

# The Redline Report

The Official Newsletter of the Central New York Region  
Celebrating Porsches and Porschephiles for 59 years

<http://cnypca.org>

Porsche Club of America

Volume 59, Issue 4 - Autumn 2016



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There is no feeling quite like being behind the wheel of the new 911. Totally reengineered at its core with enhancements to the classic design on the outside, it was built to create a bond between car and driver like never before. Its new optional Porsche Doppelkupplung (PDK) allows for faster shifting speeds, and the new Direct Fuel Injection (DFI) system adds horsepower while using less fuel. This is without question a feeling unlike any other. To feel the absolute melding of driver and machine for yourself, visit your local authorized Porsche dealer today. Porsche. There is no substitute.

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# The Redline Report

Newsletter of the Central New York Region

Porsche Club of America

Autumn 2016, Volume LIX, Number 4

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**Cover Story:** Whatever they pay those ladies, they don't pay them enough! That's CNY's own Mike Darminio sandwiched between two of Turner Motorsports' finest at the annual Sahlen's Six Hours at The Glen on July 2, 2016. **Photo taken by the editor on Mike's cellphone, which he hasn't washed since.**

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Payment in full must be received by the 10<sup>th</sup> of the month preceding publication with all ads in a reproducible format (e.g., Adobe PDF, JPEG or photo-ready).

### Display Ad Dimensions (H x W in inches)

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Confessions of a sinner... In my last column I described my relationship with modern technology as being neither as opponent nor proponent, but seeking a balance between that which benefits me from that technology which doesn't. Technology for technology's sake has no interest to me and rarely am I the first kid on the block to have the latest and greatest. In the column I was proud to point out that I still lacked a cellphone and actually use a rotary dial phone, while I still love the Internet, Wi-Fi and all that modern technology offers. Automotively, I admitted that I remained in the technological dark ages, my daily driver being a Jeep Wrangler with a manual transmission, but I confessed that I loved every minute of and in it. That was yesterday. As of July 2016 I now have my first vehicle with an automatic transmission since my '55 Cadillac Model 62, a car I sold 30+ years ago. The Wrangler is no more. I didn't go against any core beliefs, but I decided that given emerging conditions, it was necessary to adapt, so adapt I did. New situations called for a change in technology and I went whole hog.

The cause of my technological conversion was a planned trip to Seattle to visit my daughter, Jessie. Normally, time is limited so my only option has been to fly. The problem is that I hate airlines, TSA and the entire post-9/11 world of air travel. Most of you have personally experienced difficulties flying and know what I'm trying to say. There's flying and there's airlines. They're not necessarily related. Flying to Seattle has always been a necessary evil to make certain that I have time to spend with my daughter. Life situations change, however, and this summer I found myself with sufficient time to drive from coast-to-coast, while avoiding airlines, two things I really enjoy.

My problem now was that the idea of driving some 6000+ miles in a Jeep Wrangler seemed a little over the top even for me. Sure, the Wrangler would and could make the drive. The question was whether its owner could, at least in a Wrangler. I'd driven the Wrangler on "short" trips to Oklahoma, Savannah, and to Nashville, but a coast-to-coast romp didn't seem like a great idea. There were no amounts of salt and vinegar potato chips, Waffle Houses, Cracker Barrels or chiropractors to convince me otherwise. A new vehicle had to be considered.

Trying to decide on the perfect vehicle for a modern day road warrior is not an easy task. There are so many great possibilities out there that it boggles the mind. The limiting factors for me are my "driveway from hell," a 125-foot, rutted, gravel Rubicon that mandates all wheel or four-wheel drive and decent ground clearance to navigate. The new car would also have to be the ultimate in transcontinental travel, quiet and repairable anywhere along I-80 and I-90. Years ago, few such vehicles existed, but that was years ago.

In 2016 there are many possible choices, so many that I turned to my friends for their help. Fellow CNYer and Daytona 24 Hours travel buddy, Mike Ballog, pushed hard for me to buy a Macan, a vehicle I had considered last year. Thak suggested a BMW X5, but was more focused on re-painting his new Silverado (See this issue's "Beyond Porsche" column for details). I seem to remember

that Bill Kohnke suggested a 914, some assembly required, of course, and that Mike Darminio didn't care as long as whatever I chose had faux woodgrain paneling on the side and that I finally bought him the beer he seems to think I owe him. Admittedly, it was a challenge, but in the end I opted for a Jeep Grand Cherokee Limited, a vehicle with all the bells and whistles and possessing a *Consumer Reports* reliability rating slightly lower than a Yugo with 100,000 miles. As a former owner of MGs, a Jaguar, a Land Rover, an Alfa Romeo and an Austin-Healey, albeit decades ago, reliability wasn't an overriding concern. Somehow it all made sense, so a deal was struck with Cortland Jeep and I was ready for my first, fully, transcontinental trip in many, many years.

As for the trip to Seattle, itself, everything went well. The scenery was spectacular, the experience a delight and we ended up spending more time with our daughter than Gay Lynn and I usually do, a bonus. Unlike the Wrangler, the Grand Cherokee was very quiet, returned decent fuel economy (for a Jeep, that is), and survived a couple of intentional, off-road excursions with no glitches along the entire 7000+ mile drive. Best part of all? Many of the modern technological features that my neighbor rails against in his columns in the last and current *Redline* editions are switchable in a Jeep and have been turned off. Now, can anyone tell me how to Bluetooth my rotary dial phone?!?

## Letters to the Editor

### Looking for a Porsche...

I'm looking to buy an early 60's to 80's Porsche 911 or 930 Turbo. I'm also interested on a 356 coupe or convertible.

I restore and collect Porsches with my brother-in-law, Serge. We are located in MA and we will consider Porsches in any condition.

Thanks in advance,

Paul Klein  
[pmb.klein@gmail.com](mailto:pmb.klein@gmail.com)  
OR  
Call "Serge" at 617-777-7478

### Is Thak whipped???

Do your articles always use Thak as your whipping post? I guess that he is used to it and...hey...good editors are not a DIME A DOZEN!

Jerry K.  
Non-PCA Internet Lurker

**I only pick on people I like, Jerry. No one else is worthy. Buy a Porsche, join the PCA and find out where YOU fit in. As for the comment about "good editors," that's true, but for editors such as I a dime a dozen sounds about right. Ed.**

## The Long and Winding Road...

I joined CNY in early 1979, two years out of college, with a brand new to me, 1975 914 1.8. Dog slow in a straight line but what a blast. It was a wonderful entry level sports car. I knew nothing about cars and nothing about Porsche when I bought it. I didn't know squat about driving. I just knew that a friend had one and I couldn't believe the amount of abuse that he inflicted on it without apparent harm. When I joined CNY, Marv Jennings sort of looked after me and kept me pointed in the right direction. I still remember a ride I had in Jim Ball's 356 around the old go-kart track at Greene. He was sliding that car so much the outside tires were starting to smoke. And these were hand grooved Goodyear racing slicks that he ran on the street. I had that 914 until 1985 then sold it to buy a 914-6. By this point, I knew a few things and was able to fix a lot of things what needed fixen. I kept the /6 until 1996 when a bout of stupidity came over me and I sold it for a low mileage 1987 944S. The S was a nice car but I couldn't figure out why all my friends with 944S2s would just drive away from me at Watkins. I'm not that slow of a driver. In 2005 I sold that one and bought my current 1990 944S2. Then I understood why. I've looked at and lusted after a lot of other Porsches over the years but only ever owned four.

CNY PCA has been a good club to be a member of. I've learned a lot, met a lot of interesting people, had some very good times and experiences. I'll be joining whatever region it is that covers Delaware and have to see how this group compares to CNY. I'm in Southern DE and from the little I know about this group it seems that most of their events are in the Northern part of the state. I did meet one member who lives not too far from me. The roads down here are in much better condition than in upstate NY but they are VERY MUCH less interesting. Flat, smooth and straight, full of beach traffic on weekends. From our house in Vestal, it was a little over an hour to Watkins early in the morning. Its about seven hours from here if traffic thru Philly isn't too bad. I will miss that. The track in NJ is pretty close as the crow flies but Delaware bay is in the way. You either wait for the Lewes-Cape May ferry or go around to the nearest bridge up near Philly. About three hours either way.

CNY is a good club with a lot of good members. I will definitely miss the people. I will be up for occasional events at Watkins and will keep my eyes open for familiar faces. Thanks for everything CNY.

Larry Lee

**Larry was one of the first people I met upon joining PCA in 1998 and will be missed. He's suggested that he might continue to contribute to The Redline, so we aren't done with him yet! Thanks, Larry! Ed.**

## Carl Sagan's Porsche

The astronomer Carl Sagan drove an orange, 1970 914 called "Phobos" when he was teaching at Cornell. The car was sold by Ann Druyan (Sagan's wife) in 1987 for \$500 because it no longer worked. It was later repainted black, stored away and forgotten.

Phobos resurfaced in 2002 after Sagan's passing in 1996. The current owner who once worked in Space Sciences at Cornell listed it this spring on eBay with a buy it now price of \$19,500 but the highest bid was just over \$5000. The car needs lots of work, perhaps "billions and billions of minutes" of sweat equity. In any case, perhaps we could look at old membership lists to see if Carl Sagan was ever a member of CNY.



The small black and white picture is of Sagan and his Teener in Ithaca. It just shows that the man had great taste. I spoke with him several times to invite him to speak to prospective students, which he graciously did.

Thak

P.S. When I was a grad student, small town Ithaca had a Porsche dealership. Several residents drove 356s and 911s. I was tempted to buy a 1972 911S but with a family I ended up buying a Super Beetle (I already had a 1957 356A but it was just an old car in those days).

## Thanks to Bill Kohnke!

I finally got to Atlanta and took advantage of the voucher that Bill Kohnke donated to the annual CNY charity auction. I HAD A BLAST! It was an excellent thing to do. I took out a Cayman GTS and a Panamera Hybrid. The Cayman had PDK and I loved that. I couldn't believe how fast the Panamera was and how well it handled. It is a big, heavy car but with the gas and electric engines it has over 500 HP. I was only passed by a 911 turbo and a GT3. I passed everything else on track. I learned a lot and had a great time.

Thanks to Bill for donating this to the auction.

Larry Lee



## **The Joys of Porsche Ownership**

Sometimes these things work out well....sometimes they don't....and then you fix them and all is well again!

A month ago in a moment of weakness, perhaps bought about by too much work, I thought it would be a good idea to get another Porsche to keep in Idaho. Keep in mind that I don't really live there (at least in the eyes of New York tax people) but I have spent a lot of time for a needy client there over the past 4 years.

They are needy enough that they pay all expense including reimbursement for a rental car. I don't care much for rental cars so I took that weekly stipend and bought an Audi convertible 4 years ago...then a Cayenne 3 years ago (gave Cathie the Audi)....so the only logical thing in my mind was to buy a Porsche cabrio of some sort to drive around the Rocky Mountains. The logic started out that the obvious purchase would be a used Boxster – there is no more cost effective entry in to Porsches than an older Boxster. With some good research and skillful shopping, you can find a relatively low mile (50k or less) Boxster S for about \$10k. Perfect for a 'toy' car for Idaho that I could use for a year and sell without any real depreciation. If you factor in the rental allowance I could actually make money on Porsche ownership (yeah, at least that's how I justify it in my brain!). So off I went to on line shopping....tons of Boxsters within 600 miles (a days drive) – 600 miles away gets me into the heart of California – land of the status Porsche owner. Most people that buy brand new Porsches take great care of them and many of them put less than 3 or 4k miles a year on them. Great people to buy cars from!

So off I went cruising the next for a toy....now I went deeper down my rabbit hole that I call "logic". If a Boxster was a good idea then a 911 cab would be even better – less likely to deprecate further and a back seat for occasional use (like when Cathie and David visit). To keep the cost with in 'logical' range it would have to be a 996. Some of the purists don't care for the 996 – it's the first water cooled 911 so it is somehow considered inferior – even though most will admit that it's a better daily driver 911. In reality the chassis is about the same as a 997, the 3.6 engine is very similar to the 997 but the cost is about half. When it comes down to it the main issue that people quote is the headlight configuration. Yep, at this point in time the "fried egg" headlights of a 996 mean that it is half the cost of a 997....I can live with that.

So I shopped around and found a 2003 996 cab that was extremely well cared for. After buffing it out it passes for new. Interior also immaculate. In fact, I bought the 996 from a guy that supplies movie studios with cars on request. It's a mint midnight blue on classic grey interior. I should also add that I bought it on eBay while out eating dinner – sometimes I like to live on the wild side!

So – more logic rears it ugly head....since I was getting this 996 it made perfect sense to take the Cayenne transmission apart to fix the failing valve body (common 1st generation Cayenne issue). New (to me) 996 arrived late Tuesday night and by Saturday morning the Cayenne is up on jack stands spewing out its transmission fluid in to a large pan....but mostly on the floor and my forearms!

Now we get to the working / nonworking out part....the 996 looks like it has never been driven hard – the brake calipers look like they are brand new! (hint for used Porsche shopping – brake calipers tell a big story. Drive any Porsche really hard - like they were designed for – and the brake calipers will discolor a little from the heat. Not a problem but if you see discolored calipers start looking at other wear issues).

So to put all the story together – I took the 996 for a hard drive up thought the twisty canyons roads with the top down – great car, great scenery and wonderful flat six sound track. What's the problem with all this? Well on Saturday I went out to the garage to work on the Cayenne and found a pool of coolant under the 996. The old plastic expansion tank did not care for its first real work out....it cracked and puked out the coolant. So I focused on the Cayenne to get it done...until I found a broken pressure sensor deep inside the transmission. BTW – you won't find much in the way of Porsche parts in the middle of Idaho....on a weekend. I hopped on the internet and order all the parts, Cayenne and 996...and then rented a Ford fusion until the Porsche parts arrived. Sometimes a dose of driving a rental car gives you motivation to get the Porsche back on the road!!



Chris' "new" toy, a 2003 996 Cabrio. I don't know about the rest of you, but that doesn't look like Idaho in the background. **Photo courtesy of Chris White.**



What Chris really wanted: a Porsche 918. This particular 918 was seen at the Porsche Parade and, yes, that is a gravel road it's sitting on. **Photo courtesy of Chris White.**

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## CNY Willkommen Wagen By Jill Vasina, Membership Chair

We currently have 317 Primary Members and 237 Affiliate Members for a total of 554 members in the CNY family.

### New Members

#### July 2016

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Fayetteville, New York  
2008 Boxster

Walter Swenson  
Syracuse, New York  
1994 968

#### August 2016

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Fayetteville, New York  
2016 Boxster S

Rob Hermann  
Liverpool, New York  
1987 924S

Jack Brown  
Ithaca, New York  
2013 Cayenne Turbo

Robert Cerza  
Aurora, New York  
1998 Boxster

Mary DeFuria  
Syracuse, New York  
1989 911 Carrera

#### September 2016

Joseph Whitehead  
Baldwinsville, New York  
1999 Boxster

**Skyler Stephenson**  
**Born September 12, 2016 to Tyler & Jo Stephenson!**

### Membership Anniversaries: July - September

#### 5 Years

Derek Croy  
Cleve Cleveland  
Jon Earl  
Robert Fisher  
Ellery Tobias

#### 10 Years

Michael Perretta  
Kent Hubbell  
Summer Bossler

#### 15 Years

Mike DeLuca  
Richard Jeffers  
Donald Krieger

#### 20 Years

Michael Reddy  
Mitchell VanNordstrand  
Gary Kaczowka  
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#### 30 Years

Robert Graham

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### Crabby Lucy

Now that the political campaign season is near its end (thank heavens), I wanted to add my own name-calling to those already floating around. To add to “Crooked Hillary,” “Low energy Jeb,” and “Lying Ted,” I want to add “Crabby Lucy.” I plan to add “Crabby Lucy” as my new alias or in computer-speak my new avatar.

For astute readers you will immediately make connection of this moniker to the character in the comic strip Peanuts. Lucy is of course the crabby girl next door to Charlie Brown. Don’t let your imagination run wild to think that it is my way to announce a possible gender change a-la-Bruce Jenner. I am only referring to the “crabby” characteristic.

Some of you who have been (secretly) reading my years of rambling in this Redline Report may have noticed that over the years I have become more critical, more whiny, less tolerant, and really impatient with what I see around me. In short, I have become crabby like Lucy. But unlike Lucy, I have grown into crabbiness through the aging process, that is, the older I get, the crabbier I have become.

Now that I have gotten this off my chest (unlike Mike Darminio, I have yet to grow man-boobs), let me proceed to share with you some of my latest crabbiness.

First, if you thought that my last column was a rant of a Luddite, my complaints did not end with how car manufacturers should continue to produce a “basic model” without the current bells and whistles. A model with three or four speeds on the floor or on the column, windup windows, wind wings, mechanical door locks, and analog radios would appeal to drivers over the age of 70. Since I am over 70 (as is our editor), allow me to speak on behalf of us senior citizens. I have now resigned to the fact that the doors in my Silverado continue to lock automatically, that if I leave the radio tuned to a commercial station (even if the radio is turned off), the Chevy MyLink display (which could not be turned off unless you take a hammer to it) will send you messages from tow truck companies and other advertisements. I have even gotten use to the backup camera until my bike rack renders it useless. I have even tolerated a recall to fix a faulty driver-side seatbelt. And as I was getting used to the trucks ridiculously wide turning radius, my Silverado had to spend almost a month in the body shop, thus depriving me on further orientation to the electronic marvels of the Chevrolet Company.

No, I was not in an accident. No, I did not hit a deer. No, I was not in a flood. My problem was following a Pennsylvania DOT truck painting white lines on the road. This memorable event occurred after depositing my broken track car at Bill Kohnke’s garage and driving home with our esteemed editor-in-chief. After washing the car (trucks also need washing especially when they cost as much as a new sports car), I noticed that the passenger side was covered with white paint specks. Had this happened to the old Suburban, I would have left the specks as battle scars, but on the new truck costing as much as a new sports car (my new mantra),

those pesky specks had to go. At first, the body shop estimate was \$1,600, which I thought was exorbitant. But the final bill came out to about \$4,500! No solvents will remove the specks so the whole side had to be repainted and the rubber and plastic trim pieces on the bumpers and running boards had to be replaced. I also discovered that one could not sue a state highway department. So let this be a lesson to you all—stay clear of trucks painting lines on the road.

My second rant/crabbiness is not new. I have over the years tried to recruit new blood to join the club. I do not mean new “older” blood. I mean young folks under the age of 50, that is, pre-middle age. This designation is self-serving as I am hoping to make it to 100. I once again observed this lack (this happens to be a postmodern term) at our recent summer picnic at Tyler and Jo’s horse farm in Nelson near Cazenovia. Thanks to Bill Kohnke’s leadership and the help of many members, the picnic was once of the best attended events in recent years. There were lots of cars (I did not do a formal count, but I am guessing between 30-40 cars) and people. The food was tremendous with corn on the cob, hamburgers, hotdogs, sausages, ribs, baked beans, a dozen different salads, and loads of delicious dessert. There were also four types of drinks (including the Arnold Palmer) in large containers, and water and soda, as well.

The food was great, the company was super, and the cars looked beautiful. But as I was chatting with Kent Hubbell, a fellow member from Ithaca, I brought up the issue of the average age of our membership. I do not really know what it is but I suspect that it must be sixty plus. The two obvious young members were the host and his lovely bride. Not to ignore our distinguished senior members, but the other youngish members are perhaps Art Vanore, Barbara Conley, and Gil Wistrup. I apologize if I left out any other young folks. Inversely, the cars at the picnic were mostly “young” Caymans, Boxsters, newer 911s, and Uwe’s 924S. The only older car was Jack and Jill’s 1973 914. Although Jack is part of the senior crowd, I would exempt the ageless Jill from this group.

My discussion with Kent led to another observation that occurred to me. That is, younger people seem to gravitate to BMW, Audi, Subaru, VW, and other sporty cars. These are the cars that younger drivers bring to Drivers Education events including those organized by PCA regions. I personally know three other under 50 members—Steve Vasina, Jeff Turco, and Nate Rider. Steve is now into Club Racing his 914-6, Jeff is in between Porsches and riding his Ducati, and Nate is a relatively new member trying to get into Club Racing.

Perhaps as a group, we could start a conversation about why Porsche has this image problem of attracting a more mature clientele. Many if most of us joined when we were among the under 50 group, but fewer and fewer seem to be joining. I doubt if it is because of the cost of the cars themselves. Nowadays, one can find early Boxsters for under \$12,000 and even 996s are within the reach of many young buyers.

So, why isn’t the traditional adage that “racing success translates to success in the showroom” working for younger Porsche owners? Is the factory move to make Cayennes and Panameras a response to the aging of its traditional client base? Has the public taken for

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granted GT racing is really a Porsche class and that 911s are way too expensive for the average person? Is there a perception of snobbery among Porsche owners that is a turn off for others? What can we do to attract younger members? Would it diminish the Porsche image if it produced a comparable car to the Miata?

I ended my conversation with Kent with the confession that I failed to be passionate about the new Porsches, which have become too luxurious as a sports car. Perhaps it is the inherent Luddite in me, rising crabbiness, or perhaps an old fool still holding on to the idea that sports cars are purpose built machines with minimal amenities to distract the driver from the pleasure of driving fast and competently mastering his machine. Modern Porsches with the alphabet soup “nanny” systems allow their drivers to think that they are good drivers where in fact, the cars themselves counteract driver mistakes. I must confess that modern Porsche road cars today are more touring cars rather than sports cars. Of course, my opinion is a jaded one and one formed when I first noticed sports cars that were inherently different from the family sedan. My dad loved Cadillacs and Buicks as our family car, but he also had an MG Midget as our sports car.

And lastly, I finally decided to sell my (and Wayne Kunkel’s) Lotus Seven. Now that was a real sports car whose existence was purely for driving. I had also sold my Boston Whaler so I had some ready cash to consider acquiring another track car. I know many of my friends have given up on their early 914s, 356s, and early 911s and bought Caymans. I, too, gave it serious thought. In the end, the allure of the purist sports car won me over. I succumbed to the modern iteration of the classic English sports car and replace the Seven with the Lotus Elise, a machine built not for touring but for driving fast along twisty country roads. The Elise is 2000 lbs. with 195 HP and can do 0-60 in 4.7 secs. The interior is spartan and reminds me of a race car interior. It also drives like my Lotus Seven.

But not all is well. I soon discovered that we Luddites have been fooled again by the proponents of modernity and technological advancement. Even the Elise had to compromise for mandated safety requirements with airbags, ABS brakes, and an engine immobilizer (with five sensors to ward against theft). And to top it off, it even has air-conditioning! But if I ignore these modern amenities and disable the pesky computer (which I did after weeks of trying) in the car controlling anti-theft components, the Elise is still the closest thing to my ideal of a sports car.

And to top it off, I get to keep my old 914-6 and to continue driving it for a while longer. At least, this Luddite Lucy is happy in that old machine.

**RL**



**I'd rather be shifty than shiftless, but clutch my history well**

I have just finished reading through the Winter 2016 **Redline**, the first edited by Skip Testut in four years, and my heartfelt response is “Welcome back, Skip.” I am unsure exactly when and even whether you dear readers will see this, since he inexplicably removed exactly one sentence from my submission in that issue, which probably leaves a whole bunch of you asking “Huh?” Don’t worry; it was simply a suggestion that I find Boolean Logic pretty simple, thank god. I’ll leave it to you to figure out why.

Anyway, digressing as usual (My almost four year hiatus has likely left a whole lot of you wondering what the heck I am talking about – don’t worry – you’ll have plenty of opportunity to figure me out, I promise). I am prompted to write my “tech/humor article” in response to the personal memory thread of Danielle in the Winter issue for manual transmissions. Many of you know I was one of the earliest to try the Tiptronic with my ’95 993 Cabrio Tip after spending two weeks killing my clutch leg in Chicago before I had the opportunity from my subsequent client to get the 993. With that now seeming like the Pleistocene, I’ll not rehash it. Instead, I’ll contrast me, today, with my daughter. I live in rural Oswego County, where a manual ought to seem reasonable, while she and her husband live in “Lawn Goyland” within sight of NYC. I LIKE my Tiptronic, which is a pure automatic in the classic sense, with a torque converter, which makes it a terrible competitor for autocross because it takes so long to convert the torque to forward motion. She, on the other hand, PREFERS a manual gearbox. And despite her largely parking her “Silver Bullet,” my original ’77 911S Targa with the ’88 Motronic engine but 915 transmission (cable vs hydraulic actuated clutch, and split-ring Porsche synchros vs the less balky “paper cone” type used by most today including even Porsche) her daily driver is a Subie Imprezza-based sports wagon with a five speed. And she prefers manuals because ONLY a manual allows YOU to have complete control.

While an automatic CAN be limited for rotation, it can ONLY do so by braking against engine torque. On ice or snow that is at best wishful thinking, whereas a decent driver with a manual can control the rate of torque application absolutely and completely with the clutch. Add the fabulous Subie All Wheel Drive system, and she has no fear of driving in ANY conditions that won’t swamp the car (She lives in Long Beach, where they are still recovering from Hurricane Sandy).

So you might wonder, given my obvious belief in the advantages of manuals (they also get far better fuel economy and drivetrain longevity as there is no slip nor heat buildup in fluids like all automatics) why I still extol the Tiptronic? The simple answer is that I don’t yet own a PDK, which is the nearest to the perfect mix of both. It is still a conundrum to me that Porsche has not made EVERY Porsche with a PDK with user selectability for driving as EITHER, since it requires only a dump valve clutch pedal and manual gear selection by electrical mechanism, which is exactly how the computer selects them in the automatic mode. I wrote about that in Skip’s last issue four years ago. Not much changes, except we get older.

But since then a bunch of interesting facts have come to light. Not least impressive has been that MOST non-American Porsche purchasers PREFER the PDK. Like Jess and Danielle, North Americans seem to be the general holdouts for manual gearboxes, even as we continue like most to slide closer to a primarily urban population. In large measure, that has been advanced by the fact that even Porsche offers many models with no other choice. The most surprising of those is the latest GT3, the car I would have predicted would be the one to change ONLY when they “pried the owners’ cold dead fingers from the shifters.” But Porsche AG, ever the epitome of “We’re Porsche and you’re not” listened closely to the experience of Hurley Haywood on track, who demonstrated regularly the empirical advantages for competition of the PDK, and their warranty experience, which showed the machine’s control of the launch and shifting made for FAR lower claims experience vs manuals. I submit that most of us have seen the typical “boy racer” behaviors which drive such deterioration and needless damage to well-made equipment, as well as the global emissions and CAFÉ fuel consumption standards driving engineering efforts today. Something has to give, and your choices will be the first.

Now to my comments on the unmentioned factor both Danielle and Jess share – they are both women who learned to drive under the tutelage of their Dads, both of whom understood and liked manual gearboxes. While I have no epidemiological data on which to base my sexist rhetoric, which I fully acknowledge is sexist because my daughter says so, I think it is far more critical and salient to the issue than most will admit. After all, what percentage of the populace was ever taught to drive a manual correctly? Based on observations, I’d say DAMN FEW, male or female. But being a male, I can assure you the predilection to teach sons such talents was far more prevalent than for daughters. ONLY where there were no sons was that likely to deviate from the norm.

Can ANY individual story or anecdote explain a society? No. Can a broad spectrum of them give indication of trend? Sure. So why might we in North America prefer Porsches with manuals while even where the immediate prior experience suggested manuals would be preferred, for example Europe, and why are they rapidly leaning the other way? The answer is PDK-like technologies. People who drive city cars with micro-engines, or diesels, plus manual gearboxes don’t drive them because they WANT the inconvenience of the clutch, but because they pay up to six times what we pay for gas, and they want to minimize that cost. With what Jeremy Clarkson, late of “BBC Top Gear” fame, calls “flappy-paddle gearboxes” most carmakers have been duplicating the efficiencies of manuals, but with the ease of operation of automatics. And as the CEO of “Black and Decker” once observed, nobody really wants a ¼” drill, they want a ¼” hole, so satisfying THAT need is where the opportunities exist.

And BTW – gearheads like me, and most of you dear readers, probably are NOWHERE NEAR the median marketplace of which that CEO spoke. For all the ways in which my daughter daily amazes me with HER talents, my SOLE “disappointment” with her has been the fact that she sees tools like that CEO, while I know every tool in my toolkit on a first-name basis and purchase tools just to have THAT tool itself, often without really knowing how I will apply that tool at the time. And I’ll bet a LOT of you

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readers have more in common with me than my daughter in that regard. Where I suspect I'll be wrong, though, will be with YOUR loved ones.

Where is all this heading? I am not sure. I can foresee that there will come a point where ENOUGH North Americans will buy enough Porsches with PDK's that there will cease to be justification for the cost for certifying the alternative manuals. And that will be doubly sad considering how SIMPLE it would be to make BOTH capabilities in EVERY Porsche, since a PDK IS a manual gearbox. It simply has a computer running the clutch and shifter. And, frankly, YOU have long since lost direct control of the throttle and are close to losing the brake, too. Just ask Google, who will be happy to even take the WHEEL!

And "Aaahhold" will have become the norm sooner than you think. Don't be surprised when you will not even be ALLOWED on a road unless your car drives itself, at which point its transmission will be moot. Do not go gently into that dark night. But you had better start thinking about those implications, because they are already here. Just try to buy a new Porsche GT3 with a manual. See?



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THE “OTHER” PORSCHE MUSEUM

Okay, we all know about the current Porsche Museum in Stuttgart. Stunning exhibits, breathtaking building – the Tabernacle of Sacred Zuffenhausen. Many of us have been there.

But how many of the faithful are aware of another Porsche museum, tucked away in Gmünd, a small, artist-friendly Austrian city with a castle in its walled medieval Hauptplatz? On this city’s outskirts Porsche Number 1 emerged into Alpine daylight in 1948.

Gmünd, by the way, is pronounced mundt; we English-speakers are flummoxed by consecutive consonants. It comes from Mund, or “mouth” – in this case probably referring to the River Malta, the “G” acting as an intensifier.

This “other” museum is denominated “Porsche Museum Helmut Pfeifhofer,” exhibiting cars, parts, models, photos, and an archive, all representing its owner’s passion, and located in a neat but unpretentious building that once served as a local nobleman’s stable. While no post-’90s Porsches are resident here, anyone who fancies earlier examples has come to the right place.

As a ten-year-old boy in the late 1940s museum founder-owner Helmut Pfeifhofer attended school with sons of Porsche-Konstruktionen employees who late in World War II had relocated to rural Austria when the firm’s Stuttgart base was threatened by allied bombing. These contacts, and exposure to the earliest cars bearing the Porsche name kindled in him what today he calls his Porsche-Fanatismus. Later, while pursuing a successful career as an antique dealer, he acquired his first Porsche, and soon built a collection.

So, what to do with all his cars? Share the enthusiasm with the public, of course! Next step was purchase of the aforementioned stable building, where in 1982 Herr Pfeifhofer opened his museum to the public.

Bill Hayman and I visited the museum in the fall of 2015 while following Porsche’s heritage trail. For Herr P. it’s a hands-on operation; when we met and spoke with der Boß he was working the admissions desk. Following our meeting Bill and I enjoyed time in the galleries that feature 40-some vehicles on two floors.

The vehicles range chronologically from a slight oddity: a 1932 Steyr 30 sedan -- the fledgling Porsche firm’s 45th design -- to a 1991 968 cutaway. In between there are World War II-vintage civilian and military Volkswagens, assorted 356s, a 597 Jagdwagen, 911s, a rare 916, and race cars that include a 718 RSK Spyder, 910 Bergspyder, an ex-Mario Andretti 962, and a CART-era Indy car.

Special exhibits (Sonderausstellungen) appear from time to time, often the result of close cooperation with the current factory museum. The venerable 356/1 of 1948 has returned to its “home town” on occasion.

Among many highlights are the bucks – contoured wooden frames upon which aluminum sheets were laboriously shaped into body panels. From those hand-built days just after World War II are bucks used to form the bodies for the 356/2 “Gmünd Coupes”, 40-some of which were constructed by Porsche during its Austrian refuge – and one for the 550 Spyderys, created back in Germany in the early 1950s. The saga of Master Craftsman Friedrich Weber, who beat panels to shape with consummate speed and artistry but who was generally a Monday no-show following weekend drunks, adds its quirk to Porsche lore.

My personal collection favorite is Gmünd Coupe 356/2-020 of 1948, whose body was never painted, nor even prepared for painting. It sits next to its buck as if fresh from Herr Weber’s hammer, its flanks, roof and decklids still pockmarked with small dents, still awaiting “hand-planishing,” the labor-intensive smoothing process its sisters’ bodies went on to receive before painting was initiated. We assume that 020 will live out its existence in this unfinished, but illustrative state.

We understand that Helmut Pfeifhofer’s son Christoph now takes an active part in the museum, performing mechanical repair tasks and also regularly “exercising” many museum cars on local roads. This is undoubtedly a blessing for his father, who is now well up in years, though obviously still sharp and active.

Bill and I heard no English spoken during our visit, but Herr Pfeifhofer responded kindly to our introductions, later providing us with directions from his museum to the former Porsche operation site.

Contrasts between the rustic Pfeifhofer museum and the polished and professional Porsche Museum in Stuttgart are inevitable, yet neither suffers therefrom. Indeed, their relationship is collegial. In its Alpine venue the former serves as an echo, reminding us of what was begun in a repurposed sawmill on the other side of town nearly 70 years ago. Our visit, and the brief chat with Herr Pfeifhofer made us feel a bit closer to the storied marque that we all admire.

***Drive in its Finest Form!***

**Footnote regarding the “Gmünd Coupes:** Anyone unfamiliar with these rare and historic Porsches would do well to view the Jerry Seinfeld-Jay Leno episode on the TV series “Comedians in Cars Getting Coffee.” Seinfeld acquired No. 040 a few years ago and while restoring it to mechanical perfection, performed only conservation on the exterior and interior, preferring that it retain the “patina” it acquired from decades of rigorous use, and therewith a particular provenance that is to be cherished.



On the left, Bob Graham points at the pockmarked, 1948 Gmünd Coupe 356/2-020 described in his article. **Photo courtesy of Bob Graham.**



On the right, Bill Hayman stands guard at the “other Porsche Museum” the *Porsche Museum Helmut Pfeifhofer* in Gmünd, Austria. **Photo courtesy of Bob Graham.**



Herr P., Helmut Pfeifhofer, in an autographed photo taken by the author.



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**Editor's Note: The following article was published in The 2 Seater, the newsletter of The MG Car Club of Central New York.**

### **1977 U.S. Grand Prix West By Richard D. Jeffers**

I watched the 1976 U.S. Grand Prix West at Long Beach on TV and thought, "Wow, a real street race like the old days at Watkins Glen! I have to go to this." So, the next year I ordered up race tickets and an American Airlines fly/drive vacation package to California. Friends at the Carrier plant near Los Angeles provided discount cards for Disney Land, Universal Studios, Knott's Berry Farm and other attractions. Judy and I headed out on March 28, 1977, for a week in the sun along with my mother, who had never flown on an airliner.

Before I was a Porsche Pusher, I was a Ferrari Fanatic so was delighted to find that the Holiday Inn where we were staying in Long Beach was the headquarters for the Ferrari F1 team. There were numerous interesting Ferraris in the parking lots and on the grass surrounding the hotel. One morning, we got in the elevator to go up for breakfast and there stood Niki Lauda and a couple of Ferrari people. Niki wore a baseball hat pulled low and to one side to hide the terrible scars from burns that he had received in his horrific crash at the Nurburgring the previous year. We sat at a table next to him for breakfast, and he never removed the hat.

During the first part of the week, we visited many attractions in the area and, on Friday, went to the Briggs Cunningham Automotive Museum at Costa Mesa. We were the only visitors at the time and got the personal attention of Director-Manager John Burgess, who escorted us around the museum. I especially remember how he lovingly described the details of the 1927 Delage grand prix car. John had been a sprint car driver on the east coast and was an inductee into the National Old-Timers Hall Of Fame. He also was an accomplished artist and member of the Automotive Fine Arts Society. Many of his paintings were on display in the museum.

On Saturday, Judy and I went to a USAC midget race at J.C. Agajanian's famous Ascot Park. Mel Kenyon won the feature, his 80th in the USAC midget division.

Sunday we arrived at our grandstand, at the Queen's Hairpin, to find that I had lucked out again and our seats were located in the middle of a sea of red in the Ferrari Club section. We ate lunch, sitting on some rocks behind the grandstand across the water from the anchored Queen Mary, and noted the many Ferraris parked there. Some had "For Sale" signs on them, which caused me to realize that certain models were actually affordable to a person of my means (a year later I bought one). From our vantage point the racecars approached from the right down Shoreline Drive at maximum speed, decelerated at an incredible rate in front of us and negotiated the hairpin to the right. They then passed back in front of us and made a left turn back towards downtown on Pine Ave. Jody Sheckter led most of the race in the Wolf WR1 but had a tire deflate near the end. With a couple of laps remaining, Mario Andretti, in a Lotus 78, slipped by Sheckter going into the hairpin (right in front of us) for the win. The next lap Lauda, in the Ferrari 312T2, got by at the same spot to capture second and receive a big cheer from the Ferrari crowd. Lauda went on to win the 1977 World Championship while Andretti had to wait until the next year.

After the race, we picked up my mother and went over to Knott's Berry farm for one of Mrs. Knott's famous chicken dinners and a piece of their signature boysenberry pie. It was the perfect way to end a great vacation. RL

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## Porsche Driving Experience Atlanta by Larry Lee

On my 65th birthday, I had the excellent good luck to be able to spend a day at the Porsche Driving Experience in Atlanta. What a birthday present. Earlier in the year my wife was the high bidder on a \$500 voucher for the Porsche Driving Experience at the Central NY Region PCA charity auction. Due to our move from NY to Delaware, I wasn't able to schedule my driving time in Atlanta until September. If I'm going all the way to Atlanta to sample the latest from Porsche I'm not going to only drive one car for 2 hours so I booked a 2nd driving experience. In the months leading up to my day on track, I spent some time going over the rules of engagement and trying to decide which new Porsches I was going to drive. Pretty much everything that Porsche makes was available.

If you could drive two of anything that Porsche makes on the track, what would it be? For me the obvious choices would be a 911 and a Cayman but performance wise these two are pretty close together. I decided that I wanted to experience the extremes of Porsche performance. A very high performance car and something not so high performance. Of all the new Porsches available it was easy to pick the Cayman GTS with PDK transmission. This one is pretty near the high performance end of the spectrum and was a car I had not driven. The other end of the spectrum was more problematic. I didn't want to take out a Cayenne because I'm just not into trucks. I settled on the Panamera and since I wanted something as far from the Cayman as I could get, I chose the hybrid version of the Panamera. I had almost no experience with hybrids. So there you have it, a purebred high performance sports car and a hybrid land yacht. Lets go.

The Porsche facility in Atlanta is between a highway, a railroad track and the Atlanta airport, a great place to make a lot of noise without upsetting the neighbors. The Porsche building is a large modern facility in a kind of old industrial area. Porsche is building a hotel right next to their driving experience facility. In the morning, check-in went smoothly and I met my driving coach for the day. We started with a discussion about expectations and why I chose the cars I did then it was time to go meet the Cayman GTS.

There was a quick review of the car and some time getting things adjusted before strapping in and heading out on the handling track. The one-mile handling track is a tight little road course that runs around the outside of the driving area. The track is designed to stress the cars and it's not the easiest track to learn. The difficult thing here is that you have to learn a new car and a new track at the same time and the guardrails are pretty close, definitely no room for error. The task was made much easier by the wonderful PDK transmission in the Cayman. Running on the handling track is pretty much like running a DE. Top speed is in the 80-90 MPH range if you are trying hard. After we did a bunch of laps we pulled into the infield to try some of the fun available there. The infield had several demonstration areas designed to show the capability of the cars in the different operating modes. First up was a slalom. We tried this 3 times using Sport mode, Sport Plus mode and no driving aids. We were pulling so many Gs in the Cayman that by the last run through this I was starting to feel sick. Next up was launch control. Left foot on the brakes, right foot mashes the gas to the floor then the brakes are released and the car LEAPS forward, quickly ripping off beautifully fast, crisp shifts. I loved launch control. I want it in my 944!

Then we went to the kick plate. This is a low friction area paved with polished concrete with sprinklers wetting everything down. You drive toward the kick plate at 21 MPH. The front wheels go over the plate then the plate throws the rear wheels violently to either the right or left putting the car into a big skid. In sport mode or sport plus you counter steer and catch the slide without too much drama. With driver aids off all you do is spin. Hey look Ma, I'm spinning in someone else's \$70,000 car!

After this embarrassment it was over to the skid pad. This is another wet down low friction surface. The goal here was to go as fast as possible, feel the transition from understeer to oversteer then try to do one complete circle with the tail hung out. In Sport mode it was possible but very difficult, Sport Plus mode was harder and driving aids off just resulted in violent spins.

After I had enough spins it was back out on the handling track to put the willy to this GTS. It only took a few laps before I began to fall in love with PDK. PDK is like having Hurley Heywood in your gearbox always making sure you are in the right gear and always making perfect, fast, crisp shifts. Not like any automatic transmission I had ever driven. The GTS had a wonderful crackle in the exhaust during heavy braking. It was such a balanced car, just a joy to run hard.

We had a long break for lunch then had a chance to explore the facility. We visited the little museum, which had cars from the Porsche Museum in Germany and customer cars. Most notable was the Boxster show car from 1993. We got to look in on the Porsche Classic department where older Porsches are repaired. It was Guards Red 911 Wednesday when we were there.

In the afternoon it was time for the V6 Panamera Hybrid. How is this big heavy luxo barge going to do on the track and on all those slippery surfaces in the infield? This is a plug in hybrid and when I got in the batteries were only 1/3 charged. We started out on the handling track with only the electric motor running. I wasn't being shy about using the accelerator pedal. Kind of erie going 60 MPH in silence with the tachometer reading zero. We did 2 laps on electric only and the battery level hardly dropped. These were pretty quick laps to be sure. On the 3rd lap the gas engine kicked in and now we have over 400 HP available between the gas and electric motors. Yeah. This sucker moves! It's a big heavy car and you can feel the weight, but man does it go. The only cars that passed me were a 911 Turbo and a GT3. I'm sure I surprised several 911 and Boxster drivers when I went by. The only negative for this car was the

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Tiptronic transmission. In Sport mode it was sometimes in the wrong gear coming out of corners. Sport Plus mode seemed to fix this little annoyance. The Tiptronic transmission is good and probably appropriate for the Panamera, but the PDK in the Cayman is much better.

OK this thing hauls the mail on the track, now its time to play in the infield. As expected the slalom was a bit of a handful but we made it through pretty quickly without embarrassing ourselves. Launch control was surprising. This big car pulls hard off the line. What's a car this big and heavy doing accelerating like that? Oh right, 400+ HP and 400+ foot-pounds of torque. That'll do it. The kick plate was interesting. The Panamera has a much longer wheelbase than the Cayman so it was much more stable on the kick plate. It was much easier to catch the slide. Turn off the driving aids and the Panamera spun at least as many times as the Cayman GTS. On the skid pad, the Panama felt much different than the Cayman. It was more stable up to the point it spun then it would spin violently. The Cayman would understeer then quickly switch to large oversteer then spin.

After playing in the water we went back out on the handling track and just pounded out a bunch of pretty quick laps. This big car never protested being hustled around the track. Yeah it's big but it is very capable.

And then it was over. My driving time was done. Back to reality. What a fantastic opportunity this driving experience is. This isn't cheap but it is an excellent way to sample the latest from Porsche in a controlled environment in ways that you could never do on the street. You could never go to your local friendly Porsche dealer and take out a 911 Turbo on a test drive like this. The salesman would have a heart attack and you would surely end up with a big ticket from the neighborhood cop.

Leaving Atlanta we took a leisurely drive up the Blue Ridge Parkway with stops in Asheville for the Biltmore Mansion and Charlottesville for Thomas Jefferson's home, Monticello. After all this fun and enjoyment the last thing we did on this trip was fight Washington, DC rush hour traffic. Talk about a low performance environment. RL



It may not be the Porsche Driving Experience at Atlanta, but determined to show Dad how it's done, David White takes very seriously a driver simulation of Watkins Glen International while at the 2016 Parade. **Photo courtesy of Chris White.**

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## Cleaning out the Radiators in a 2011 Cayman by Bill “Save Me from Myself” Kohnke

The question came up one fall day: How hard would it be to clean out the radiators in my 2011 Cayman? I could see quite an accumulation of leaves and fluff in front of them with a borescope.

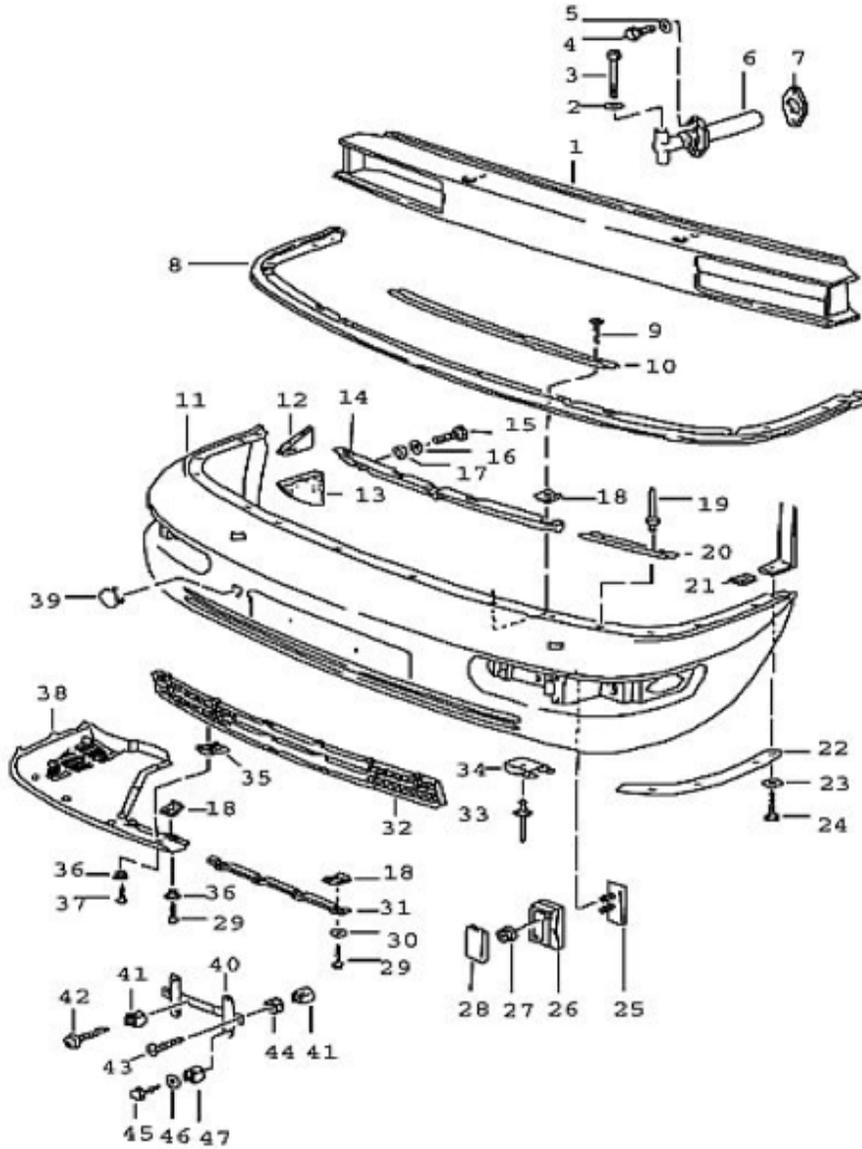


So I removed the front bumper shell and loosened the front AC evaporator (don't disconnect) and cleaned that mess out.



A lot of pebbles fell out when I removed the air guides (one shown on the right in the photo above). I had blown air through from the back but it hadn't gotten all of the junk out. For those interested, here is a link to the work of a Planet-9 contributor detailing all the steps necessary to get to this point <http://www.planet-9.com/reviews/service-items/p102-factory-cayman-s-bumper-removal.html> I really wish that I had read that article first...

By the way the answer of how hard could it be? It was a full day of work to get it done.  
From The PET: This is the components of the front bumper.



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## Just Because... Bill Kohnke's New 914 Project

Piecing together a car just because one can is probably a bad idea. But having bad ideas never stopped me before, so why should it now? Being retired I looked at the rather extensive stash of 914 parts **[I've seen dealerships with fewer parts. Ed.]** and a bare 914 shell that was given to me (probably because it would be insane to complete it) and decided to assemble/repair it, Just Because... It might be an OK track car when I get done, but the start of the project was a bit scary (See photo below). Stay tuned...



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## Instructing High Performance Driving Students in Today's Computer Controlled Rocket Ships

by Brian Daley, CNY-PCA Chief Driving Instructor

2015 was my 20th anniversary of high performance driving, which I began at the Zone 1 48 Hours at The Glen in 1995. I had recently purchased my first Porsche, a 1987 944, Normally Aspirated, 150 HP well balanced car that was my pride and joy. After autocrossing it a few times I met some like-minded souls who enlightened me to PCA's Driver Education schools. From that weekend on I was hooked. After a few years I began instructing mostly novice and intermediate students whose cars were similar to mine in weight and power. Teaching the fundamentals of high performance driving to people who are eager to learn was exciting and satisfying. That was then – this is now.

Over the past few years I have been instructing less but coaching advanced drivers more. This too is rewarding as most of the participants at this level are experienced and well trained and disciplined. However, a new breed of drivers and cars has been attending the schools I associate with and the game is changing. Recently I was asked to do a checkout ride with a student who was considered by his instructor to be ready for open track. This is the process we use to make sure everyone is safe and understands the protocols we all accept as to on-track behavior and skills. The student was in his late 20s or early 30s, lived in Manhattan and drove a year or two old Nissan GTR. The car had been "massaged" slightly to generate approximately 700+ HP!

I have become used to getting into the right seat of a total stranger's car, strapping up the 3-point DOT seat belt and heading onto the racetrack for a 20 to 30 minute session. When things go well it is enjoyable and the time goes quickly. But this is a whole different ball of wax. These cars are so fast it is almost unbelievable. My 1995 BMW M3 with its 3.2L Inline 6 puts out about 240 HP and tops out at about 130 mph at the end of back straight at Watkins Glen – IF I do everything exactly right from turn 1 on. During the checkout ride in the GTR we were exiting the esses at 136 mph on our warm up lap! I did not want to see how fast we were going by the time he applied the brakes to enter the Bus Stop.

There have been several articles in the car mags recently about instructors and coaches deciding to quit the ranks and just drive. I know a couple, personally, who have made that same decision. The problem is we need instructors and coaches if this hobby is to survive in the form that it has evolved. In-car instruction is the model most car clubs use and that is because it is the best way to provide a safe learning experience for the novice and intermediate drivers. Combined with classroom and on-track exercises the steep learning curve from competent street driver to safe track driver can be accomplished much quicker.

The use of computer engineered and designed electronic controls and systems incorporated into our cars have resulted in amazing advances in engine output, fuel efficiency, weight savings, steering, suspension and brake enhancements. In all new cars electronics control fuel/air ratio, valve timing, brake lock up (ABS) and since model year 2012 all passenger cars must have Electronic Stability Control. Known by different acronyms depending on the vehicle manufacturer this system monitors the steering angle, throttle position, yaw angle (degree of rotation around a vertical axis) and traction losses at each wheel. It can and will apply brakes to one wheel only and reduce throttle input if it senses under- or oversteer situations. This will and has saved lives on the street, but when you are on a racetrack trying to teach car control skills the last thing you want is a computer adjusting inputs. However, when you add all of those systems to shock absorbers that automatically adjust damping rates (firm up or get softer) and anti-roll bars that adjust firmness electronically it is very difficult for an instructor to know what the driver is doing. Is he/she lifting off the throttle as we exit the turn or is the computer applying brakes to one of the wheels... ?

So what now? How does an instructor/coach continue in a sport that may just scare the hell out of her/him? Well, what I do is spend a few minutes in the paddock, hopefully with helmets off, and discuss the car, its systems, the driver's experience and skill level and explain that driving fast is not going to impress me. Being safe and aware of everything on and off the track surface is the priority. With novice students I limit the speed by limiting the shifting. It has been my experience that most novices and many intermediate drivers cannot execute smooth and accurate heel & toe downshifts. When I am presented with a 400-700 HP, manual transmission car and a driver that cannot downshift properly we start the day upshifting to 3rd gear only. This allows the engine to be in its sweet spot of the torque curve but limits speed to a safe level that allows the student to concentrate on the best line to drive and balancing the car while braking into turns and accelerating out of them without having to shift. Once the student gets comfortable with that (and I get comfortable with them) we can then upshift to 4th gear and continue improving on the skills acquired. Many of these cars are now equipped with automatic transmissions and paddles on the steering wheel for shifting up and down. These cars have computer controlled throttle blips to match revs on downshifts (the goal of the heel & toe technique) so perfectly that unless you watch the driver's hands or keep an eye on the instrument cluster to see the gear you are in, you wouldn't know they are changing gears. When presented with this situation I remind the driver what gear they should be in at each point on the track and follow this routine until I am confident the driver can be trusted. Also, all systems must remain ON and cannot be turned off without discussing with the instructor first. There are dashboard warning lights that come on when one or more of the systems are activated. Using these as a tool can be helpful – by adjusting driver inputs: steering, throttle and brake and being smoother to the point where the systems are not activated helps the student understand the dynamics at play and how to control them.

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This sport attracts the Type A personalities so we must be vigilant for our safety and theirs.

I reached out to Rich DeAsis, President and Chief Instructor of the Niagara Region for his input on this subject. His thoughts: *The key is how car clubs and other HPDE programs adapt to the new challenges posed by very capable cars and perhaps not quite as talented drivers. You can cite a program very near and dear to your involvement in that for the past few years, GVC BMW CCA and Niagara PCA have taken tangible steps in addressing the very same issue with our Annual Instructor Seminars. WE have discussed at length:*

1. *The steady onward march of progress as it relates to electronic systems and their evolution*
2. *Understanding car handling dynamics of what systems do what*
3. *The need to understand that notwithstanding all the newfangled technologies we still cannot drive beyond the laws of physics*
4. *Teaching instructors on how to corral students in not overdriving their crazy fast chariots*
5. *Teaching instructors to reign in students overly reliant on current technologies*
6. *Teaching students to be much more patient and de-emphasizing speed until they are ready...*

*The past five years or so, all if not most of our instructor seminars have been devoted to addressing this very concern.*

So there it is – a brave new world. Is it still exciting? More than ever! A little scary? Absolutely! But we feel that if we approach each student as a responsible adult who wants to keep themselves, the other participants and their cars safe then we can manage this new era of ridiculously fast cars. RL

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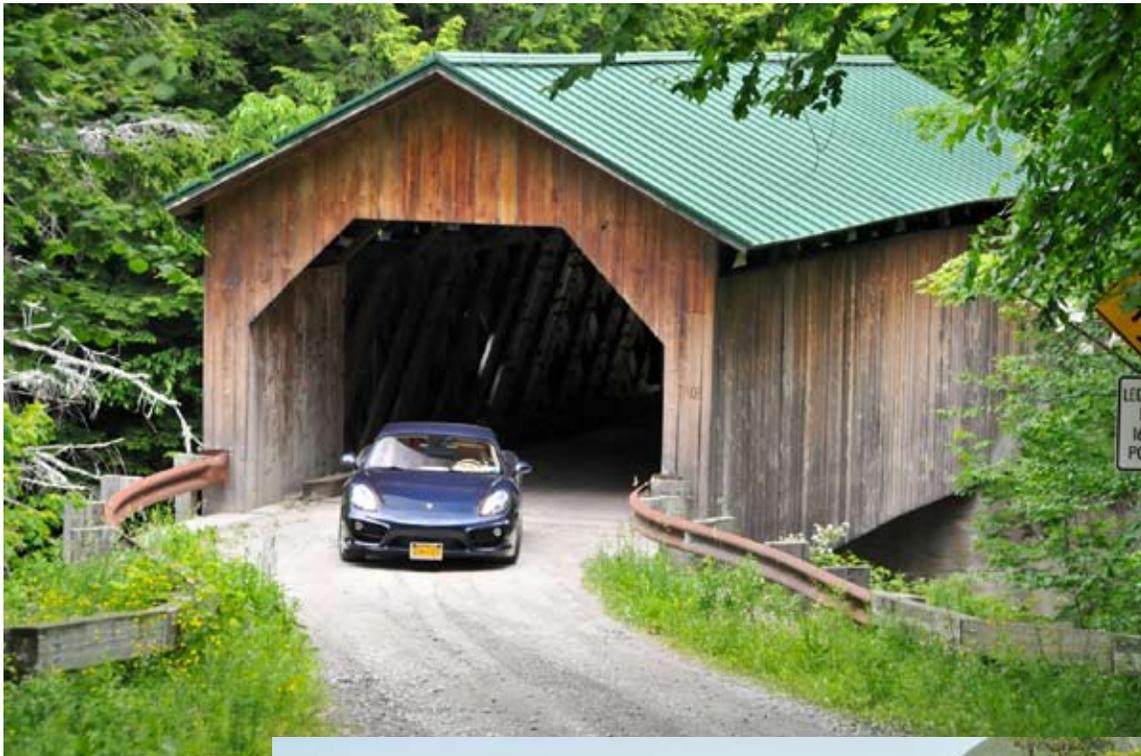


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Zone 1 and National News & Views



The 2016 PCA Parade at Jay Peak in Vermont happened between issues of *The Redline Report*. For those of you who didn't make it this year here's an iconic view of Vermont and a Porsche. **Photo courtesy of Tom Stantz.**

Another great view of the 2016 PCA Parade at Jay Peak in Vermont for those of you who didn't make it this year or even if you did. **Photo courtesy of Tom Stantz.**





Chuck and Joyce Gladle and our 1964 356 SC Bali Blue Porsche Coupe on the Concours grounds of the 61st Porsche Parade in Jay Peak, Vermont. **[Photo courtesy of Chris White]** This beautiful example of a “driven Porsche” won its Class, Division and Group in the Preservation Group competition at the 2016 Porsche Parade.

Purchased new by Chuck and Joyce in November of 1964 as one of the last Porsches to come to the United States through the renowned importer, Max Hoffman, the car remains all original. It has provided immeasurable enjoyment over the past 52 years for the entire Gladle family. Always a dual-driver car, it has thousands of miles competing in autocrosses, rallies, concours, hill climbs, driver education events, tours, trips and Parades.

It has always been a strong-running car and we had a fantastic time driving it to and from the Parade blasting through the Adirondack Mountains. This car is a treasure and we consider ourselves its caretakers.

Chuck and Joyce Gladle



<---CNYer Wayne Kunkel is recognized at the 2016 Porsche Parade for his service. Congratulations, Wayne!

**Photo courtesy of Chris White.**



It wouldn't be a Porsche Parade without Bill Noroski's Heidi. **Photo courtesy of Chris White.**



Jack and Jill Vasina pilot "Old Yeller" at Milliken's Corner in Watkins Glen on September 9th during the 2016 Vintage Grand Prix Festival. Rumor has it that "Old Yeller" went on to win Honorable Mention in the Corning Concours d'Elegance. Congratulations to Jack and Jill. **Photo courtesy of Rich Avery.**

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## PCA Vintage Club Racing by Jack Vasina

PCA Club Racing has added a new twist on an already successful series. On the weekend of September 24th and 25th at Summit Point Motorsports Park a new race group was initiated for Vintage racecars. Any air-cooled Porsche, 1983 or older, was eligible as long as it met the already established requirements for PCA Racing. There are four classes: Four cylinder over and under 2.4L (V4O, V4U) and six cylinder over and under 2.4L (VO, VU).

The weekend consisted of four, 30-minute sprints. There were two sprints on Saturday and two on Sunday. There were a total of twenty vintage cars entered, which was a good turn out for the first time this event was attempted.

My son, Stephen, was entered in the VO class in his 1975 914-6. Stephen had never raced at Summit Point so the Friday Practices and Qualifying were essential to learn the characteristics of the track. Fortunately he is young and a quick learner, which helped to qualify him third place overall for the first sprint race on Saturday. In the first sprint on Saturday he had a good battle with the second place car but ended up third. In the second sprint on Saturday he started on the pole based on the fastest lap in the first sprint. He pulled a large lead and finished first. In the two sprints on Sunday, Stephen started on the pole and won both races. It was a great and successful weekend for those of us representing CNY and Stephen's first overall victories in the three of the four races. As many of you know we have had our share of racing mechanical misfortunes so these victories were very sweet. We took Jill along with us and she became our good luck charm.

We received an e-mail from Fred Pfeiffer who organized the Vintage class and PCA Club Racing has approved the Vintage class for 2017. There will be more venues available for the Vintage Class so dust off those old racecars and breathe some new life into them.

*See you at the Races!*



Stephen Vasina leads the pack at the start of the Vintage race at Summit Point Motorsports Park the weekend of September 24 and 25. **Photo courtesy of Jack Vasina.**



Standing next to a Porsche participant in the Continental 150 race at the 2016 Sahlen's Six Hours at the Glen on July 1 are Thak Chaloehtiariana (L) and Skip Testut (R). Bill Noroski take note, the editor preferred the slower, but far sexier Aston Martin in the background. **Photo courtesy of Mike Darminio.**



Want to impress your Porsche friends? How about this Porsche cuckoo clock selling for approximately one Porsche Unit. Ed and Lin Hurd saw it while on a river cruise in Europe. **Photo courtesy of Ed Hurd.**

## German for a Day by Rich Ertinger

The 56th annual Great Syracuse Bavarian Oktoberfest was held on August 6th and 7th with the benefit of perfect weather. This festival was sponsored by the German-American Society of Central New York, which is a coalition of clubs and organizations formed to promote German heritage and culture in the Syracuse area. For the last several years our PCA members have been invited to participate by displaying our Porsche automobiles. Those attending are able to listen to toe-tapping German music, watch traditional German folk dancing, and enjoy delicious German foods and beverages (with our warm weather beer was very popular). This year's specialty was Wiener schnitzel and jager schnitzel, which I'm told sold out on the first day.

On Saturday we had eight cars on display and on Sunday four. On Saturday we had the pleasure of meeting new members Jason and Maria Conroe, who have just relocated to this area from Florida's Citrus region. They brought their brand new, gorgeous Macan GTS and also have a Boxster. **[Photos below courtesy of Barbara Conley. Ed.]** RL



## Die 2016 CNY, Zone 1, & PCA Kalender

NOVEMBER

12

Annual CNY Business and Awards Meeting at the Hathaway House in McGraw

DECEMBER

17

Annual CNY Holiday Party at Steve and Connie Turco's

### 2016 CNY-PCA Annual Meeting

**Place:** Hathaway House Route 41 McGraw NY

**Date:** Saturday, November 12, 2016

**Time:** 5:00 pm Cocktails  
6:30 pm Dinner

**Dinner choices:**

- Broiled Delmonico steak with Garlic Herb Butter and Glazed Mushrooms
- Coquilles St. Jaques-scallops in a white cream sauce
- Rotolo di Zucca Homemade egg pasta Roulade with a roasted butternut squash , spinach and ricotta filling
- Vegetarian or Vegan

**Price per meal:** \$40.00

**Make check payable to:** CNY-PCA

**Please send Dinner selections with any meal restrictions and payment by November 4 to:**

Mike Darminio  
706 N. Salina St.  
Syracuse NY 13208

**Questions:** [darm911@windstream.net](mailto:darm911@windstream.net)

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## 2016 CNY Porsche Club Fall Tour by Doug Schrank

A group of (8) cars made a scenic drive to Pennsylvania for this year's Fall Tour. The first (5) cars met at the Lafayette McDonald's and paraded to the Binghamton Cracker Barrel for a light lunch where we met (3) cars from the South. After lunch, we drove a combination of Routes 81, 11 and some back roads to reach the Lackawanna Coal mine outside of Scranton. It was cold and dark down that 190-foot mineshaft, but many, including myself, had never been in a mine before. On the way we stopped in Nicholson to view the Tunkhannock Viaduct **[See photo below]**, the highest and largest concrete railway bridge in North America, capable of carrying the load of two trains at once. After several caution and red lights, we did keep the cars together through the Scranton rush hour and made our way to the Bartonsville Hampton Inn. After a very frantic shopping trip and a quick pizza and sub takeout order, we just managed to spread everything out as the first of our group arrived at the meeting room at 6:30PM exactly. The Hampton Inn was fabulous, and believe it or not, our check inn clerk's name was "Porsche."

An interesting thing about buying beer in Pennsylvania, the most any one person can purchase at one time is a 12-pack and it must be paid for in the beer section. Luckily there were three of us and so we were able to get the amount we needed, but only after showing our IDs, paying for each purchase separately and waiting while the cashier carefully wrapped each 12 pack individually.

With Happy Hour finally underway and everyone in attendance, we enjoyed mostly beer, some wine and other snacks, pizza and subs and a full bottle of Glenlivet 12 year old scotch. Thank you Bill!!

Saturday we attended the Autumn Timber Fest at Shawnee Mountain ski resort outside of Stroudsburg. The roads up and back to the ski area were nice and winding and enjoyed by all. The Timber festival was not crowded and easy to get around and included lumberjack competition, chainsaw and blacksmith demos, K9 competition and pig/goat races. We had food from the several lunch trucks and a few beers and back to the hotel for a well deserved nap.

Saturday night, we went to dinner at the LongHorn Steakhouse in Bartonsville, which was just across the street from the hotel. We had a very large group of (16) and it was very busy that Saturday around 6 pm, but they seated us all in the same section at three tables.

After Sunday morning breakfast and checkout, we drove along the Delaware Water Gap to Port Jervis and then along the Delaware River back to NY. Again, the Pennsylvania roads did not disappoint with lots of curves and a few open stretches for higher speeds. It was a little cool but it never rained and the foliage was very beautiful.



## 2016 CNY Porsche Club Summer Picnic by Barbara Conley

What a great turnout! Everyone enjoyed Sunday, August 28th at Tyler and Jo Stephenson's farm. They really did a great job hosting the picnic. The food was great and everyone seemed to be enjoying catching up with old friends. The day was warm but there was a cool breeze blowing as the Stephenson's farm is on a bit of hill, but the rain held off!



Gracious hosts, Jo and Tyler Stephenson, provided the setting for the annual CNY Picnic at their home in Cazenovia on August 28th. **NEWS FLASH: On September 12 Tyler and Jo became the proud parents of Skyler! Welcome to CNY's newest member and congratulations to the proud parents! Photo courtesy of Tom Stantz.**

CNY lines up for the annual CNY Picnic in Cazenovia on August 28th. **Photo courtesy of Dick Jeffers.**





Nadine Prince, in the appropriate German colors, enjoying a moment in the sun. **Photo courtesy of Tom Stantz.**

Maybe it is the cars and not the people... Stalwart CNY members Bill Noroski, Thak Chaloeintiarana, and Dick Jeffers enjoying the picnic. **Photo courtesy of Barbara Conley.**



CNY members taking advantage of the good food, August weather and company at the annual CNY picnic. **Photo courtesy of Barbara Conley.**

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## Summer CNY Rally by Dennis Hesse

The plan for the August 20th rally was to meet at the B-52 on Griffiss Business and Technology Park in Rome, NY. The weather gods were smiling on us. All the participants showed up on time to cover a quick outline of the rules and PCA required items, to fill out waivers, and to give a quick tour/answer questions about the B-52. The first team even managed to roll at the planned 10AM start time.

During the drive teams were asked to find certain landmarks and to answer questions about the landmark. Each team received three playing cards at the start and got two more at the finish. The best poker hand was to be used as a tiebreaker. The route headed east, initially, about 10 miles to Holland Patent and then traveled north to Booneville and before returning back south to Rome.

What followed was an example of how most military plans work: they are great until first contact with the enemy. After everyone got started, I ran up to the halfway point at Booneville and found traffic was all backed up for Woodsmen Field Days. I anticipated traffic, but not road closures, so we had to cut part of the route off. About the same time, I was informed the lead car had broken down. The Bent Valve team was the sweep vehicle and they found a poor damsel in distress in her right hand drive '73 911E, which had broken its throttle cable. They made a field fix with some rope, setting the throttle fixed at 2500rpm and the Purple Peril and Bent Valve teams started back towards the start point. At that point we were down to only three teams.

The remaining teams continued with their stops at the Baron von Steuben burial site, Westernville, Fish Hatchery, Fort Stanwix and finally to the Franklin Hotel for lunch. Meanwhile, fellow club member and fellow rally organizer, Peder Messina, hitched up his trailer and rescued the Purple Peril team, but still managed to meet us all for lunch. I compiled all the results and the Moose River Roaders, Bob and Carol Keller, were declared the winners. They definitely had the home field advantage living in the Booneville area. I will have to make a more challenging route next year.

All the participants said they had a good time, even with all the problems, but all agree, finishing on a trailer is never the best. It does make for good stories and redemption for next years rally. Hope to see a few more teams then.

<u>Team</u>	<u>Driver</u>	<u>Navigator</u>	<u>Car</u>	<u>Place</u>	<u>Incorrect</u>	<u>Poker Hand</u>
The Purple Peril	Anna Wisniewska	Joe Giruzzi	1982 911	DNF		
Moose River Roaders	Bob Keller	Carol Keller	1985 944	1st	0.5	Pair 3s,A,8,7
Li'l Boys Blue	Bill Kritzer	Al Brandolini	1969 911S	2nd	2	J,10,9,4,3
SAVED by the BELL	John Mirabito	Bev Hays	2016 Boxster	3rd	4	Pair 9s,8,7,5
Bent Valves	Bill Kohnke	Mike Darminio	2009 Boxster	DNF		



A small, but dedicated group of CNYers turned out at the Griffiss Business and Technology Park in Rome, NY on August 20th. One of their findings was that even righthand drive Porsches need functioning throttle cables. Who'd have thought?!? **Photos courtesy of Dennis Hesse.**



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## 2016 CNY Autocross Season by Mike Darminio, CNY Autocross Co-Chair

Well, we have many firsts this autocross season **[Not the least of which is an article written by Mike Darminio! Ed.]**. We purchased a laptop computer to run the timing equipment and after many words we got it to actually run the way we thought it would! Gil Wilsrup, in charge of that frustration along with his son Garrett, were able to conquer the beast. Having four autocrosses this year we ran some 75 cars through that very computer. Starting at Cherry Valley Kart track in June onto Corning Community College in July back to Cherry Valley in August and returning to Corning in September. The weather was remarkable or one might say hot and humid except the September event. All events were dry.

Wild Bill Dawson was able to procure the CCC site, being a alumni and all. Sports scholarship. Didn't know scholarships are given in badminton. He also was our course setter and he did a pretty good job even though his pool has red algae [For anyone else but Mike, this would be a non sequitur. Ed.]

So on to the other first things: I have never seen a car in an autocross beached before. I will not RUSH to reveal that person. Or a son beating his dad 's time in two different cars, each driving the same cars. These could be candidates for the 2016 Bent Valve Award!

Another first, we won the Corvette challenge by intimidation!!! The actual challenge was to take place at the last autocross, September 18, and not one Corvette from the Corvette Club showed up. We purposely had a late start (11am) so as to give them time to travel to Corning, after all their cars are sort of slow. The first three events we attempted to show those plastic crates they might have had a chance. Just being neighborly. There is always next year! Right!

### CNYPCA Autocross #1 Cherry Valley 6-26-16

<u>Driver</u>	<u>Car #</u>	<u>Class</u>	<u>Car</u>	<u>Best Time</u>
Karl Jacob	66	SS	2015 Corvette	65.968
Howard Lafever	47	SS	2007 Corvette	66.026
Dennis Hesse	2	SS	2001 Porsche 911 Turbo	67.800
Rush Pond	100	SS	2010 Porsche Cayman S	68.012
Derek Croy	8	SS	2008 Porsche Cayman S	68.222
Hal Defrees	77	SS	2009 Corvette	68.761
Nick Otto	7	SS	2015 Corvette	69.475
Bill Kohnke	1	SS	2010 Porsche Cayman S	71.604
Rick Rinefierd	111	SS	2015 Corvette	72.07
Ray Vilemore	1	SS	2015 Corvette	72.256
Neal Greenfield	131	SS	2014 Porsche Cayman S	72.779
Gary Daprano	88	SS	2006 Corvette	76.867
Paul Marczewski	3	SS	2006 Corvette	77.205
David Dilello	624	AS	2003 Porsche 911	74.59
Dick Walters	5	BS	1994 Corvette	75.421
Richard Shauhnessy	11	BS	2002 Corvette	75.807
Bryan Fox	15	BS	2013 Subaru STI	77.648
Alita Howard	4	BS	2007 Porsche Cayman	81.59
Stephen Lerman	9	CS	1988 Porsche 911	72.063
Michael Charnetsly	6	CS	1991 Porsche 944 S2	74.242
Nathan Rider	42	ES	1985 Porsche 944	74.946
Gerrit Wistrup	84	ES	1985 Porsche 944	76.063

### CNYPCA Autocross #2 Corning Community College 7-17-16

<u>Driver</u>	<u>Car #</u>	<u>Class</u>	<u>Car</u>	<u>Best Time</u>
Ben Dawson	9	CS	1982 Porsche 911SC	29.047
Ben Dawson	8	AS	2001 Porsche 911 C4	29.425
Bill Dawson	12	CS	1982 Porsche 911SC	29.434
Rush Pond	7	SS	2010 Porsche Cayman S	29.752
Bill Kohnke	1	SS	2011 Porsche Cayman S	29.774
Philip Smith	21	GS	2013 Ford Focus ST	30.126
Gerrit Wistrup	84	ES	1985 Porsche 944	30.652
Bill Dawson	10	AS	2001 Porsche 911 C4	31.284
Gene Raymondi	99	AS	1999 Porsche 911	31.406
Bill Griffith	66	AS	1999 Porsche 911	32.474

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**CNYPCA Autocross #2 Corning Community College 7-17-16 (Continued)**

<u>Driver</u>	<u>Car #</u>	<u>Class</u>	<u>Car</u>	<u>Best Time</u>
Al Deluca	313	BS	2002 Porsche Boxster	32.767
Mike Chametsky	11	CS	1991 Porsche 944S2	33.097
Nick Wadsworth	22	GS	2013 VW Passat	33.951

**CNYPCA Autocross #1 Cherry Valley 8-6-16**

<u>Driver</u>	<u>Car #</u>	<u>Class</u>	<u>Car</u>	<u>Best Time</u>
Steve Smith	9	AS	2003 Corvette	63.694
John Breazzano	17	SS	2016 Corvette	64.745
Jack Koenig	44	SS	2016 Porsche Cayman GT4	64.999
Tom Buswell	639	CS	1974 Porsche 914-6	66.171
Dennis Hesse	2	SS	2001 Porsche 911T	66.314
Rush Pond	71	SS	2010 Porsche Cayman S	67.329
Mike Young	1	ES	2016 Subaru BRZ	68.845
Chip Landers	10	SS	VW Golf	69.188
Kienan Gridley	164	DS	2015 Subaru WRX	69.454
Neal Greenfield	331	SS	2014 Porsche Cayman S	69.829
Bill Kohnke	914	CS	1974 Porsche 914-6	70.503
Al Gianni	813	AS	2012 Corvette	70.678
Matt Pond	73	SS	2010 Porsche Cayman S	70.886
Gerrit Wistrup	84	ES	1985 Porsche 944	72.984
George Cruden	171	BS	2007 Porsche Cayman	74.593
Eric Kritzler	33	CS	1975 Porsche 914-4	74.698
Kevin Pond	72	SS	2010 Porsche Cayman S	75.502

**CNYPCA Autocross #4 Corning Community College 9-18-16**

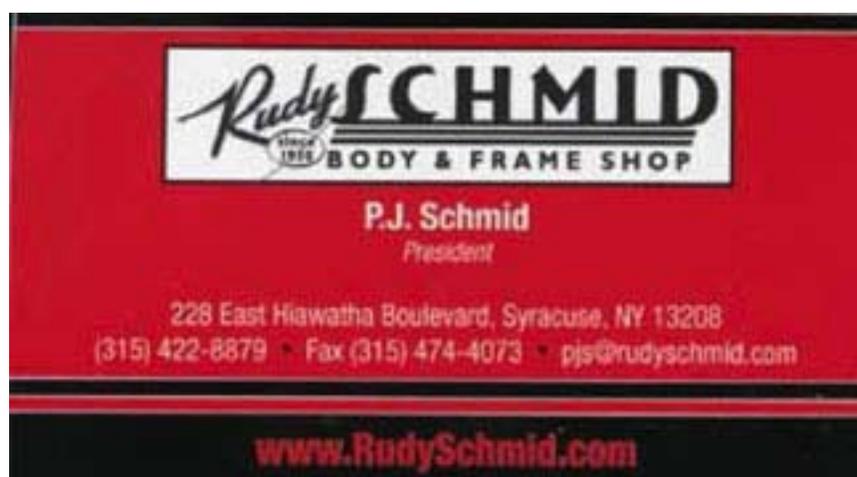
<u>Driver</u>	<u>Car #</u>	<u>Class</u>	<u>Car</u>	<u>Best Time</u>
Bill Dawson	13	CS	1982 Porsche 911SC	42.664
Gerrit Wistrup	84	ES	1985 Porsche 944	43.589
Bill Dawson	12	AS	2001 Porsche 911 C4	44.651
Nick Wadsworth	22	AS	2001 Porsche 911 C4	45.371
Bill Kohnke	1	SS	2011 Porsche Cayman S	46.378
James Keetch	2	SS	2007 Chevrolet Corvette	47.672
Al Deluca	313	BS	2002 Porsche Boxster	47.845
Tom Stantz	73	SS	2014 Porsche Cayman S	48.308
Robert Cerza	1	BS	1998 Porsche Boxster	58.32



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