sounds of Porsche enthusiasts looking for those special parts to complete their current project.

As I casually walked up one of the aisles I looked to my left and there it was! An Ossi Blue 1968 911L perched on a trailer. My heart skipped and my gut told me that was my Uncle's car. I had no data to support this notion. But I just knew it. Here I was, some 53 years later



1968 911L at the 2022 Porsche Swap meet in Carlisle PA

A Long Lost 1968 Porsche 911L ... is back in the family (cont'd)

Story & Photos by: Dennis Gibson

and as I looked at this car, I somehow knew this had to be the car that pointed me to the brand, setting my P-Car enthusiasm on fire as a young man.

I approached the gentleman who had the car on the trailer and asked him if the car was for sale. He said, yes, but he had sold it last night before the swap meet opened to a gentleman from Canada.

I looked at the car, took photos and sent them to my Uncle who lives not far from the Swap Meet. **He confirmed that his car had a wooden steering wheel (check), Pepita seats (check), and no sunroof (check).** This had to be his car, I thought to myself. And, the gentleman who had the car for sale said the car was found a number of years ago in a barn in Lititz, Pennsylvania, not

too far from where my Uncle lived at the time. Are you kidding? I thought to myself, **"This has to be the car!"**

A few minutes later, the Canadian gentleman who had committed to the purchase the previous evening walked up to his soon-to-be car. I took out my phone and showed him the old faded digitized photos of my Uncle in the car in Germany in 1969. I shared with him my story of this being the first Porsche that I rode in as young man.

"I'll buy this car from you," I said, "if I can confirm this is in fact, the car my Uncle had owned some 52 years earlier." He smiled, appreciated my story, and shared that he was looking for a short wheel base (SWB) car. Luckily, he agreed to stay in touch with me. Marc regularly sent me photos of the car as he underwent the process to preserve and ensure it was roadworthy. After all, this car was 54 years old, an original, never restored barn find.

All the while, I was thinking, this is the ONE...

I thought regularly about this car and how it had arrived and yet passed through my fingers. And, I was fortunate enough to have several other Porsche cars to drive and enjoy. The 911L was in good hands with its current owner. **Maybe someday...**

Out of the blue in June 2023, my cell phone rang. It was Marc, the current owner. He shared with me that he is thinking of selling the 911L - and I have first chance to purchase the car. He also shared with me that he believes the car should be in our family. You see, it is NOT just about the cars, it IS about the people too. Marc is a Porsche person, for sure!

Yet, I was thinking, "Can this really be happening?"

I had yet to confirm any relevant data that this car was in fact the car that my Uncle had purchased in Germany and imported many years ago. So I called my Uncle Don. "Do you happen to have any documentation for the



Continued Next Page>>>

A Long Lost 1968 Porsche 911L ... is back in the family (cont'd)

Story & Photos by: Dennis Gibson

911L you purchased in Germany?" He responded, "**I think I have the original Sales Receipt from when I bought the car in 1969.** Let me see if I can find it."

Are you kidding? Who keeps a Sales Receipt for more than 50 years for a car you no longer own? Well, my Uncle Don does. **That Sales Receipt written in German, had the VIN, engine and transmission number listed on it.** For the astounding price of USD \$4329, my Uncle bought this Ossi Blue 911L on March 5, 1969.

I called Marc in Canada with this new found information. As I anticipated the outcome of the conversation, he confirmed with me the great news that the numbers on the car matched those on the Sales Receipt. This was the car!

Marc and I worked out the details. **The car that I had been searching out for more than 30 years had been found; in original condition with original engine and transmission intact, unrestored,** yet needing work as any old Porsche would. The original wooden steering wheel remains in the car, along with its Blaupunkt radio. The German gauges removed for import are still with the car, along with the original toolkit, jack, the original Fuchs spare tire rim, the original Owner's Manual packet including the original PflegePass (Maintenance Record). As all of us Porsche enthusiasts know, this is a rare find. In my case, it is an unexpected discovery with a story and a connection.

Months later after navigating the import process from Canada to the US, the car arrived in South Central PA. **Uncle Don was there to see the car he purchased 54 years ago roll off the large transport trailer and now Back in the Family.**



Uncle Don sits in the 1968 911L he imported from Germany in 1969

RAFFLE OPEN NOW!



1ST GRAND PRIZE*

2026 911 GT3

+ \$35,000 CASH PRIZE



MEMBER ONLY RAFFLE

Prizes after first grand prize are based upon number of entries as outlined in OFFICIAL RAFFLE RULES
WINNER ANNOUNCED BY July 31, 2025

(All photos shown are for illustration purposes only. Options may vary.)

2ND+ GRAND PRIZE*

2026 911 CARRERA

+ \$35,000 CASH PRIZE



Spring 2025 Member Only Raffle: You could win a 2026 911 GT3!

Each fall and spring, PCA holds a raffle, in which you, the member, may purchase entries for a chance to win a brand-new Porsche.

For the Spring 2025 Member Only Raffle, the first grand prize is a 2026 911 GT3 plus a \$35,000 cash prize. Subsequent grand prizes are a 2026 911 Carrera plus a \$35,000 cash prize. All entries received by June 16, 2025, will be accepted into the raffle. Remember: More entries equal more grand prizes.



For more information: pca.org/news/spring-2025-raffle



PORSCHE CLUB OF AMERICA

PCA Tech Tips |

10 things to remember when a Porsche comes out of hibernation



PCA Tech Tips |

10 things to remember when a Porsche comes out of hibernation

Taken from PCA Tech Tips—Use Authorized

posted by Manny Alban

#PCATechTips

Tuesday April 01, 2025



Many members in various parts of North America have either pulled their Porsches out of storage or are preparing to do so. Here are ten things to do when awakening your Porsche out of a long winter hibernation. Once these are done, go out and drive your Porsche!!



1. If you used a car cover, even indoors, you should wash it once it's been taken off the car. Read the cover's owner's manual or look up the manufacturer online and see how they recommend washing the cover. It's bound to have collected dust and debris over the winter months. If you don't have a large capacity washer/dryer, coin-op laundromats oftentimes do.

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PCA Tech Tips |

10 things to remember when a Porsche comes out of hibernation (cont'd)

2. Plan on washing your car. Hopefully you washed and waxed (or used a ceramic booster if you have a car with ceramic coating) it before storage.
3. Disconnect your battery maintainer. Be aware that even if it was on a maintainer, there's a possibility that it could have gone bad over winter. If you have a car that uses a solenoid to unlatch the trunk or frunk and the battery is dead, open the owner's manual to learn how to access it. PCA did a video on how to open the storage area (where the battery is on many cars) when your battery is dead.
4. Check any rodent nests. This means opening any trunks and engine components. This also means putting your Boxster in "service mode" in order to open the hatch to the engine compartment. If you've never that, there's quite a few videos on YouTube to show you how. It's also a good time to check the condition of you belts and replace the air filter.
5. If you didn't do it before winter storage, consider replacing the pollen filter (if your car has one). In most Porsches it's easy to replace and will give you fresh air and more importantly, a pleasant scent in the cabin.
6. If you didn't change the oil before winter storage, now is a good time to schedule an oil change. This also applies to other fluids. Look at your maintenance records to see the last time you did it. Compare your owners manual where you will find recommended intervals. Other than oil, you have fluids for brake, transmission, coolant, power steering, transfer case, differential, and even washer fluid. Don't delay preventative maintenance.
7. Before you turn your car on, check underneath for any fluids on the floor. Since you're down there, use a flashlight to check that nothing is seeping on the engine, transmission or brakes.
8. Check the condition of your tires. This means inspecting sidewalls for cracks and check the age of the tires. It also means getting down on your knees and inspecting the inside tread of tires where they

PCA Tech Tips |

10 Tire Maintenance Tips For Porsche Owner (cont'd)

wear the fastest. Not sure how to inspect a tire? [Check out the PCA Tech Tips article from Aug 31, 2021: "[When it's time to let your Porsche's tires go...](#)".]

9. While we are on the subject of tires, unless you parked your car on tire cradles or cushions, you probably have flat spots. These will round out and disappear with a drive or two. If you hear a thump-thump sound while you're driving down the road, it's probably flat-spotted tires.
10. Now that you're deep into checking into things on your car, you might as well check the lights. This means the headlights, tail-lights, turn signals, hazards, etc. It's also a good time to check that your vehicle's registration and insurance is up to date and all the necessary documentation is in your vehicle.



Until next winter! Keep Driving!



PCA Video Celebrates 70 Years!

2025 marks Porsche Club of America's 70th anniversary, so PCA decided to create a video to share our celebrations with the automotive enthusiast community at large. With club community scenes captured on video as far back as the 1950s through today, we hope you enjoy looking back and recognizing how far our members have taken the club.

Watch the video: [PCA.org/news/pca70](https://pca.org/news/pca70)



PORSCHE CLUB OF AMERICA

Drive Your Porsche the Way Stuttgart Designed it to be Driven!

Story by: Richard Brent

Photos by: Albert Hicks, Alan Hall, Richard Brent & Gil Dukes



Alan Hall in his 2007 Cayman S, Carrara White with 4.1 Hartech Conversion. Photo credit: Albert Hicks

Drive Your Porsche the Way Stuttgart Designed it to be Driven!

Story by: Richard Brent

Photos by: Albert Hicks, Alan Hall, Richard Brent & Gil Dukes

Do you really want to learn how to drive your high performance Porsche and do not know how to begin? Well, I will share with you one opportunity that I, as a SON PCA member, took advantage of in March 2025.

As part of a weekend High Performance Driver Education (HPDE) event, the Alabama Region of the Porsche Club of America (ALPCA) developed an introductory experience to drive your Porsche on the track. The experience is called Driver Education Experience (DEX) and is designed for members who have never driven their car on a track.

The DEX event provides a safe and educational experience to drive on a track through the combination of classroom and in car instruction. It offers a preliminary opportunity to gain experience of how to safely extract performance out of your Porsche while also having fun. DEX drivers do not have to have their cars third party-tech inspected and they do not need a helmet to participate in a DEX event.

The one-day DEX event took place on Saturday on an ALPCA HPDE weekend, March 22-23. Registration for the event was conducted online through ClubRegistration.net. The cost for a full day of learning and all the fun you can manage was \$100 and included an event T-Shirt.

The event included onsite registration, a driver meeting, classroom instruction by an experienced ALPCA instructor, an on the track event as a passenger in my assigned instructor's car that was driven at safe speeds, the opportunity to drive my own car with my instructor at my side at safe speeds, and finally a review and debriefing. The venue for the DEX event was the Barber Motorsports Park, an 880 acre racing facility in Birmingham, Alabama. It is also the home of the Porsche Track Experience. The Park, which opened in 2003, has a 17-turn, 2.38-mile road course, which is compact, with several elevation changes.



Drive Your Porsche the Way Stuttgart Designed it to be Driven! (cont'd)

The track has hosted numerous motorsport races including Grand-Am, Pirelli World Challenge, Vintage Racing Series events, AMA Superbike and the IndyCar Series.

Barber is noted for its landscaping and greenery; the track has been referred to as "The Augusta National of Motorsports."

Saturday's mandatory driver meeting was at 7:00 a.m. where we were welcomed and given a track overview, safety briefing, and met our assigned instructors. After the meeting, we had an opportunity to meet with our instructors and get an overview of the day and the on-track experience.



Gill Dukes in his 2013 Agate Grey Carrera S Cabriolet at Barbers Motorsports Park.

Photo Credit: Albert Hicks

My DEX schedule began with the opportunity to register on either Friday evening or early Saturday morning at the Barber Race Control Building. I registered on Friday evening and gave the registrar my name, provided a valid drivers license, and signed the waiver. All done in a matter of minutes.

At 7:30 a.m. we had our **first DEX classroom session followed by a 9:40 a.m. session where we rode as a passenger in our assigned instructor's car** on the Barber track. Our classroom instructor discussed a variety of items related to the track experience, proper track protocol (e.g., "Stay left out of the pit."), safety (e.g., "Don't

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Drive Your Porsche the Way Stuttgart Designed it to be Driven! (cont'd)

get out of the car while on the track.”), flag meanings, car control (e.g., braking and smooth movements), and **following the line (i.e., corner turn in, apex, and track out)**. All highly informative, but a lot to remember for my first time on a track.

My assigned instructor Jamie Pursell has been an instructor for about six years and calls Barber his home track. He tracks and instructs at Barber regularly throughout the year. I met him at the instructor's area and was quite surprised to find out my first ride on the track was to be in his 2023 Porsche Cayman GT4 RS. Wow! I settled into the racing seat and buckled up while admiring his car.

While lined up in the pit waiting to be released on the track, Jamie discussed what was about to happen and

reviewed many of the classroom items on which I was previously briefed. Talk about cognitive overload! **Off we went on to the track, accelerating into Turn 2, proper turn in line, breaking hard (thanks for the seat-belt that kept my face off the windshield), hitting the apex precisely, and tracking out at the correct moment.**

I will not bore you with discussing each successive corner and straightaway, but **Jamie was “on the line” throughout the track session while talking to me what he was doing at each moment.** It was truly a memorable experience for me where I experienced acceleration, g-forces unbeknownst to me, heavy braking, rapid scenery passing by, information overload, and some fun!



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Drive Your Porsche the Way Stuttgart Designed it to be Driven! (cont'd)



I was quite comfortable under the superb driving skills of Jamie until we began entry into Turn 8, a downhill 90 degree turn to the right after a long straightaway. The braking was especially hard to decrease speed, as we headed down and straight to the track runoff. We ran over the concrete curb at the entry of the turn and quickly made a turn to the right avoiding the track runoff (thank goodness).

No I wasn't scared, but I was uncomfortable with this new experience since all was happening so quickly – deceleration, jarring of the car going over the curb, menacing track run off if you don't make the turn, g-forces (mitigated by the racing seat and seat belt) – all in a matter of seconds. The second lap around Turn 8 was

**JAMIE WAS - WITHOUT A DOUBT -
DEMONSTRATING TO ME HOW TO
DRIVE A PORSCHE THE WAY
STUTTGART DESIGNED IT TO BE**

less intimidating for me, and less so on each lap. Although I must say it remains my most concerning turn at the track.

As we made additional laps around the track, Jamie was - without a doubt - demonstrating to me how to drive a Porsche the way Stuttgart designed it to be driven.

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Drive Your Porsche the Way Stuttgart Designed it to be Driven! (cont'd)



We concluded our on-track session by heading into the pit and once we parked in the paddock area, we discussed my experience on the track and any concerns I might have – like Turn 8.

Our lunch break was from 11:00 a.m. to 12:00 noon and after lunch we DEX students settled in for our afternoon classroom session at 1:00 p.m. The afternoon session focused on more detailed information on the track, the turns and how to execute them, track passing rules, what to do in a spin or going off the track, learning the line, flag meanings, and a review of turn in, apex, and track out for each turn. I did take notes, which helped me to author this article, but did not help me much while I took my turn driving on the track.

I SURVIVED TURN 8!!

Buckle up Richard, it is 1:50 p.m. and it is time to hit the track, in my own car, as a student driver with my assigned-on track instructor, Jamie by my side. My car is a 2013 Porsche Boxster S, my daily driver, which has never had its accelerator to the floor, although it has engaged in some low g turns on the street that my wife hates me doing. Jamie jumped in the Boxster and buckled up. **He was as relaxed as I was tense.** We sat in the pit out area and waited our turn to enter the track.

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Drive Your Porsche the Way Stuttgart Designed it to be Driven! (cont'd)

The track worker gave us the go ahead and we accelerated on to the track and stayed left of the track out of the pit into Turn 2. At least I remembered that from the classroom and Jamies on track instruction. Jamie immediately started his instruction on **executing the line, looking ahead, anticipating the approaching cone (i.e., orange cones mark turn in, apex, and track out points that are targets for the driver to learn the line)**. I braked heavily at the turn in cone, accelerated to the apex, and continued to the track out cone. Jamie was constantly instructing me orally on what I should be doing throughout the track session.

Everything was happening extremely fast, and I was behind his oral commands. Turns 2 – 7 were uneventful in the sense that they were a blur to me – and now we are heading down the straightaway to Turn 8 – I am not sure I recall correctly, but my assumption is that my anxiety level increased slightly, well maybe more. I did see Turn

8 as a threat to my well-being on the track the first time out. **Jamie said, "brake hard now!"** Then "No do not turn away from the curb, go over it." What, this is all against my wellbeing! However, his directing voice compelled me to comply with his commands.

We rumbled over the curb, headed down the turn, made a 90-degree high g turn to the right and exited the turn uneventfully. Ok, I did not go off to the runoff area and

passed all the cones properly all be it as a novice. **I survived Turn 8!**

The remaining turns went by quickly as did my session. As a track worker flagged us that our track session was over, I commented to Jamie on **what stamina race car drivers must have to race. I was mentally exhausted, tense, and physically bushed.**

Jamie had a back-to-back track session and while heading back to the paddock to drop him off, we debriefed the track experience. He said that I did fine and that

with more track time things would get easier. I am sure that he is right.

The mission and purpose of the Porsche Club of America's High Performance Driver Education Program (HPDE) is to provide a safe, structured, and controlled teaching and learning environment. The ALPCA DEX Program is de-

signed as an entry point so that participants can experience first-hand the capabilities of high-performance Porsches in a controlled, closed-course environment at safe speeds.

I certainly acquired a better understanding of vehicle dynamics, driving safety and improved my daily driving skills that will enhance safer vehicle operation in all driving situations. **Yes, I had fun. Yes, I will do it again, next time as a Porsche HPDE participant.**



During the Porsche Parade 2024 the beauty of Barbers Motorsports Park was on full display.

Drive Your Porsche the Way Stuttgart Designed it to be Driven! (cont'd)

Below: Barbers Motorsports Park boasts 17 turns and numerous elevation changes.



Above: You can just make out the feet of "Georgina" hanging below the pedestrian walkover.



Above: If you look closing you can see the famous "Charlotte" the SPIDER sculpture at Barber Motorsports Park. It appears to be crawling across the top of #25



Above: The Leaning Man sculpture



Special Thanks to Albert Hicks for providing his many professional photos for use in this story.

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PORSCHE CLUB OF AMERICA

Porsche Mobile Tech Day Feb 2025

Photos by: Stephen Pearce



Porsche Mobile Tech Day Feb 2025

Photos by: Stephen Pearce



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Porsche Mobile Tech Day Feb 2025 (cont'd)

Photos by: Stephen Pearce

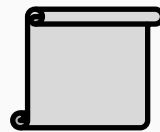


Sonnenschein Region Membership Summary



WE ARE GROWING!
WE ADDED 62 MEMBERS IN
2024

& 10 MEMBERS SINCE JAN 1, 2025!



TOTAL 380+ PRIMARY & AFFILIATE
MEMBERS



First Sports Car After a 35 Year Wait

Story & Photo by: Richard Brent



As a young airman stationed in Okinawa, **I was preparing to order a 1964 Austin Healy 3000 MK III in British Racing Green** and take delivery in the US since my tour of duty was up and I expected to be sent back to the US. I was excited about the potential purchase of my first sports car. Boy did I get disappointed. My orders came in – Bitburg AB, Germany. Wow! What to do now?

Wait a minute, **couldn't I change my purchase order and get a Porsche**, and have it delivered in Germany? After some critical thinking and given my limited income as a young airman, I did not think I could afford to own a Porsche and travel extensively in Europe. So, the dream of a sports car had come to an end and would not be resurrected until later in my life.

I traveled extensively in Europe thanks to one of my Air Force buddies that I was stationed with who bought a **1964 Volkswagen Type 3 square back station wagon**. It held all our camping gear for our trips to many of the western European countries.

I returned to the US after my service period ended, and after years of marriage, kids, and college, and driving American sedans, I decided that I deserved my first sports car. **It was a 2000 Porsche Boxster in Ocean Blue**. I kept it as a daily driver for 15 years. Although professionally kept and in nearly pristine condition I decided to trade it in for a new 2015 Porsche Boxster. My wife thought waiting for four months for delivery was a bit too long, so she suggested that we look for a previously owned Boxster. After a brief internet search, **we found a 2013 Porsche Boxster S PDK in Guards Red in Daphne, AL** – quite close to our residence in Pensacola. The car was in excellent condition, and we were able to get it “immediately”.

The Guards Red and PDK were not my idea – but my wife loved both. **An automatic in a sports car?** I have adapted to the color and gotten used to the PDK. The car is my daily driver and since joining the SONPCA I have enjoyed the fellowship and road trips, and I am patiently waiting to take part in my second autocross.

Spring Autocross at Pace HS

Story by: Stephen Esposito

Photos by: Jennifer Laubaugh



Spring Autocross at Pace HS

Story by: Stephen Esposito

Photos by: Jennifer Laubaugh

Saturday April 19th brought an autocross session, and the challenges were everywhere! Unlike our last effort where unattended cars littered the driving area, we had a clean location. Challenge one averted.

stopped operating! After a delay that felt like forever, Steve Esposito and Dawn Thomas tag teamed using a phone stopwatch app, and we were underway.



Autocross Chair Dennis Thomas had a new layout designed and the cones started going out early. **We had 17 entrants including veteran autocross drivers, PCA junior drivers and first-time autocross participants** signed up for the event.

Challenge number two came when the track was walked and a few drivers felt the turns may be a bit extreme. This challenge was addressed with a widened section and a few more cones to align the course. With everything ready to go and the first driver in the grid, our most frustrating challenge hit. **The timing equipment**

The Chicago Box is just a tight three-cone cone slalom, boxed in by cones. This forces the driver to plan for the entry and exit in a very restricted area. This became the last challenge facing the drivers as many cones were abused throughout the transition of this section. Good thing they are soft!

Thanks to **Dennis and Dawn Thomas and Maryliz Marshall** for their efforts in conducting a successful autocross and to all the drivers, especially all the first timers. We will be back on the track soon, so come on out again!

Spring Autocross at Pace HS (cont'd)

Story by: Stephen Esposito

Photos by: Jennifer Laubaugh



Join us at our Next Event! 2025 Events Survey Results & Calendar

SURVEY SAYS...

At the 2025 Holiday Party, attendees were asked to fill out a survey indicating the types of events that interested them the most. Here are the results:

- ⇒ Autocross – 35 (11 in 2024)
- ⇒ Social events – 18 (17 in 2024)
- ⇒ Driving tours – 12
- ⇒ Rally (Gimmick or Scavenger) - 9 (18 in 2024)
- ⇒ Tech Sessions – 6 (9 in 2024)
- ⇒ Longer trips/Weekend tours – 6 (6 in 2024)
- ⇒ Wahoos Baseball – 4



Cars & Coffee of Mobile Bay

Saturday, May 10:7:30 – 11:30am

The Fort Park, 29001 Bass Pro Dr. Spanish Fort, AL 36527

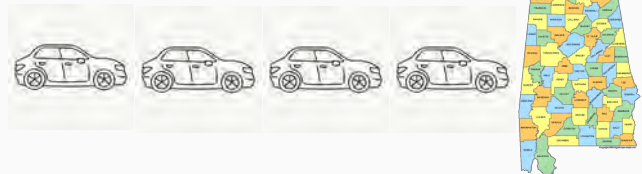


Alabama Fun Run

Saturday, May 17

Event will be a run to Pine Apple, AL.

This will be a Driving Tour and Lunch event.



Join us at our Next Event!

2025 Events Survey Results & Calendar (cont'd)

Porsche Parade – Phase 1 Registration is Open!!!

Porsche Parade will be in Oklahoma City this year (event dates July 6 -12, 2025). Phase 1 registration is open. Go to PorscheParade.org. Phase 1 registration is to register for the event and to get your hotel room. Registration for banquets, tours and events will be in Phase 2 registration. Never been to a Parade before? Parade is a week-long event (you don't have to come for the entire week). There are so many activities that go on – Gimmick Rally, Historic Display, Concours d'Elegance, Art Show, Hospitality and Exhibits, Seminars and Presentations, many Driving Tours, and much, much more!!!



Treffen at Sea

Sunday, Aug 30, 2025 to Sunday Sep 6, 2025

Come celebrate PCA's 70th Anniversary!! Treffen at Sea will be a 7-day cruise up the Eastern Coast from Sunday August 30 to Sunday September 6, 2025. The cruise will depart from New York City with stops in **Newport, Boston, Portland, Saint John, and Halifax**. There will be special entertainment, Porsche celebrity appearances, seminars, competitions, dinners, and the highly anticipated Porsche Diecast Concours at Sea.



Stay Tuned:

Check back regularly on our Region's Website (sonpca.org) for the latest on events. You can also join our Facebook group for updates, cancellations, etc.



Spring Picnic at Steelwood

Photos by: Stephen Pearce



For the second year in a row, SONPCA was welcomed to the Steelwood Country Club. This year, we held the first SONPCA picnic since before the pandemic.

A great turn out of beautiful Porsches against the beautiful backdrop of this amazing country club nestled in the quiet woods of southern Alabama.



Continued Next Page>>>

Spring Picnic at Steelwood (cont'd)

Photos by: Stephen Pearce



Porsche Motorsports News

Use authorized from the Porsche Newsroom



Why you might want to buy that used Porsche sooner rather than later.

By Bob Sass

Photos courtesy of Porsche

April 17, 2025

My crystal ball has been broken since roughly 1995, but you don't have to be Nostradamus to imagine a scenario in which used Porsche prices start to climb in ways that haven't been seen since mid-pandemic. The supply of new Porsche sports cars was already starting to get thin — 718 Boxster and Cayman production is winding down and new 911s rarely sit in inventory.

Continued Next Page>>>

Porsche Motorsports News (cont'd)

Use authorized from the Porsche Newsroom



If the rumors prove to be true, that Porsche is halting shipments of new cars to the U.S., then it seems highly likely that the prices of lightly used cars is destined to climb, particularly the 911.



Continued Next Page>>>

Porsche Motorsports News (cont'd)

Use authorized from the Porsche Newsroom

I don't expect this phenomenon to be limited to low-mileage 992's. I think that we're already seeing a firming of prices all the way down to 2009 and later 997s. Bargain 991.1s seem to be drying up as well. Used Cayennes and Macans still seem relatively stable, but who knows what the future holds there. But certainly, if you're in the market for a used 911, Boxster, or Cayman, doing something sooner rather than later might be beneficial.



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SONPCA Leadership



President—Stephen Esposito



Vice President—Dennis Thomas



Treasurer—Joe Jurich



Secretary—Walter Ruzic

SONPCA Leadership (cont'd)



Alabama Coord—John Matus



Membership Chair & FB Coordinator—Stephen Pearce



Charity Committee Coord. —Dawn Thomas



Webmaster—Keith Boring

SONPCA Leadership (cont'd)



Past Presidents —(L to R) Wally Lindenmuth, Kevin Marshall & Pete Mellin



Newsletter Editor—David DeSilva

Also:

- ⇒ Track Chair & Safety Steward—Tom Leavitt
- ⇒ PCA Insurance Coordinator—Richard Brent
- ⇒ Dealer Liaison—Dennis Gibson

Sonnenschein Region Porsche Club of America

Mirroring the PCA mission...SONPCA's main mission is to heighten the Porsche owning and driving experiences, which we accomplish by meeting a number of objectives:

- To promote the highest standards of courtesy and safety on the roads
- To enjoy and share good will and fellowship engendered by owning a Porsche
- To establish mutually beneficial relationships with Porsche owners, affiliates, dealers and our sponsors
- To exchange ideas with other Porsche Regions and Zones

SONPCA Links

Sonnenschein PCA **website**: <http://son.pca.org/>

Sonnenschein PCA **Facebook** Page: <https://www.facebook.com/groups/1514995305391456/>



Board Meeting Minutes: https://son.pca.org/#xl_clubdocs

Sonnenschein PCA **Instagram**: [pca_sonnenschein_region](https://www.instagram.com/pca_sonnenschein_region)



PCA Links

Zone 12 website: <https://zone12.pca.org/>

PCA website: <https://www.pca.org/>