

# The Redline Report

**The Official Newsletter of the Central New York Region  
Celebrating Porsches and Porscophiles for over 50 years**

<http://cnypca.org>

Porsche Club of America

**Volume 51, Issue 2 - March/April 2008**



**"Cover me, Thak, I'm about to pass!"**

**It may be winter, but track events, concours, rallies, and autocrosses aren't that far away. See inside for details.**



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# The March-April 2008 Redline Report

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**Cover:** Photo with politically incorrect diatribe submitted by Chris White, photoshopped by John Hajny, and re-captioned by the editor. In this club, everything's a group effort.

It's the in-between time, the month of February. Too cold to be outside, too dark to enjoy the late afternoons, and too much salt on the roads to be thinking of a top down cruise, unless your name is Joe Holzer and mine isn't. The Rolex 24 has come and gone, so the 2008 race season has started, but the Rolex was just a tease, and no big races are being held until about the time you get this article. Even then, it'll be NASCAR, a racing I used to love, until too many yellow flags, too many adjectives applied to a car's name, and too much emphasis on making everyone a winner killed that (I still like Jeff Gordon, Joyce).

Fortunately, like most car guys and gals, there are many automotive things to be done in February. Thak and I, for example, attended the 100<sup>th</sup> Anniversary Syracuse Auto Show in early February to check out the new cars and to see what may be in store for us in the future. New cars are nice, but there didn't seem to be anything tugging at my emotions this year. Even the Porsche area consisted largely of 2007 models. Thak, ever the corporate tool of the Porsche Propaganda Machine attributed the lack to the unavailability of 2008 models. Thak, I've read the magazines, as have you. The only new Porsche features in 2008 are on the Cayenne or refer to various color schemes and the availability of USB ports for your iPod or some such. Even the show cars, while interesting, didn't scream out, "Take me!" The Chevy Nomad concept had appeal, especially to one who remembers the original, as

did the Chrysler Imperial (aka Chrysler does Rolls-Royce) and the Jeep Treo (To quote that paragon of intelligence, Jessica Simpson, "I don't know what it is, but I want one."). The important thing is that most of what appeals to drivers wasn't to be found at the show or maybe in the 2008 cars. You know you're in trouble when Honda is sticking rear spoilers on Civics, running a few extra decals here and there and upping the cost by \$10,000 as on the Civic Si Mugen. Only young men wearing backwards facing ball caps with cameras the size of a basketball seemed to notice or care. I didn't. What did stand out was that the big emphasis in 2008 seems to be on luxury, even in the econocar segment. Like many of us, this means that the cars are putting on a lot of unnecessary weight, but the bling's definitely there, if you like that sort of thing. I don't.

This isn't to say that all is lost and that your editor is suffering terminal seasonal affective disorder (SAD), as there are things one can do to lift the spirits this time of year. Joyce's column speaks to this. Specifically, start planning to take part in the various outings available in 2008. For those of you who are track junkies, there are the Driver Ed events, where for a few hundred dollars you can spend a couple of days driving or learning to drive your car at speed and at various locations around the northeast including our very own Watkins Glen track.

If track events aren't your cup of tea, there are also autocrosses held around the Central New York area. If you've not been, these precision driving events are a chance to test your reflexes on a

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parking lot or airstrip for no more than \$20-25, dancing around a pathway marked by cones. About the only thing you can hurt at an autocross is your ego and little needs to be done to your car to be ready. Also and if you're new to being a "car person," an autocross is a nice opportunity to meet car people from other clubs in our area, including the BMW-CCA, the SCCA, the Upstate NY S2000 Club, the Mustang Club and many, many more I'm leaving off for the sake of brevity. You'll even run into fellow members from the CNY-PCA.

Then there are the rallies. Rallying used to be an immensely popular sport among car people many years ago, but interest in it waned until recently, when it appears to be experiencing a rebirth. If your marriage has survived remodeling a house or at least wallpapering a room, you and your navigator are ready for a rally. As you'll notice in "Der Kalendar" and from emails you've received, the CNY-PCA has three planned for this year, but there are other rallies out there with other organizations just calling out to you. They're probably a lot more serious than we are, but you might find that refreshing, who knows?!

There are also the concours events. These events are for those of you who take great pride and interest in perfecting your car's appearance and putting it on display for all to see. If you saw "Best in Show," the movie about dog shows, and/or watch "Monk" on television and don't understand what's funny about either, you are definitely a concours kind of person. Let's just say that you'll find things to do with Q-Tips Johnson & Johnson never considered. Finally, there are the tech sessions. If

you want to know how your car works, how to affect repairs, improvements, or simply want to sound more intelligent the next time you speak to your mechanic, attending a tech session is the way to go. Right about the time you receive this Redline the annual Zone 1 "Tech Tactics" is being held, this year in Danbury, Connecticut. It's probably too late to sign up now (registration is limited), but there are also several CNY-PCA tech sessions coming up, including one with Mitch Van Ostrand and another with John Hajny, two wrenches and drivers who know their way around a Porsche.

Regardless of your Porsche interest, there are many folks in the CNY-PCA to help you. Some participate in all of the events, but most of us pick those we like and stay with them. For example, after a year's hiatus from the autocross scene, I think I'm about ready to return. I miss the camaraderie. Besides, I'm kinda hoping they've forgotten that I used to write articles for the Glen-SCCA covering their autocrosses and won't ask this year.

**Errata:** In the last (January/February 2008) edition of the Redline on page 36, I incorrectly identified Rose Blaszak as Melissa Miller. Rose, if you're reading this, I'm sorry, but you did a great impression of Missy, at least to this near-sighted editor.

## Letters to the Editor

### **On Mazda's GT Class Win at the Rolex 24 at Daytona...**

Just so we keep perspective; there is nothing wrong with Japanese Engineering. Even Wendelin Weideking has hired them. In fact, for the longest time they were the world's best at reverse engineering. What they are best at (and sometimes worst at) is sticking with something until they get it right. That is why Toyota just became the world's biggest carmaker, surpassing GM, despite NOT having any halo "Corvette." It is also why the atomic bombs had to be used at the end of WWII - because they would not accept reality, and were willing to sacrifice 100% of their people for a lost cause.

Not that Germany didn't suffer from some of the same myopia, and certainly not that we don't, but there comes a time when it is simply ridiculous. Porsche certainly experienced it with their attempt at Indy, only to be thwarted by USAC boost rules when USAC realized that Porsche might actually be competitive. And the current silliness with penalizing Porsche in P2 for doing a good job is another example. Sadly, Porsche has been the victim of its own competence. LeMans rule makers thought they could make it easier on French competitors by requiring 25 examples for prototype homologation in the late sixties. They just never met Ferdinand Piech, who was as tenacious as the Japanese. That led directly to the 917 and Porsche's first "dominance," and Can-Am was no different. Subsequent IMSA games

with "silhouette" rules and "footwell protection" rules led directly to the whacky-winged 935 and the 956 to 962 evolutions, respectively. The GT1 was just exactly such a bastardization as the 934 had been, and the Jules 936 from the parts-bin gave the rules gamers the same Homer Simpson "Doh." Like the six wheeled Tyrrell and the Brabham sucker car "cooling fan" in F1, when you let engineers think like lawyers, they will come up with concepts just as unexpected as the 9/11 attacks. It's practically a Porsche trademark.

Has Porsche never lost? Are you kidding? Of course not. And doubly frustrating to them must be those times when their customers have actually beaten the factory teams. But that is the nature of pushing the envelope - sometimes it pushes back. Mazda is to be commended; they took a totally different approach to power plant from everybody else. And just like the Audi R8's and Porsche's Dakar 959, they did their homework well and surprised everybody.

I, for one, am actually glad. It has seemed sometimes that Porsche has practically reached the point where "if you already know the winner, why have the race?" Racing is first and foremost about converting dollars into decibels, and going as fast as possible from point A to point...A. Then doing exactly the same thing, only better, next year. What's the point? Competing. Do you recall the first gas crisis in '73 and the whining from Detroit about the "dumping" by the Japanese? I also recall that the Pinto and the Vega then represented the BEST small cars from America. What does THAT tell you? At the same time I bought my Toyota

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Corolla SR-5, a true gem. Now that gas prices have shot through the roof and we are seeing the MARKET, rather than some stupid government-defined "CAFE" driving ALL carmakers to improve efficiencies, we are hearing the SAME whining from the same players. Remember what they've been making their money from lately?

Quit whining. The rules are the same for all. And the one rule overriding all others is that you cannot be certain what the rules will actually be when you get there. So learn to adapt. Humans and cockroaches are the only species found EVERYWHERE on the planet. There's a reason.

Joe Holzer  
From the Internet

## Only Porsches Need Apply

Some club members (more than one) have told me that they think all articles in the Redline should deal only with Porsche-related subjects and not with other marques, personal information, politics, and the like. This policy would certainly limit my ability to contribute to the newsletter as I have many years of sports car experiences to draw on but relatively few with Porsche. Maybe you could ask the readers of the newsletter for their opinions on what should be included and excluded?

On a related topic, some of the same people who would limit Redline articles also want to exclude non-Porsche owners from club membership. This concerns me greatly because we would lose a terrific newsletter editor and,

if my Porsche were stolen, totaled, or some such, I would not be able to enjoy the company of my friends in the club, anymore! I think this question also needs to be brought before the newsletter readers for comments.

What do you think?

*Anonymous*  
From the Internet

**"Anonymous" raises some good points, readers, so let's give him some answers. Should we restrict the "Redline" solely to Porsche-related commentary (i.e., No more Ramblers, no more "Townie" discussions)? Should we exclude non-Porsche owners from our midst, even those "between Porsches?!" I want to know as I suspect do you. I'll even keep your name secret, if you prefer, but write!**

## Kudos for Mark Schultz

I have no articles for you this edition, however, please mention that Mark Schultz' 356 Cabriolet is featured on the front cover of Hemmings 2008 Calendar! Pretty tall accomplishment by a CNY-PCA member.

Steve Turco  
From the Internet

**For those with internet connection, see what Steve's talking about at [http://www.hemmings.com/store/detail\\_calendars.html?product\\_id=1197](http://www.hemmings.com/store/detail_calendars.html?product_id=1197)**

Continued on page 6

## Mrs. Murphy and Cabin Fever

Middle of winter and I for one, am ready to get out of the house. I wish it would be with the Porsche but we expect to be at the Winter Rally this Sunday.

In the vein of Porsches, "Mrs. Murphy" expects to be painted soon so all will be right with her world. My mother has already directed me to have "Yellow Dog" move to her new home as soon as the weather allows. I wonder if I should tell my new stepfather to avoid the passenger seat at all costs (Mom drives faster than me).

I had a call last Friday from a 914 owner just south of Waverly New York, that he has been unable to get his '75 2.0L running since '96 or so. I had offered last summer to help him out, if he could get car to Montrose so I could work on it. Sunday, I went over early in the morning to get the car and one thing led to another so I now own a '75 metallic blue, 2 Liter, console and all. A lot of the rust spots seem to be fixed or are not real problems, but Peg is having a hard time seeing the car through 5 or so primer spots. I have a feeling that once the motor is straightened out the rest will be quick to fix (I only have 2 complete 2.0L motors and all the components in the east corner of the cellar so this should not be a real big issue).

You may have seen this car. The most recent owner was Steven Moore of Athens. He bought the car in 1991 at an event at Watkins Glen from John Farrelly of Corning area, and he mentioned being at an autocross

or something at the museum at Big Flats. Its color is Ancona blue metallic. 135,000 miles with a complete engine rebuild at 115,000. Steve only put 5,000 miles on it from '91 until '96 when he parked it.

The back yard here is getting a bit crowded, 1-'70, 2 -'75s, 1-'72 and 1-'73 (which has a complete 2.0L in it until I can harvest its vital bits). This is probably a good thing. As I read the ads in Pano and elsewhere, 914 parts are getting less and less available. Then again, what if I go to the Hershey Swap Meet in April and I have more than twice the 914 parts that are there? Regardless, upon surveying the back yard and the 7 vehicles that are in residence, Peg has declared us to qualify as "High Class" white trash since all of the 'donor' junk cars and those awaiting repair are Porsches. No worn out "Detroit Iron" hulks there.

Bill Kohnke  
From the Internet

## As if having owned a Fuego wasn't enough!

Do not know if you saw us last year at the NASCAR Daytona 500, but Joyce and I were there. We froze our Florida butts off once the sun went behind our location in the stands. Those seats are about 16" wide and were the only thing that allowed us to stay warm. Oh yes, did I mention they were steel bottoms in our high-priced seat area that had 1" between each STEEL bottom?

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We were about 3/4 of the way up in the stands and the wind caused the experienced fans to put up their hooded jackets along with earmuffs. The 8" aisle in front of the seats kept most in their seats and away from the beer concessions. This, plus the wind chill factor and sitting in the same spot for over 5 hours, caused extremely long lines (25 minutes) even at the men's rest rooms. Now add in the three-hour wait to get out of the parking lot and crawling along the highway to get to a decent restaurant for dinner at 11 PM!! (We had breakfast at 10:30 AM just before we got to Daytona.) I do remember seeing the very exciting finish where the winner crossed the finish line on his roof!

This all has caused us to decide to enjoy the Daytona event this year in front of the TV along with you smart northerners. Enjoy your winter rally. We will miss the gang. But don't feel too sorry for us. According to the weather reports, we will have to put on the sunscreen and the top down on the Boxster S to run to the store for our pizza and beer.

Joyce and Ralph Edmonds  
Forwarded by Joyce Glade

that has settled over our "little corner of the world."

I believe we have, however, turned the corner of Winter. In fact, I'm sure of it. If you listen carefully, very carefully and closely, you can hear a slight rumble in the distance! It is the rumble and roar of motor sports awakening from a long Winter's hibernation. It hasn't reached New York yet, but it is coming and coming fast!

It started with the Dayton Prototypes and GT cars in a 24-hour contest at Daytona. It has continued with DP cars testing at Sebring; with 2008's first PCA Club Race of the year held at Sebring; with the NASCAR Shoot Out; Daytona Speed Week; new regulations, new drivers and practice in Formula 1 priming for the first race in Australia March 14-16. The 2008 driving season is awakening, it is unfolding!

Not to be outdone by the "big guys" of the automotive world, CNY's season is unfolding also. Elsewhere in this issue you will see the 2008 CNY Calendar carefully crafted at our January Planning Meeting. We strive to the impossible—to please everyone. Maybe not so impossible. After all, we have a great variety of events on tap for 2008.

Whatever your preference, track events, concours, tech sessions, autocross, rally, social or just hanging out with the Porsche gang, we've got you covered. We have done our best to provide interesting, informative and challenging events for 2008.

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## Lady at the Wheel

By Joyce Gladle

Dear Central New York PCAers,

I hope you are all staying warm and enjoying the glistening white carpet

## "Madame President" from page 7

In addition to our CNY plans, our Zone 1 will offer 3 major events again this year. The difference is that one of them, the Zone 1 Concours and Rally, will be held in our own backyard in Corning this year. The Zone 1 Tech Session will be held at Farnbacher-Loles Race Shop in Danbury, CT and can be accomplished in just one day. The Zone 1 Autocross site is yet to be announced.

And then there is the National Porsche Parade that is in easy striking distance this year. In case you are unfamiliar with Parade, it is a fabulous event for Porschephiles! It is like our 50<sup>th</sup> Anniversary Celebration on a much larger scale. This year it will be held in Charlotte, NC <http://www.paradecharlotte.org>. Parade provides you with literally hundreds of Porsches to look at and drool over—keep your hanky handy!! There will be everything there from 1950s 356s to right-off-the-dealer's-floor 2008s. There will be historic Porsches, Porsche family members, art displays, banquets, hospitality rooms, driving tours, a rally, an autocross, a concours, an ice cream social and lots of surprises that will most likely be very cool given the fact that we will be in NASCAR country!!

Don't just read about all the fun we are having!! Come out and join us!! We promise two things at least—beautiful Porsches and great people enjoying themselves. Be part of our fun!

Remember, it's not just the cars, it's the people!!

RL

## CNYPCHA WELCOME WAGON

by Ed Hurd

Membership statistics (as of 02/11/08): CNY Primary members: 246, Affiliates: 197, Total: 443 Please join me in welcoming our newest members and transfers;

### December 2007

Timothy & Christina Lupo  
Auburn, NY  
1982 911 Turbo, Red

### January 2008

Nick & Jennifer Batroney  
Elmira, NY  
1987 944S, Red

Declan & Lucienne Dargan  
Skaneateles, NY  
1988 928 SC, Red

Robert & Anne Faass  
New Hartford, NY  
1979 911, White

Allan Newell  
Hammond, NY  
1965 356C, Gray

Brian & Linda Watson  
Endicott, NY  
1986 944, Red

### December 2007 – January 2008

#### Member Anniversaries

Marvin & Mabel Jennings 43 years  
Bill & Jean Noroski

Rush Pond 30 years

William & Elizabeth Stevens 25 years

David Smith 23 years  
Frank Campagna

Philip & Carolyn Doughty	22 years
Stan Hack	15 years
Mark & Jeanette Malfitano	10 years
William & Barbara Dewey	
Kevin & Beth Ferris	5 years
Raz Rahman	
George Thompson	
Mark & Sandee Shultz	
Steve Vasina	

remember him using a screwdriver! But he cleaned and cleaned and spit and cleaned and then cleaned the motor and cleaned it again. Do you think I EVER put my shoes on the back of the seat? I'm here, aren't I?

We lived in a Chicago suburb until I was 8 so I'm pretty sure even that early my father was taking me to the yearly International Car Shows. We would spend the whole day there. One year I met Miss America, Mary Ann Mobley. That was also one of the years my father got press passes so we got in the day before it officially opened. It was great because you didn't have to fight the mobs of people and you could really see the cars. I think we went every year until I went off to college.

### Meet the CNY Members

**Editor's Note:** Okay, Sally was nice enough to take heed of my plea in the last issue, but I still need some bios. Your fellow club members are anxiously awaiting. Norm?? Nick? Allan? Don't be a Mike, write today!

### THE CAR GAL FROM ILLINOIS - Sallie Jameson

My mother had it all planned out. I was sacrificed to my father's car mania. She never realized the monster she was creating. You see, they were married for 15 years before I appeared on the scene and it was 15 years too many for my mother schlepping after my father to his car shows. By the time I was 9 or 10 I knew every car on the road, what year and it's make.

Now, my father worshipped cars but he had NO idea how they ran. He was so unmechanical that I can never

We also had some interesting family cars. The first one was a 1939 Mercury, black, of course. Then we got a 1948 Ford station wagon with real wood.

[Mike, take note! Ed.] By the way, all of these cars were new; my father never bought a used car until much later. Then he bought my mother a 1952 bright blue DeSoto with dynaflow. That was the first semi-automatic transmission. There was a shift lever but no clutch. We also had a TRUCK. Now, my father was a businessman. In 1949 only farmers had trucks, BUT we did live in the country! Then we had a 1950 black Buick Roadster. Yeah, the one with the big teeth. Then a '52 Mercury, black with a pale yellow vinyl top. Did I forget to mention our house in the country had a building with four garages and an apartment over it? Then we had a Lincoln coupe, 2 door, tan with a white

Continued on page 10

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## "Meet CNY..." from page 9

top and beautiful full grain tan leather interior. That was during my HS years in Rockford, IL. The terrible part was we had a 2-car garage and both parents had cars, so I couldn't have a car as it wouldn't have a garage!

On my 16th birthday I got my driver's license. I had taken driver's ed in school and my birthday was in May. Worked out real well. I had no car in college. There was no garage space, remember! One friend of mine had a Corvair, another a Morris Minor. When I graduated from college I bought a 1960 VW convertible. Sweet. I was teaching in a Chicago suburb and one of my girl friends found a 1955 Thunderbird with the hard top and bought it. I think a brother found it. I hated her!! That's where a lot of the teachers had Nash Ramblers.

I wound up driving my VW to southern California loaded down with all my worldly belongings in '63. That past winter had been -20F with 20mph winds. Who needs THAT? In April '64 the new Mustang came out and I was ready. My father could get a car through his company for a fleet price. I got my Mustang in August, pale blue, dark blue automatic top, white interior, special wheels, seat belts, 289 engine... Mannnn, I was in heaven. I had that car for 2 years and sold it as I was moving to Okinawa. There I had a Turquoise/white 1955 Olds, on the inside you could see frame and road. Paid a whopping \$150. Sold it 9 months later for \$50. Oh, I got plywood to put on the floor.

In Aug of 1967 I went to Germany to teach with DOD. My principal had a

356 Porsche and the vice -principal had an Alfa Romeo. Now, my best friends in California had a little '55 Alfa sports thing. I bought a cream and black Alfa Duetto. Hmmm, was that neat, but 4 forward gears? I had to pick it up in Frankfort at the rail yard and drive it back to Pirmasens, an hour away. The only thing I remember is trying to get it safely around a driving circle at rush hour!!!! I put a Nardi steering wheel on it and an Abarth exhaust. Around that same time one of our officer friends had just gotten a 911 and he let me drive it. Big frappin' deal, it was night and raining and I wasn't stupid!!! He might have been.

Then in 1968 I moved to Ramstein AFB and met my husband. He had a VW, but one day traded it in for an 850 FIAT Spider, BRG. With a good tail wind and down hill it might reach 55. Then my parents were coming to visit and we had 2 two seaters. Just for fun I suggested we go to the Porsche dealer and look at them. We could get a 911 with US specs for \$52-5300, but we needed four seats. To this day I could shoot myself. We traded the 850 for a Fiat 124 Sport Coupe. It was nice but hated the US, especially the south and would vapor lock! Then, right before we came back to the States, our best friends were selling their '65 356SC, engine sent back to Stuttgart and all. Their mother-in-law wanted a 911. I was 30-something and thought that was strange. I don't anymore. Anyway, we bought the 356 and LOVED it, even though it had major rust issues, like the paint was holding it together. So we traded it in '71 for a new 914, signal orange and \$3900, CHOKE. It didn't even have a back seat AND

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they wanted \$10,000 for a 911. "No one will ever pay that for a car," my husband said. At one point we had the 914 and a camping van as our second car. We joined PCA and First Settlers Region in Richmond, VA, and for 3 years we autocrossed, rallied, and semi-concoured. We even brought our daughter home from the hospital in it. I drove it to Road Atlanta when I was 4 months pregnant with another pregnant friend. The guy trailered his SSS behind our van. Then we went back to RA when I was 8+ months pregnant and camped for the races. We had those two until '83. Everyone knew where I was in North Bay, Ontario, ('76-80) because we were the ONLY Porsche and orange, at that. In fact, since we only lived 8 blocks from the Holzers. Joe followed my husband home one day and came lumbering up our driveway. Now, my husband was 5'6", 130lbs, red hair and freckles and idn't have a gun! That's how we got into PCA here.

Our next car was a used '80 924, Petrol blue/tan. It was gorgeous but SLOW. When the 924S came out we ordered one and went to Stuttgart to pick it up. Our daughter was 13. We took her to show her our old stomping grounds. Stuffed her in the 'back seat'. Now we had 2 Porsches!! Wow. We tracked at Watkins Glen, rallied, concoured at Zone 1, and the '86 Parade in Maine and did everything Porsche. I had created a monster from my nice, sweet, quiet husband from Arkansas. (Ask Bill Noroski) The following year my husband got cancer and we had to sell one to buy a good winter rat. The rest, you all know. I fell in love with the Boxsters. But the problem is with me, the more power I get, the more I

want. Isn't that STRANGE?? It's all my father's fault. He never realized it wasn't a "girl thing." I never did, either.

P.S. The day my father died at 93, I was driving at Lime Rock. It seemed rather fitting.

RL

## **Buying a Porsche can be a joy (or a nightmare!)**

By PPP Thak

Most of us still remember the day we bought our first Porsche. Mine brings back sweet memories. I was young then, and anything on four wheels that I could own was a bonus. You have already heard about my infatuation with the metallic blue 356A that I bought while a student at Cornell in 1972. I was looking for a distraction from the stress of trying to finish my dissertation. The Porsche was exactly what the doctor ordered. Although it needed daily attention (six volt battery in sub-zero weather), when the Porsche ran, it brought music and joy to my heart.

Unfortunately, not all Porsches bring happiness to their owners. I will tell you about one of the many Porsches I have owned which remind me of the last boat I had—happy on the day I bought it, and happier on the day I sold it. So let me share with you an article that I wrote in

*Continued on page 12*

"PPP Thak" from Page 11  
1990. I am sure that only a few of you recall reading this essay, and I doubt whether anyone out there remembers the details. Therefore, emulating Bruce Anderson and his multiple re-touching of his "Market Reports" in Excellence, I have edited and rewritten that essay for republication. I hope that the editor will not reject this article because it is plagiarized. Self-plagiarism is allowed under the Cornell Academic Code of Integrity [**Cornell-speak for "None of us are particularly creative and our football team is lousy!" Ed.]**

Personal Porsche: Thak's Folly  
(An updated article published in the *Redline Report* circa 1990)

After years of wearing down the missus, searching used car lots, squinting through the small print For Sale section in *Panorama*, and spreading the word about my quest, I have finally landed the elusive 914. That is, sort of... My saga began with an unexpected call from a fellow Porsche fanatic.

"Hey, Thak," my friend said. "I know someone who knows of a 914 for sale. You should give this person a call. His number is . . ."

Thanking my lucky stars for good friends, I quickly dialed the number.

"Hello, Jim? Klaus told me that you knew someone whose sister wants to get rid of her Porsche."

"Oh, yes. I don't have her name, but I'll ask a fellow worker I'm meeting tomorrow who would know."

After some small talk, Jim said something which made my heart beat erratically.

"This car has absolutely no rust and the owner wants to get rid of it for only \$2,500. It has been stored since 1987 after it arrived from California."

You can rest assured that I was fit to be tied that night. I could hardly wait for the next day to end when I could call Jim back.

"Hello, Jim. Did you get the woman's number?"

"I'm sorry. I did not. But I found out that her husband works at Cornell. His name is either Bill or Dave Boyd. By the way, the car is not a 914, I had one digit wrong."

At that point, my imagination ran amuck. Was it possible that I have found the fabled woman who wanted to get rid of the hard to tune funny-looking car left to her by her favorite uncle? Or is she the jilted wife trying to get back at her former husband by selling his beloved Porsche for a song? Was this no rust Porsche a 911? Could it be a 911S? Or could it be a 917? It is amazing how greed and major character flaws can cloud one's rationality. Unfortunately, I had overlooked the obvious. It was not the last digit that was off. It was, of course, the middle one. I had uncovered a lead to another Porsche-Audi-VW orphan, a water pumper, no less.

I know that many Porschephiles shun the lowly 924, but I had been toying with the idea (ostentatious as it may seem)

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of driving a “Porscha” during the long winter doldrums of upstate New York. Perhaps this was my chance to have my cake and eat it too. I am not alone in harboring such ignoble thoughts. Al George, another long time CNYPCA member mentioned to me once that we should swap our winter Rabbits for the galvanized 924.

My initial directory search for a Bill Boyd who worked at Cornell was unsuccessful. There wasn’t a Dave Boyd either. By chance, I called a Bill whose family name began with “B” and was in luck. The man was surprised at first, but he was more than ready to discuss the dispossession of his wife’s car that was sharing precious barn space with his boat. We talked about the car briefly and he mentioned in passing something about burning oil and a recalcitrant second gear that he said became more accommodating after the transmission oil heated up. The man confirmed that his wife wanted \$2,500 for the car but he would settle for less, much less. How many times have you come across a seller who is on your side?

At the appointed time the following day, I went to inspect this unwanted Porsche. The sky was gray and it was raining lightly when I pulled into the driveway. At first glance, the car looked forlorn and sad. The black paint was dull and in poor shape. The front alloy wheels were caked solid with black brake dust, while dubious looking speaker wires held up the sagging front spoiler. I could easily detect surface rust spots that bubbled along the roof seams and at the top edges of both doors. The lower rocker panels were dressed over with

finned aluminum covers held in place by shiny screws. I wondered about rust under those covers.

The 924 was a project gone sour. “Restoration” which began in 1987 resulted only in cheap sheepskin seat covers and a vinyl bra that had not come off in four years. The car was apparently orphaned when the man’s wife leased a new 944S from Woods Motors (this Ithaca Porsche dealership closed in 1989).

The interior also needed attention. The sheepskin, of course, concealed torn upholstery. Wirers from the dangling cassette player snaked across the floor and console, reminding me of unruly green spaghetti. The panel holding down the shifter boot was loose and askew. The dash itself had suffered too long under the sun’s ultraviolet rays and was cracked and crazed like the surface of a Japanese raku pot. The carpet was miraculously in fine shape and the floor pan was absolutely straight and rust-free. The car even came with a non-leaking factory sunroof, which was a bonus.

Finally, I got into the car and engaged the starter. After a few moans and groans, the engine fired up. Blue smoke billowed from the exhaust but cleared soon after the engine was running. I made a mental note of how much valves, guides and seals would cost. I was also aware of the violent thump on the floorboard upon startup (loose muffler?). The engine idled at 1,800 rpm and refused to drop to civilized levels. In the mean time, the gear shifter was vibrating and rattling noisily like an out of control sex toy.

*Continued on page 14*

Next, I inspected the tires—Goodyears up front and Pirelli snows in the rear. Because the car was a 1979 model, it came with 6 inch wide allows and 185x70x15 tires. I was ready for a road test. The clutch went in smoothly enough but I had to fish for first gear. The shift pattern was the familiar 356 one where first was to the left and down. The car did have a fifth gear, though. I backed the car gingerly out of the driveway and discovered that the brakes were spongy and almost non-existent.

First gear was unadventurous except that the shift lever emitted a most annoying rattle. And sure enough, as the man had said, second gear did not want to cooperate while the transmission oil was still cold. I was concerned because 1979 was the only year that the 924 came with a Porsche-designed five-speed transaxle instead of the more robust Audi unit. We all know that anything made by Porsche, even the lousy designs, cost big bucks. After a short drive, I was pleasantly surprised at how well the car handled, albeit somewhat anemic when compared to Siu-ling's 944. But before making an offer, I had to perform the ritual "under the hood" inspection. Why men do this, I haven't the foggiest. Do they/we expect to find something other than an engine under there? Well, I was hoping to see a Porsche perfect engine under the hood, but instead I found a very non-Bill Noroski engine staring back at me. The engine was liberally coated with oil, and leaves from four seasons past. But I didn't complain. The engine was not a Porsche unit, but one manufactured by Audi. This alone

brought up a sore point. The only time that my trusty mechanic Karl Jaentsch advised me to get rid of a car I owned was when he said I should get rid of an Audi Fox I bought. He announced one day that he did not want to work on that car because the Fox was one of the worst POJs ever made in Germany. Karl, as you may know, is also German. Well, the 924 had, I believe, the same engine as the Fox, but by that time, the prospect of driving a Porsche (OK, OK, and Porsche Audi) to work during the winter clouded my better judgment. I eagerly accepted the nice man's "rock bottom" price that was way below the \$2,500 I had contemplated for his wife's car.

Even though Siu-ling complained about yet another whimsical purchase, she did endorse the check made out to the owners. Over the nearly forty years we have been married we have bought and sold close to fifty cars. I would buy, but she does not like to sell. So when she is not looking I would quickly sell a car just to keep our inventory manageable. Why do you think we have four Porsches left instead of eight? After we closed the deal, the owner told me about the broken switches for the air conditioner. The ones that would turn it on were concealed underneath the ashtray in the console. It was hard to figure why this was so. I decided that it was an anti-theft device. If a thief had stolen that car, he would abandon it because it would be too hot literally and figuratively! The speedometer also expired at 92,051 miles of highway cruising in California. And since Bruce Anderson reassured us that these little 2-liter engines would last at least

*Continued on page 29*

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## I swear - I'm not looking for these cars - They just find me! By Brian Daley

One November morning in 2007 I was minding my own business, on my way to work, when I noticed a shape out of the corner of my eye. Nah, I must have been seeing things. I take the same route every day and generally don't pay attention to too much, other than the school buses, kids, wacko drivers, you know – the usual. On the way home I forgot about it but the next morning I took a closer look and sure enough, it was a 944 under that tarp. On my next trip past I slowed down to get a better look and I'll be darned, it looks like a cabriolet. A 1991 944S2 Cabriolet in Meridian, NY? One of 562 exported to the US that year? What are the chances of that?

As many of you know my cherished 1987 924S met with an untimely demise in September. Evidently the gasoline decided it preferred the hot exhaust manifold to the fuel injectors and the rest as they say is history. I really wasn't planning on doing anything about replacing it until Spring 2008 but you know how that goes.

Anyway and back to the story, for the next few weeks I'd check for signs of life at the home next to where the 944S2 was parked but never saw any. Winter was coming and it sure would be a shame if that car spent the next 5 months under 200" of snow. Then, one night about 5:30 after waiting for traffic to clear at the intersection of Shortcut Rd and Route 370, I tucked in behind a "new" VW Beetle Cabriolet. The car was black with a red top and I noticed I

was thinking how nice that top looked with the black body and red taillights when I realized - they were turning into the driveway where the 944S2 was parked! Needless to say I pulled over and introduced myself to the nice lady and her daughter by saying something like, "Is there any chance that Porsche is for sale?"

Her response was "Yes it is - come in the house – I'll get my husband." Well that was Wednesday night. The next day involved a stop at the bank and on Sunday after trading a pocket full of cash for a piece of paper (the signed Title) with the help of Tim O'Brien we got my new summer vehicle on my trailer. Of course on that particular Sunday it was about 20 degrees out and there were several inches of very heavy and very wet snow on the ground and naturally the battery was as dead as a doornail. We made a futile attempt to jump start it but we decided it would be faster to push the car into the road and onto my trailer before it got too dark. About two hours after we left my house Tim and I got her home and out of the weather and into my storage building.

After our CNY Region Planning Meeting I'll displace my winter driver with the 944S2 by bringing her into the garage where it's heated and well lit to start the process of going through all the systems, deal with the deferred maintenance issues, repair or replace what's broken and clean what's not. With any luck she'll be ready to roll when the weather breaks and I'll be cruising the highways and byways of Central New York with the top down, a ball cap on my head, a smile on my face and a hot chick sitting next to me.

*Continued on page 17*

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"...They just find me" from Page 15

Missy, it may be time to start wearing a ponytail (she doesn't like hats and hates when her hair gets mussed)!

Enjoy the ride!

RL

Repairing and Polishing  
Flat bead and standard wheels  
Wheel faces  
Polished or Painted Aluminum  
Bent Wheels  
Steel wheels  
Welding

## MOBILE ALLOY WHEEL REPAIR by Les Lewis

I'm sure you've all seen the ads in the back of magazines for places that repair and/or straighten alloy wheels. There are several around but I had never tried them. I bought a set of used wheels and I knew one had some damage but another was damaged in shipment, and I wanted to get them fixed locally. I didn't want to go through the effort of taking the tires off the wheels and packing them, shipping, waiting for the repair, then reversing the process to be able to use the car again, so I looked through an internet and found a company called Alloy Wheel Repair Specialists™.

Internet site:

[www.mobilewheelrepair.com](http://www.mobilewheelrepair.com)

Owner:

Peter Farrell wrxpeter@yahoo.com  
Wheel Repair Xperts 570-877-2071

They are a mobile commercial and retail service business that claimed to do:

Peter Ferrell and his team cover our area. Peter lives in Dimock, Pennsylvania just south of Binghamton. He travels from his home in Northern Pennsylvania to auto dealers in Binghamton, Ithaca, Syracuse, Oneonta, as well as Horseheads. I met his techs at our local Simmons-Rockwell dealership which they visit every Friday.

He has a large enclosed climate controlled trailer that is his mobile workshop where he both repairs and paints the wheels. He would not take any pictures inside the trailer, as their process is proprietary. They break down the face side of the wheel so the wheel can be resurfaced, then painted. Heat lamps are used to speed the drying time. It's recommended that tires be mounted and balanced on the wheels before they are repaired because the wheels should not have any mounting or dismounting for 30 days to give the paint time to cure. Wheel paint is color matched or they can be painted a different color. Bent wheels can be straightened but it is recommended that they be rebalanced afterwards. I did not need to have my wheels rebalanced since they only refinished the face of the wheel. To have your wheels chromed they would have to be sent away. There is a limited lifetime warranty on the work they do.

Continued on page 18

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## "...Wheel Repair" from Page 17

You can drive your car to them but you would need to leave it for 3-4 hours. There is no waiting area, so plan on walking to your favorite coffee shop or just drop off the wheels to them as I did. I dropped off the two wheels in mid morning and by 2:00 I got a call they were done.

Steven Farrell and Donald Bey were the techs that worked on my wheels. They were two of the nicest guys you'd ever want to meet, and they did a great job. I stopped by a fellow car nut's house on the way home to show him the wheels and we could not find where they had done the work. Each wheel cost is \$85.00 + tax to refinish.

If you need any Alloy Wheel repair done now or in the future, I recommend you call Peter Farrell at 570-877-2071 to see when he is working in your area. If Peter does not service your area you can go to [www.mobilewheelrepair.com](http://www.mobilewheelrepair.com) to find someone in your locale who does.

RL

## The Northern Sentinel

By Bob Graham

### "Bon Soir, Monsieur. May I See Your..."

Do you speed? Of course you do! You own a Porsche, right? How do you enjoy a Porsche and never exceed the speed limit? Stoo-pid question!

Mind you (ahem), I'm not, um, *recommending* that anyone break the law; I'm just facing reality. Porsche owners are to speeding as the general

population is to That Other Activity: ninety-eight percent do it and the other two percent are lying.

So how do you feel when you get stopped? Embarrassed? Irate? Self-righteous? Guilty? All four of these? At that moment, one thing we *don't* feel is any inclination to learn the ossifer's name and make a mental note to name our next-born after him or her.

I remember the first time I was stopped. The story began on a summer evening between my freshman and sophomore years of college; I was 18, and so immature I can hardly bear to recall it. A college friend named Jim and I were riding around in his '53 Ford Sunliner, and on the spur of the moment we decided to go to Montreal for a cup of coffee, which was 150 miles away.

Montreal? 150 miles for a cup of coffee? Hey, remember: we were college students. No, worse than that: we were *kids*.

Off we went. We got to downtown Montreal at about one in the morning, had our coffee, and headed home. Just outside the city Jim said he was tired (he'd been working nights on the Seaway construction project), and asked if I'd drive. Now I was very new to driving; I hadn't had my license very long, and obviously had a lot to learn. So naturally I said "Sure!" It was now about 2:30, probably.

A few miles after taking over I passed through a suburban village called Dorion, and was heading out of town when I realized I had missed a turn, and was on 16, the road to Ottawa, rather than on 2, the one that led to Cornwall. So of course I turned around, headed

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back into town, and made the turn I had missed. I had just reached the outskirts of the village when a police car overtook us and passed, siren screaming, lights flashing. He then cut sharply in front of us, forcing me to stop.

A policeman dismounted from the car and confronted me, asking for license and registration. Having no idea why I'd been stopped, I dug out my license. Now awake, Jim produced the registration. After scrutinizing the documents the officer informed me that I'd been doing about 50 in a 30-mph zone, and had run a stop sign. He then directed me to follow him back to the police station in town.

Speed limit? Stop sign? Yeah, come to think of it . . . as I said, I was a very new driver in those days and I didn't pay much attention to those things. What I can tell you is that I was scared.

At the dingy, bare-brick police station Jim and I were told to lean against the wall and were patted down. We exchanged glances; why are they doing this? For a *traffic violation*? I was told to sit down while Jim was ushered outside to stand by while the car was thoroughly searched.

Some time afterward we were informed that the fines amounted to \$25; obviously the police had the authority to assess and collect fines. Jim and I dug in our pockets, and about all we could find was \$15.

"Well then, you'll have to stay here tonight and talk to the judge tomorrow," said one of the officers, pointing to a decrepit cell that looked like something out of Alexandre Dumas. Where was the ball and chain

to which I would soon be manacled? What would the judge say? Since we couldn't pay, would he sentence us to jail? By now it was about 4:30 am, and in my rampaging imagination I began to wonder if I would ever get home again. Tired, helpless, desolate at my impending fate, wondering if my life was over, I, The Prisoner of Dorion, began to cry.

That seemed to change things. The officers held a brief, rapid-French conference, and then informed us that the \$15 would suffice. We paid our fine and were released. Free men once more, determined to rebuild our lives, we drove (slowly!) out of town, into the bright sun of a new day. Fortunately, we managed to scrape together enough change to pay the bridge toll. When I was finally deposited at my home around 8 am, I found my mom quite stressed; not knowing where I was and why I hadn't come home she had spent a sleepless night, which made me feel even worse about the whole experience.

Later, Jim told me he'd heard that police in Montreal and surrounding area had been on the lookout that night for two Americans who had held up a bank, which perhaps explained the extra attention we had received.

Embarrassed and furious with myself, I learned some lessons that night, and years later I reached some semblance of maturity. But I've been pulled over a number of times since then, and I must say, each time it's happened, a part of me has felt like that scared, stupid, immature kid. All over again.

*Drive in its finest form!*

RL

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## Der Zone 1-PCA Kalender

### March 2008

1 - Zone 1 Tech Tactics at Farnbacher-Loles in Danbury, CT

### May 2008

17-18 – Zone 1 Rally and Concours at Corning, NY  
Zymöl isn't just for breakfast, anymore!

30-June 1 - Porsche Clash at Watkins Glen

### June 2008

20-22 - Zone 1 48 Hours at Watkins Glen

## **2008 Zone 1 Tech Tactics!**

Hello Everybody! Hello Techies!

The famous Zone 1 Tech Tactics on March 1st at Farnbacher Loles in Danbury, Connecticut promises to be the best yet. Farnbacher-Loles is one of the top performance tuner names in North America, well known in the racing and DE community.

Our new team: George Beuselinck, chair, and Ed Hurd, registrar, with Bettye Tremper, hospitality, are planning an exciting event. We are limiting attendance to 150 people so that there will be ample space to admire the cars, watch the mechanics and listen to the speakers. We have organized an improved sound system and the lunch will be pre-packaged, thereby avoiding long line-ups.

The Sheraton Danbury is giving us a special rate of \$ 89.-- and the dinner will be at the hotel. Please check [www.Zone1.pca.org](http://www.Zone1.pca.org) from time to time for changes, e.g., additional presenters and after-dinner speakers

Plan to be there!

## **28th Annual Zone 1 Tech Tactics**



**March 1, 2008 Back to Basics** - This year's event will be the 2nd extreme makeover edition. We are once again heading back to the garage for a more hands-on experience with cars on lifts & other auto repair & upgrade demonstrations.



**FarnbacherLoles**

### **Tech Session Location:**

Farnbacher Loles  
45 Miry Brook Road  
Danbury, CT 06810

### **Hotel Location:**

Sheraton Danbury Hotel  
18 Old Ridgebury Road  
Danbury, CT 06810  
(203) 794-0600

### **Speakers**

Bruce Anderson, PCA Senior Technical Advisor  
Allan Caldwell, PCA Technical Editor  
George Beuselinck, PCA Tech Committee-944  
John Paterek, PCA Tech Committee-Interiors/Exteriors  
Peter Smith, PCA Tech Committee-997/Cayenne  
John Veninger, PCA Tech Committee - 928  
Chris Powell, PCA Tech Committee-911 (1984-1994)

### **Weekend Schedule**

**Hospitality:** no host bar at Sheraton Danbury Hotel

**Registration Saturday:** 7:30 am

**Tech Sessions Saturday:** 8:00 am - 5:30 pm + Contest

**Saturday Evening:** 6:30 pm, Cocktails at Sheraton Danbury Hotel  
7:30 pm, Dinner at Sheraton Danbury Hotel

**Dinner Speaker:** (To be announced)

### ***Hotel Reservations – Sheraton Danbury Hotel***

Make your own reservations directly with the hotel. Identify yourself as a Porsche Club member in order to take advantage of special rates available thru February 8, 2008 (\$89/per night, plus tax; single or double occupancy) Call 203 794 0600. Hotel parking available. Hotel is located on the south side of the interstate I-84 at Exit 2/A

### ***Registration Choices***

ANY questions, please call the Registrar Ed Hurd. (607) 564-7517      *Payment must be in US dollars. See next page.*

---

**Saturday Tech Sessions, Coffee Breaks, & Lunch**

Postmarked 22 February 2008 or earlier.....\$ 45 US per person

Postmarked 23 February or later .....\$ 55 US per person

**Saturday Dinner**

Postmarked 22 February 2008 or earlier .....\$ 45 US per person

Postmarked 23 February or later .....\$ 55 US per person

***Registration Application***

Entrants Name \_\_\_\_\_

Family/Aff Member \_\_\_\_\_

Address \_\_\_\_\_

Day Phone (    ) \_\_\_\_\_ NightPhone (    ) \_\_\_\_\_

Email \_\_\_\_\_

Region \_\_\_\_\_

**QTY****AMOUNT** Tech Sessions & Lunch (see above) \_\_\_\_\_ Saturday Dinner (see above) \_\_\_\_\_

AMOUNT ENCLOSED (US\$) \_\_\_\_\_

**Make check out (and mail) to:**

Zone 1 PCA  
Ed Hurd  
151 Vankirk Road  
Newfield, NY 14867



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**2008 ZONE 1 CONCOURS & RALLY**  
**Headquarters: Corning Radisson, Corning, NY**  
**HOSTED BY THE NIAGARA REGION**

**FRIDAY, MAY 16**

5:00 pm – 9:00 pm Registration Opens – Front Lobby/Bar Area  
5:00 pm – 11:00 pm Hospitality Room Opens –  
7:00 pm – 7:00 am Security Corral – Parking Lot  
9:00 pm – 11:00 pm Beer & Wine Reception – in the Hospitality Room

**SATURDAY, MAY 17**

8:00 am – 4:00 pm Registration – Front Lobby/ Bar Area  
8:00 am – 5:00 pm Concours Prep – Parking Lot  
11:00 am - 12:15 pm Rally Registration & Tutorial  
12:31 pm - 3:00 pm Rally Start – Corning Radisson  
4:00 pm – 5:00 pm Presentation of Rally Awards in the Hospitality Room  
9:00 pm – 11:00 Hospitality Room Opens  
5:00pm – 7:00 am Security Corral – Parking Lot

**SUNDAY, MAY 18**

7:30 am – Lineup & Tour to Wings of Eagles Discovery Center  
8:00 am – 10: 00am Staging & Concours Prep – Wings of Eagles  
11:00 am – 1:00pm Concours Judging  
2:00 pm – Concours Awards  
3:00 pm – Drive back to Corning Radisson and Departure



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## **Zone 1 Concours d'Elegance & Rally May 16, 17 & 18, 2008**

On May 16-18, the Niagara Region will host the 29th Annual Zone 1 Concours and Rally in Corning, New York. Weekend activities will include a Rally along the foothills of Southern New York and a Full & People's Choice Concours d'Elegance. This event is geared for both the novice-level as well as the experienced PCA member. The net proceeds of the weekend will again benefit Paul Newman's Hole in the Wall Gang Camp for seriously ill children.

The 29th Annual Zone 1 Concours will include 2 categories: one a fully judged Concours (no undercarriages, but wheel wells), and a "peoples choice" car show (wash and shine). Concours preparation will be on Saturday at the host hotel and the concours show to be held at Wings of Eagles Discovery Center will start promptly Sunday morning at 11:00 am, placement of cars by 8:30 am. If you have any concours questions, contact Dan Deegan at (585) 924-0271 or email: heis968@yahoo.com. The Wings of Eagles Discovery Center is located next to the Elmira Airport at 17 Aviation Drive, Horseheads, NY.

The 11th Annual Zone 1 Rally will be a straightforward time/speed/distance rally designed to test the competitors' ability to drive and navigate. The rally will start at the host hotel on Saturday at 12:31 pm, will be about 2 hours long and will be challenging for both novice and experienced rally teams. The rally will run in two separate classes based on experience. Both classes will run unequipped, meaning only simple hand held calculators with single memory functions will be allowed plus stock odometers. All roads will be paved so rally cars can participate in the concours the following day. There will be a novice meeting at 11:00 am and a Driver's meeting at 12:15 pm. The first car off will be at 12:31 pm. Rally awards will be given out Saturday at 4:00 pm in the hospitality suite. Questions about the rally, contact Bob Michaelson at 973-492-2014 or email: cupcar@optonline.net

The host hotel for the weekend will be the Corning Radisson. Event registration will start at 4:00 pm on Friday, May 16, at the hotel. A Friday night hospitality room sponsored by Zone 1 will take place from 9:00 to 11:00 pm, again at the host hotel. Saturday evening will be a free night to explore Corning.

### Weekend Schedule

Friday Afternoon -Registration Evening -Hospitality  
Saturday Mid-day - Rally (starting from Radisson Hotel)  
Saturday Morning - Registration & Rally Novice School  
Saturday Evening - Rally Awards ; Free Evening

*Continued on page 26*

Weekend Schedule (continued)

Saturday All Day - Concours Preparation

Sunday All Day - Concours d' Elegance

**Hotel Reservations**

The Corning Radisson is the host hotel for the weekend .Participants who wish to stay at the hotel should make their own reservations by calling the hotel directly at 607-962-5000 (before May 1st to receive group rate) and asking for the Porsche Club of America rate of \$ 115.00 per night.

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**Registration Application – Concours and Rally**

Concours Entrant/Rally Driver \_\_\_\_\_

Entrant Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Phone \_\_\_\_\_ Region \_\_\_\_\_

E-mail \_\_\_\_\_ License# \_\_\_\_\_

Concours Co-entrant/Rally Navigator \_\_\_\_\_

Car Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_ Body Style \_\_\_\_\_

We are entering the following events: (please check all that apply)

**Concours:** Full \_\_\_\_\_ Peoples Choice \_\_\_\_\_

**Rally:** Experienced (5 or more rallies) \_\_\_\_\_  
Novice (fewer than 5 rallies) \_\_\_\_\_

**Pricing Information (dates are postmark)**

Concours Only - \$30/car (\$40 after May 1)

Rally Only - \$30/car (\$40 after May 1)

Concours & Rally Combo - \$45 (\$60 after May 1)

**Summary and Totals**

<u># People</u>	<u>Item</u>	<u>Dollars (US funds)</u>
_____	Concours Fee	\$ _____
_____	Rally Fee	\$ _____
_____	Combo Fee	\$ _____

TOTAL \$ \_\_\_\_\_

(Please make checks payable to Zone 1 PCA)

Mail checks and Registration form to:

Zone 1 PCA

Lin Hurd

151 Vankirk Road

Newfield, NY 14867

Contact Lin at (607) 564-7517 before 9 pm, or by email at linhurd@hughes.net

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Glen May 30 to  
June 1, 2008**



The Clash brings lots of people to one of the best tracks in our region! We need volunteers. It is the volunteers that make this a great event! What do you, your friends, loved ones, any one you could bring with you get? Well, every volunteer will get a pullover but if you're more ambitious the following could be yours:

Work two times	Dinner the nights you work (Thursday, Friday and Saturday)
Work three times or all day Sunday	A \$100 Zone one Gift Certificate (handed out every evening)
Work on Sunday	A Zone 1 mug

We ask that you volunteer at least a full morning or afternoon. There is no dead line for signing up. If you show up at the track Thursday May 29th in the afternoon to Sunday June 1st, we can use your Help!

There is a form at the bottom to fill out to Volunteer (closes Wednesday Afternoon May 28th) or you can go the Zone 1 website <http://clash.tobe.com/> and fill it out, print it off and bring it with you to the track. Some of the opportunities include:

**Registration:** This happens at the Registration building, on the northwest corner of Watkins Glen, outside of the track. Everyone must stop here and get a wristband to get into the track. Registration involves ensuring everyone signs the waiver. This is a very busy place Thursday afternoon and Friday morning.

**Garage Admin:** This is the Administration of the race. Driver registration, hot pit passes, pullovers, copies, radios, race results from tower are faxed here for copying and distribution. Volunteer assignments and paperwork is also handled here and every volunteer must sign in every day here!

**Tech Inspection:** The job here involves working with the National PCA Technical Scrutineers. Cars are weighed, checked over for modifications, or problems. This is done in the first bays of the garage.

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**Timing & Scoring:** Although the race is timed and scored with computers and in-car radio transponders, a paper trail is needed too. Volunteers here write down the car numbers as they pass the start/finish line. This is done from the top of the tower where you can see most of the track and you are inside.

**Grid (LOTS OF FOLKS NEEDED HERE!!):** All the cars are "parked" along the grid prior to the start. This year like last the grid is behind the garage over by the turn 10 & 11 straight. The volunteer at the start of the grid tells the drivers their grid number. Volunteers along the way direct drivers into their grid slot or point them farther down the grid. This job starts BEFORE the race; you need to be at the grid at least 15 minutes before the start of racing! This position is LOUD and you also need to be alert for moving cars.

**Enduro Pit Monitor:** This involves working with the National PCA Scrutineers to insure safety in the pits during the enduro. The National Scrutineers will hold a meeting and review what they want this group to do. This group only works on Sunday.

Please complete all the information below. One form per person. A copy of the form will be returned to you for verification. You will need to sign-in at the registration. We welcome volunteers who are willing to work more than one shift. You need to be 18 or older.

Name: <input type="text"/>	Region: <input type="text"/>
Address: <input type="text"/>	Email: <input type="text"/>
<input type="text"/>	Phone: <input type="text"/>
City: <input type="text"/> State/Province: <input type="text"/>	Shirt Size: <input type="text"/> Large <input type="button" value="▼"/>
Zip/Postal code: <input type="text"/> Country: <input type="text"/>	
USA <input type="button" value="▼"/>	
Emergency contact information	
Name: <input type="text"/>	
Phone: <input type="text"/>	
Are they at the track with you: <input type="text"/> No <input type="button" value="▼"/>	

In the charts on the next page, please indicate if you have worked a position before, and indicate when you would like to volunteer. **Note:** you may not get your first pick if we have too many people or are short in other places.

**Have you worked any of the following positions (Check all that apply):**

Registration	Garage Admin	Tech Inspection	Timing & Scoring	Grid	Enduro Pit Monitor

**When are you available to work (Check all that apply):**

Thursday Afternoon May 29th	Friday Morning May 30th	Friday Afternoon May 30th	Saturday Morning May 31st	Saturday Afternoon May 31st	Sunday Morning June 1st	Sunday Afternoon June 1st

**"PPP Thak..." From page 14**

200,000 miles if they were fed a steady diet of clean oil, the high miles did not bother me.

The real fun (at least for the car nut in me) began soon after I got the car safely into my garage. The first thing I did was to remove the Bosch spotlights which, if working, would be shining a strong beam at cars in the third lane coming the opposite way, and at some birds flying overhead. The latter spotlight was also a "revolving" model, somewhat like Saddam's SCUD missile—dangerous, unpredictable, and uncontrollable. Next came the most erotic (yes boys and girls) part of the "getting to know you" process. I removed the mud and bug-encrusted bra to inspect what was underneath.

After unhooking the various attachments, I removed the bra with trembling hands to discover virgin paint underneath. Unfortunately, water dripped from the bra and settled at the bottom of the bent front spoiler, which created the only rust through spot on the entire car. There was also no rust under the decorative aluminum rocker covers and upon inspection of the undercarriage and I discovered the source of the loud thump during start up—a loose exhaust pipe. The usual coat hanger wire attachment was inadequate for the job.

To make the car at least cosmetically pleasing (but not up to concours standards), I straightened the front spoiler and painted it with my trusty Rust-o-leum can of black paint. The car was washed and the interior vacuumed. I also spent

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## "PPP Thak..." From page 29

a day chipping away the brake dust, and polishing the oxidized paint before waxing the car. The engine compartment was then sprayed with a biodegradable "steam engine" cleaner that came in an aerosol can. I did not notice any "steam" coming out of the can and wondered why it was labeled as such. To a certain extent, the steam cleaner worked well on the engine, but it left "biodegradable" streaks all over the driveway. Siu-ling was not pleased with this unintended artwork.

My next project was to figure how to attach the radio cassette player to the dashboard. The last and only one time that I attempted to put a stereo into a car was when I hooked up a junkyard radio into my dissertation adviser's rusty Falcon. I installed it in the glove compartment, which went smoothly—it just sat there, no holes to drill. The toughest part of the installation was making a hole for the antenna. Having no tools, nor a working brain, I used a large nail and a hammer to pound a hole into the front fender. After that I used a rat's tail file to widen it enough to accept the antenna. The installation required three and a half hours of filing. I got the antenna in and the radio to work, but you didn't have to look hard to see that the antenna was off vertical and leaned in a way that posed a dangerous hazard to pedestrians and passing cars alike, but I did my best to please my adviser. I even cut my finger in the jagged hole just to solicit extra sympathy points. My ploy must have worked because eventually, my adviser did sign off on my dissertation. Needless to say, although my professor and I are still good friends, in these past thirty years, he has not asked me to install another

stereo in his car. To cut the story short, I was able to reinstall the radio cassette player and an equalizer neatly in the 924. The installation looked great until I turned the unit on. Static vibrating through the speakers marred the sonic quality of the radio. I was hoping that the sound waves from the cassette static and the shifter rattle would cancel each other out, but as usual, I was wrong.

While connecting the rear speakers, I discovered that there were two storage compartments under the hatchback floor. Unfortunately, the one with the air pump was waterlogged and that if I had to inflate the spare tire, I would have to blow into it myself (just like the instructions given in the airplane about how to inflate the life jacket). The other storage held the brand new replacement speedometer (the soggy invoice read \$95.00 paid 6-28-88). What use is a new speedometer that is rusted solid? I eventually tore it apart to examine its innards before sending it to the landfill.

Driving the 924 was quite an experience. I had to exercise the patience of a Mother Teresa (God rest her soul), and the agility and footwork of Pelé. First gear would engage effortlessly if the car was perfectly still but otherwise, I had to accelerate up to 4,000 rpm, double clutch, blip the gas pedal several times for good measure before attempting to pop the shifter into second. If that didn't work (determined by the sound of grinding metal gears) I had to back off to about 2,500 rpm, take several deep breaths while mumbling three Hail Mary's (and I'm not even Catholic) and attempt the move again. All this, mind you, was done to the accompaniment of

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static from the speakers, rattling from the shifter, and the ire of five drivers behind me questioning my heritage, my mother's profession during my conception, and my competence to share the road with them.

I can tell you that second gear did work on occasion after about five minutes on the road and if one timed the shift just so. Eventually, the gearshift rattle was solved with the liberal use of plastic tie wraps that replaced plastic bushings long since disintegrated. At some point I had even considered taking out a patent on this quick fix just to show the engineers among us that humanists like me are also capable to designing mechanical fixes.

Well, I drove this Porsche for one entire winter. I felt so superior to my fellow commuters who were driving lowly, rusty, winter rats. I, on the other hand, was driving a sports car, a Porsche, no less. But my snobbery was soon deflated by several unfortunate shortcomings of the 924 or shall we say, electrical shortcomings of the Porsche design? The wiring on that old Porsche was so complicated that every time something failed, the mechanic had to create a new fix. By the time I bought the car, one might as well have thrown out the shop manual because the car was by then a one-off specialty car with its own electrical logic. This Porsche winter rat left me stranded regularly at work, on the way home, and at home trying to get to work. It quit on me so many times that I was soon on a first name basis with the dispatcher and the drivers of the Finger Lakes Wrecking Service. There is nothing more humiliating than someone in a Porsche waiting by the

roadside or parking lot waiting for a tow. In the end, my friendly mechanic had to remind me that my Audi Fox and this Porsche were of the same pedigree. He also reminded me about the advice he gave me about the Fox, commenting that it applied to the 924, as well.

Dutifully, I got rid of my Porsche winter rat that next spring. I traded the car with a fellow CNY member who fell in love with it. He was willing to live with the recalcitrant second gear. He was also young and said that he was not afraid of the electrical gremlins. I wished him luck and happily took his fully restored yellow 1973 914 1.8 in trade. I have no idea where the 924 is today, and I do not want to know. But I was a happy man when I sold that car, much happier than the day I bought it. By the way, I gave that nice young man an extra \$1,000 just to ease my guilt.  
**RL**

## **The Timeless Article - What is Driver's Education?**

By John Hajny – Central NY Region  
Chief Instructor

Driver's Education is the event with the highest participation in the PCA. It is arguably also the event offering the greatest reward, on many levels, and for many reasons. Before I get going on the why, let me start with some of the nuts & bolts, as it were.

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## "John Hajny..." From page 31

"Who can participate?" Answer: Anyone who is a full PCA member in good standing (be it main, affiliate, or family), who has a valid driver's license, who is in reasonable health, and is at least 18 years of age. "What kind of car can I use?" Answer: Any Porsche that is in good enough condition to withstand track use, and that can pass the safety inspection, is eligible. "What kind of gear do I need to participate?" Answer: You need the aforementioned car, a helmet, and possibly an interior-mounted fire extinguisher (some regions waive this requirement for first-timers). Not many of you reading this should find anything particularly exclusive there.

You might be thinking, "OK... that all sounds amazingly simple, but there's gotta be a catch. I know... what do I need to do to my car before I go?" Answer: Probably a lot less than you are thinking. All you really need to do is to make sure the various systems in the car are in good working order. You do not need fancy doodads and expensive gewgaws to have a good experience at the track (more on that later). If the drivetrain, brakes, cooling system, suspension, and tires are all in good shape, you are probably good to go. Of course there are many specific things that you should check into here, and you can get more information from me or any of our region tech advisors, but the bottom line is that if you have the car and the interest, you can participate.

Now you're thinking, "All right... so I'm eligible. Why do I want to do this?" If you strike up a conversation

with any PCA friends who frequent the track, their comeback to that question will likely be, "Why the heck wouldn't you want to!?" There's an *old saw* that says that DE is The Most Fun You Can Have... With Your Clothes On! Cute, I know, but also arguably true, if you are a real car nut. Look, by and large, people do not end up with a Porsche by accident, right? They usually have had the notion of one - even the lust for one – for many years. But realizing that dream of ownership should not necessarily be the end of the story. There's so much more.

Many Porsche owners have followed the marque's racing exploits for many years to one degree or another. It is understandably a point of pride for owners of the cars from Stuttgart. Even people who own or admire other brands – bitter competition rivals though they might be – can in good conscience do nothing but admit that Porsche has been extraordinarily successful in motorsport. The cars are so magnificently capable that merely owning one and driving it on the streets does not even begin to scratch the surface. Heck... any car will do that. I will tell you right now, in all honesty, that if you do not take your car out on the track, you will never have any idea of how great a car a Porsche is! Admittedly, that is a pretty bold statement, but you won't get any argument on that point from track junkies. They already know.

They've likely been one of those people – perhaps just like you – who've had this notion roiling around in their brains for years. "I've got this car with all this great heritage, all this performance... and I'm just washing and waxing. Just

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cruising around on the road. Heck... if I really drive it, I'll probably lose my license!" Maybe you take your car out in the country, to that special spot, and have a go at that favored stretch of sinuous asphalt. You might be having a lot of fun, driving well, even convincing yourself that you're *getting it all*. Don't be so easily impressed. First off, you are a danger to society. Bicyclists, animals, other vehicles... you can just never tell when things will go wrong out there. Crashing by yourself would be bad enough, but what if you took someone out with you? The sports car world doesn't need any more bad publicity resulting from such inappropriate behavior. The closer you are to the limit, the worse it gets, probably exponentially so. There's a far better place. Get yourself to the track, *Mario!*

When you go to the track, you will learn so much more than you can now imagine, even if you think you already have some *chops*. You will most likely learn how little you really do know about driving. Of course you drive every day, and everyone thinks they know how. Well... not like this you don't! You will learn that driving like this takes an incredible amount of energy, mostly mental. You will find yourself in a foreign land, thinking intently about so many things that you never did before, in ways that never occurred to you. Nothing is the same on track, and that is quite the point.

How will you be learning all of this? From your instructor. A person assigned to you to take you step-by-step through the many puzzles of performance driving. You will learn everything from how to sit properly in the car to how to

take a turn at a speed you would have previously thought might send you into the weeds, all in the relative safety of a place designed for such efforts. Your instructor will be devoted to seeing that you not only learn how to drive swiftly and with skill, but that you have a great time doing it.

The result? Your confidence behind the wheel will swell to new heights, and this will transfer directly to the driving you do every day. DE participants expand their skills to the point that every day driving can now be done with utter ease. Improved skills of concentration, anticipation, and confidence in your ability to control your car will render you far more effective as a safe and courteous driver where it counts most. Your passengers – your friends and family – and everyone who shares the road with you will benefit. You'll come away wondering why everyone isn't compelled to do this?

If all of that were not enough, you will also meet a group of people that really know how to live life fully. Track rats tend to be ultimate hedonists. We drive well, we laugh and joke and bench race expertly, we sup heartily, we sleep well, and then we get up the next day and do it all again. You will never meet a more enthusiastic, diverse, and well-rounded group of people anywhere. PCA people are generally interesting to begin with, and sharing the track bond only deepens those connections. Sharing the on-track experience with these people that become your dearest friends is an experience not to be missed.

Now you're fairly itching. "I've got to prepare." Panorama and Excellence

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## "John Hajny..." From page 33

are filled with glossy pages offering glitzy go fast goodies of all manner and form. You feel the compulsion to upgrade that car with all the stuff you read and hear about. I'm now going to explode that myth into tiny bits, and give you the best advice you will ever get on driving. Spend your money on the most important component in the driving equation: The Driver!

The thing you need to do to learn car control is reach that point where controlling the car by your actions is necessary. Any Porsche already has more potential than its novice driver. Adding to the potential of the car may indeed put the limit of control beyond a point that you can reach at all, or at the least, can reach comfortably. The only way to learn car control is in a car that moves around, and the easiest way is in a car that moves around at a more sedate pace, where the driver is not overly intimidated. Once the lessons of car control are experienced, then integrated into your subconscious through repetition, they will flash out at a moment's notice when they are needed, faster than you can consciously think about them. This is real driving. Do not impede your progress as a driver by putting the limits of your car hopelessly out of your reach.

Take that money and spend it on maintenance. Never looked at those wheel bearings? Been a while since your last alignment? Those brake hoses are original from 1986? That old factory seat belt is getting a bit frayed, eh? Hoses, belts, coolant, oil change, brake pads... These are the only things a Porsche needs to bring you more

excitement than you ever imagined. Chances are this prioritization will save you a fair piece of change, eschewing all those gee-whiz upgrades you don't need. Take those savings and pay for registrations to DE events!

You've wanted this for years. It's been tickling your fancy forever. You've been making excuses for too long now. It's 2008. There will never be a better time than this summer.

If you have any questions regarding Driver's Ed., or car prep or setup, please don't hesitate to drop me a line at [REDL944@stny.rr.com](mailto:REDL944@stny.rr.com). I might further suggest you visit my website at [www.redlinerennsport.com](http://www.redlinerennsport.com). There you will find the Pilot Emeritus Program, a series of articles for drivers and instructors covering many vexing driving problems, and their solutions. These articles will give you solid insights to help you through the performance driving jungle.

We'll have you hooked up in no time. See you at the Driver's Meeting! RL



## CNY-PCA's Photo Site

By Brian Scotti

For your entertainment and enjoyment, I now present CNYPCA's new photo site... Here you'll find galleries of a few 2006 and all 2007 events. The big feature is that you can buy any picture you desire! There are lots of options for picture sizes, photo editing, etc. Lot's of fun to be had and you don't have to be a member of Dotphoto.com either! Here's how you do it...

1. Go to [cnypca.org](http://cnypca.org) and look under Photo Galleries for the link
2. Browse the galleries, picking the pictures, sizes and options you want
3. When it's time to check out, under "Not a Dotphoto Member" choose "Click here to continue" to go through the payment details.
4. Pay up!

That's it, piece of cake, right? I've gone through the process and the pictures are very nice. If you have pictures you'd like to submit, drop me an email ([webmaster@cnypca.org](mailto:webmaster@cnypca.org)) to discuss the best way to transfer the files. **RL**

## LITTLE-KNOWN FACTS FROM THE "PORSCHE ALMANAC"

by Chuck Gladle,  
CNY-PCA Region Historian

As many of you already know, Porsche's first international rally victory came at the famous Monte Carlo Annual Rally. Now think for a moment. Just who was the driver of the 911S rally car? If you

answered Vic Elford, you are 100% correct. But who was the navigator? It was another Brit, David Stone.

Vic Elford had already made a name for himself as a top-notch rally driver on the European scene. After taking a few drives in a friend's Porsche, Vic began to get excited about the "hang-the-tail-out" capabilities of the 911. He mentioned this to Porsche factory personnel and voila! — he was contacted by Porsche to drive a 911S in the Monte Carlo Rally.

He accepted the challenge but was highly concerned about the factory effort to support the car. He asked the question "What will Porsche do about spare parts to support this 911S in the rally?" A resounding and confident answer came from then-Porsche Racing Director Baron Huschke von Hanstein. He stated emphatically, "There will be no need for spare parts as Porsches do not break!"

Elford and Stone went on to win the Monte Carlo Rally that year, providing Porsche with its first victory in this prestigious European World Championship Rally event. Of course Vic Elford went on to drive a vast range of Porsche competition cars in all venues of racing, for many, many years. His victories were numerous to say the least.

The duo of Elford and Porsche is a history lesson worth learning more about. I will leave you with this question: "In WHAT YEAR did this victory take place?"

I hope you enjoyed this FACT from the Porsche Almanac! **RL**



24 and Lucky to be Alive! or Don't bother sending for an ambulance, I brought my own. Dick Jeffers in wilder times.

### What, Me Hurry? by Richard Jeffers

Bill Noroski has been encouraging me to participate in DE sessions, which prompts the following apologetic. Okay, I would have jumped right on this opportunity forty years ago but now am not so sure that this is something that I want to do. When I was eighteen, I purchased an MG-TD and determined to go SCCA racing. I quickly learned that you didn't just join the club but had to be sponsored in a kind of reverse affirmative action process designed to keep out undesirables. Since I didn't know anyone in the SCCA and was too introverted to force myself on the organization, I decided to pursue other avenues for going fast.

In the late 1950's, you could drive your car on the new Watkins Glen racecourse after the completion of sanctioned race events. This gave me a chance go fast in the TD, reaching a terminal velocity of around 70 mph on the back straight before double clutching into third gear for the sharp, narrow right-left-right chicane, just past the location of the current "bus stop" (you can still see the remains of this part of the course). I remember a Corvette spinning right in front of me in these corners, very exciting. This fun non-sanctioned activity was banned, around 1960, allegedly the result of someone (probably a juiced up camper) taking his car (a Triumph I think) on the track after dark and having a fatal shunt.

I took a job as an ambulance driver in 1961 and began driving fast on the public roads. This was before EMTs, and ambulance personnel, outside of those operated

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by city hospitals, had with at best advanced Red Cross first aid training. The procedure was to apply a tourniquet, splint, oxygen mask or whatever to a patient and then transport him rapidly to the nearest emergency room. On Route 81 heading into Syracuse, I would peg the speedometer at 110 mph then switch off at the hospital loading dock while the wheezing engine regurgitated water from the cooling system overflow. I prided myself on the ability to do four-wheel drifts on fast corners and hated the occasional police escort because they slowed me down. This madness came to an end suddenly, in February 1966, when I was T-boned at the Northern Lights traffic circle in Mattydale. The poor lady who hit me could not see our red lights over the snow banks or hear the siren due to the muffling by those banks and the fact that her son was playing loud music on the car radio. Fortunately, my head went through the side window, absorbing most of the energy, so none of my regularly used organs were damaged. By the time the surgeon had finished suturing up the gapping hole above my eyes, my head had leaked considerable blood and all of its endorphins.

Twelve years later, a friend and I planned to attend a Jim Russell school, but then I became a father and put this idea on the shelf to be a responsible parent (and husband). I compensated by buying a 1967 12-cylinder Ferrari. It had a five-speed gearbox and would do 55 mph in low and exceed 100 mph in third. This car was more dangerous than the MGB I had owned in the early '60s, as the faster you went the better it felt. After five years of enjoying the sound of that glorious engine, I sold

the car to Gaston "Gus" Andrey a racer from Framingham, MA.

Back to the present, I have gotten my Boxster up to 90 mph on the pit straight at Watkins Glen and squealed the tires some on the corners but don't think that I want to do more in that car, which I love and don't want to damage. To participate in DE, I probably would want a dedicated track car. This brings up the question of how much time and money it is prudent to invest in something that I only do a couple of times a year (I divide my resources between many interests). Maintenance could also be a problem. While I have had at least one sports car in my garage for the last fifty years and have done much of the work on them, I am not a natural born mechanic. I remember the first day of engineering school the department head said, "I am a mechanical engineer. I can tell you how my car works but can't repair it." Well, I'm a little better than that but still know that the most valuable item in my toolbox is the first aid kit. I have been cut, bruised, burned and shocked and consider myself lucky to still have all of my fingers and other body parts intact. In addition, with advancing age I note that my knees don't want to bend as well anymore, making crawling under a car that much more difficult. I also note that I just can't seem to get enough light on what I am working on. The truth is that I don't enjoy working on cars as much as I used to. Maybe I will just register my '92 Saturn for DE then go down to The Glen and ride around the track with Bill in his 356

RL



**The Group who did it all: The 2008 CNY-PCA Planning Meeting at Brian and Melinda's in Oswego on January 20, 2008**

## **January 20, 2008 The CNY-PCA Planning Meeting**

by Vivian Shea

On Sunday Jan. 20<sup>th</sup>, 2008, twenty –five brave members of CNY PCA went to Brian Daley and Melissa Miller's lovely home in Oswego NY for our annual Planning Meeting. The weather report for Fulton and Oswego was not promising, as our TV's scrolled Winter Storm Warnings for the area. But we of the CNY PCA are not afraid!!! We traveled to Oswego, with the sun shinning and very little snow. We hit Fulton and crossed that imaginary line. The travel became tougher, but we all plowed thru. Brian did a great job of having a nice plowed parking area for us all. To those of you who did not dare to venture out to snow country, (you know who you are) your presence and input were missed.

The meeting began with lovely lunch buffet. At 2 pm we began planning our events for 2008. Madam President, Joyce Gladle, began by thanking all for attending. Joyce told us that Mitch VanNordstrand and Rick Dobush will be holding a Tech Session, at which Dinosaur Barbeque will be cater and all donations will be given to the Food Bank. Check "Der Kalendar" for the date and information.

Wayne Kunkel announced he would be doing another Fantasy NASCAR. You can find out about it through Stock Car Challenge on ESPN.com.

Cathie White spoke on behalf of our Charity Committee, saying that they were still accepting applications from members for a new charity for us to support

this year. The committee will be meeting in February to make a final decision on which charity our club will be sponsoring this term. I'm sure it will be a hard choice.

The Porsche Clash held at WGI on May 30 - June 1, 2008 will need volunteers for this event. Please contact Tim O'Brien if you are interested. Volunteers will receive certificates offering discounts to Zone 1 events.

Treasurer, Melissa Miller spoke to our members about finding someone (possibly a member) to help prepare our taxes. 501 organizations, such as the CNY-PCA must file a 990 (That's tax talk). 2007 is the first year all 501 organizations have had to file. **[CNY-PCA member and all around great guy, Bruce Donahue, has since volunteered. Ed.]**

Joyce asked us all to think about an official Logo for the club; Joyce showed us some old logos and the logo for our 50th. A vote maybe in our future!

Lee Goodman reported that there are 8 groupings of photos available for viewing and/or purchase on the CNY web site, [www.cnypca.org](http://www.cnypca.org). The photos include historic photos as well as CNY event photos. Check the CNY-PCA website for information.

Madam President, Joyce then began the task of planning our 2008 Der CNY-PCA Kalender. With help from all the members that attended, (and some that didn't) another year of great events has been planned. Please check the calendar, and come and join us. Meeting Adjourned!

## **IN DAYS OF OLD...**

by Herr Helmet Von Hair

**When rust was bold  
and salt was used a-plenty  
Our cars would rust  
and then our lust  
would turn to find more money!  
We'd buy another and another,  
the same as in the past  
To wait for winter--then surprise  
Because our cars were anodized!**

In 1974 at the Porsche Factory in Stuttgart, the production line made a significant improvement. The then Carrera-series bodies began to be submerged at the factory in an enormous vat. The chemical electrolysis process of anodizing the steel body had been developed and was put in place to protect Porsches from their eternal enemy—RUST! The process gave them the chance of real life. The car could literally be driven all year and be none-the-worse for wear. Well, not exactly true, of course. But, suffice it to say, we had some amount of protection.

In effect, the reason many of the earlier 911 cars have enjoyed a stable value base for all these years, is in large part due to this process.

But wait! If that were true, Porsche customers would return less often to renew their vows with the local dealers to buy yet another Porsche. Well, exhaust breath, that again is FALSE! Porsche owners were returning to their favorite dealers to buy new Porsches, but because a Porsche's resale value was now so dependable, there were swarms of buyers for well-driven, hardly-used Porsches.

*Continued on page 40*

This single step in the improvement of Porsche production has established for us a great car that, if well cared for, is just like the Eveready Bunny. It just goes and goes and goes!

Technologically, today's Porsche cars benefit further from the use of more non-corrosive materials. Space-age plastics, carbon fiber and composite materials (many coming from race technology and competition cars) are now more than ever incorporated in the "P" cars we buy today.

Mind you these words come from a fellow member who made his last purchase of a new Porsche in late September of 1964. Remember, those were the cars (along with the 914s and the early 911s) that you could sneak up on very quietly and hear them RUST! The only reason my SC Coupe and the 914-6 track car are still solid is that we rarely drive them unless the sun is shinning! Not one to miss out on newer technology however, our previously-enjoyed 928S and our latest garage queen 911 3.2 Carrera, both '85s, bring us some of the advantages of the no-rust benefits.

Get more into the history of your car model and learn all the good that comes your way because of the factory effort to give you a car that goes beyond performance.

RL

## RALLY TALES by Joyce Gladle

Bill Noroski and I got to laughing up at The Edgewood Resort during the 50<sup>th</sup> Anniversary Celebration. We were discussing some of the infamous CNY rallies of years past. I think everyone who has run a rally or two has a funny story to tell. The problem is, the stories are not very funny until some time *after* the rally. They often are the farthest things from funny *during* the rally.

Well, one thing led to another during that conversation and Bill and I thought a column in "The Redline" owning up to these "rally indiscretions" might make for some very humorous reading. Thus Bill's "Rally Tale" in the last issue about Bill Dawson's competitive rally nature.

Chuck and I have a long history of rallying. It is not a good history!!!! It is actually a poor history!!! Early on in the game of rallying, we were on a CNY rally up north of Oneida Lake on Route 49 (The fact that I even remember that tells you that it made a big impression on me.). The (brilliant) instruction read something like this: "Turn Right at the second opportunity after passing the white house with the purple martin house in the side yard." I was psyched!! Why? Because I knew that a "martin" was a bird! So off we went at the prescribed speed, looking for that "purple martin house." Well, it seems that we missed it. So we went back, this time going a little faster, because now we were (the dreaded) LATE!! I distinctly remember to this day saying to Chuck "There's a martin house, but it's WHITE!!! Where the devil is the purple one?!?

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By the third pass down Route 49 looking for the “purple martin house” we had that 356 in excess of 90 MPH. Had we actually passed said “purple martin house,” it would have been a purple blur!!!

Well, you all probably know what I did not—at that time. There was no “purple martin house.” There was, however, a white house built specifically for Purple Martins.

That's why my son-in-law calls me “Rally Joyce.”

RL

cast your ballot as to your favorite choice to become our official logo.

Thank you for you participation.

Joyce Gladle

## **Rolex 24: “The Annual Gathering of the World’s Greatest Drivers” by Hal Miller**

When we first started attending this event in 2001 it was just a race for hardcore sports car drivers attended mostly by family and friends of the drivers and a few equally hardcore fans like myself. We huddled together in the often cold and windy weather (it's winter in Florida, too) to watch our heroes slug it out in the most grueling race in America.

All this has changed – except for the grueling part. The France's – who turned NASCAR from a scramble on Daytona's beaches to the biggest spectator sport in America – are doing the same thing for the Rolex 24 that they did for NASCAR. The showmanship genius of racing's first family has now turned to the Grand Am series. They have attracted Juan Pablo Montoya, Dario Franchitti, Helio Castroneves and a host of other champions of F1, IRL and NASCAR, to spend a day at Daytona prior to their season, to race, have fun and tune

*Continued on page 42*

## **OFFICIAL CNY PCA LOGO**

Dear CNY Members,

Recent conversations among CNY Officers and Members have indicated that we as a club need to make a decision as to what our official CNY logo should be **[My suggestion of a horse's backside behind the wheel of a Porsche didn't apparently win many converts. Ed]**. We are now in a position to make purchases of CNY-specific items such as apparel, name tags, awards, and the like. Thus we need to make this choice now.

Over the years we have used a variety of logos. Recent restrictions by Porsche AG have made the use of some of these logos questionable. Please review the postcard elsewhere in this Redline and

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**"Rolex 24..." From page 41** up for their respective series. Now, attendance is growing every year at Daytona International Raceway during the last weekend in January for, what has become, "The annual gathering of the world's greatest drivers".

The overall race was won by Chip Ganassi's Riley-Lexus driven by the team of Dario Franchitti, Juan Pablo Montoya, Scott Pruett and Memo Rojas. Porsche had a "bad hair day." They were denied a podium finish in the DP class and were embarrassed in the GT class when, for the first time, a Mazda RX8 hummed to first place **[See Joe Holzer's letter to the editor for a far longer, more complex, and more confusing point of view. Ed.]**

However, this is not the point of the story. My tale is about the displacement of the young lions who slug it out for the rest of the season to become the ultimate winners in the Grand Am series (the 'stars' only race in the opener). Guys like Shane Lewis who is my friend and racing instructor. Shane works hard at his craft headquartered at Moroso Motorsports Park in Jupiter Florida – where he lives and spends the off-season instructing and practicing with his kart. My Kart is also housed at Moroso. The average American race fan does not understand the importance of Karting – particularly as a training tool.

But I digress.

We watched the race from Shane's pit and saw some of the agony and ecstasy that goes into endurance racing. The

pre-race sky was spitting rain and Steve Southard, owner of the #3 Lexus/Riley Daytona Prototype, decided to mount treaded rain tires but after they lined up on the grid the sun came out and dried the track. They could not change to slicks until after the first lap and this cost them a lap at the beginning. Shane was at the wheel for the start. After pitting to change tires, it was thrilling to see him charge through the pack. Eventually he and his team fought back to eighth position before nightfall. It was a tough night with intermittent showers, cars spinning all over the track and spider cracks developing in their windshield. Then another team member, after pitting and on cold tires, spins and hits the wall. The car is damaged but they manage to patch it up and the battered racecar rejoins the fray. Shortly after sun-up Shane takes the wheel again and, inexplicably, the car crashes heavily. Shane is injured and taken to the hospital for a CT-scan because of the severity of the impact. He is bruised and hurting but not seriously injured. For him, his team and owner Steve Southard – the race is over.

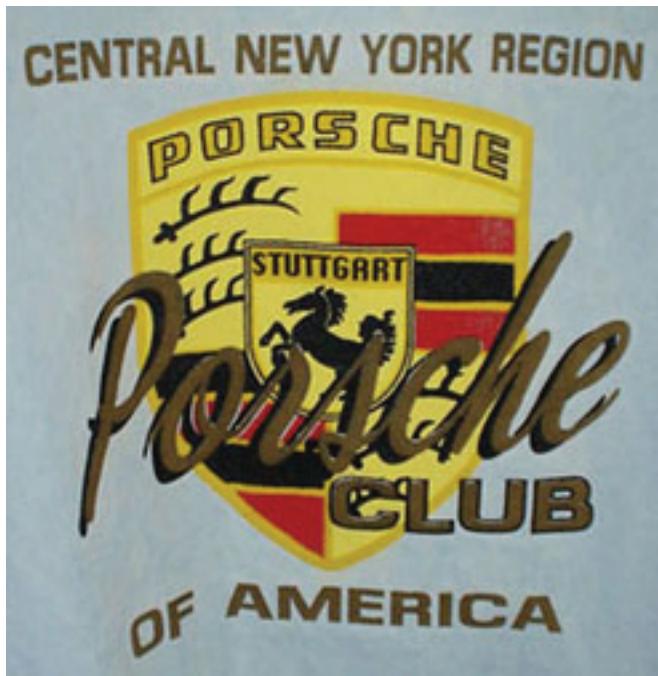
There is always next year.

The point of all this is the unexplainable and undeniable love of racing that pulses through the veins of those of us smitten by this, often dangerous but always exiting, sport. Hope springs eternal for Shane Lewis and his lot and there is never a doubt that he will strive to be a champion until the day he hangs up his helmet.

RL



Shane Lewis poses with Hal Miller on the grid at Daytona



## **CNY-PCA GOES PUBLIC AND IDENTIFIES HABITUAL TRACK JUNKIES**

by Chuck Gladle

### *How to avoid falling into this "Habit from Hell!"*

As Joyce and I left the track after the WGI Six Hours of the Glen, our fourth trip to the storied race track this year and with two more to go, we felt compelled to identify those in our CNY membership that have fallen into a state of depravity. Although it is sad to have to say this I do so for your safety and the health and welfare of your loved ones. While Joyce and I are there virtually round the clock and throughout the calendar year, our commitment and sacrifice is solely to continue our ongoing research for your benefit. What you are about to read is the deepening waters and the whirlpool of activity that draws in CNY's unsuspecting and highly at-risk members into a snake pit far from normal activity.

How does this problem start? In your home. You don't need to be a couch potato, munching your life away on junk food and liquids of choice to become involved in this ever-tightening cycle. Married, single, old, young, male, female, highly educated or quitting after several years spent in the fifth grade or any other identifying category I can think of, hasn't resulted in any specific kind of tie-in to this dark world. There was at one time I thought that being left-handed had something to do in attracting the vulnerable but none of this proved to be true, either.

Television is where it starts. Formula One, NASCAR, Rolex Petite LeMans,

Daytona Prototypes, Production based sports cars, NHRA, Monster Trucks, European Rally Championship, the Off Road race series and on and on it goes. Those with a low resistance level become afflicted with the idea of "why not me" and a chain of events if left unbroken, drags you into the morass. As an aid I have recorded a number of physical signals that mark the decay of personal resistance:

1. You become a thrill seeker. Your alter ego develops a new direction and you find yourself driving at ever increasing speeds in day-to-day life.
2. Your hands and feet constantly, yet rhythmically, move as though music were playing. This is an early sign of virtual shifting, up and down through the gear box, practicing heel and toe shifts and hard breaking, all from the comfort of your recliner chair.
3. Your exercising and fitness regimen changes direction focusing on strengthening your sphincter muscle, a muscle whose importance will increase as you continue to drive faster and faster. Without this exercise your social acceptance in close quarters will fade quickly and your stinky, messy laundry becomes a new personal embarrassment in combination with the deterioration of the drivers seat as it, too, becomes a victim of odorous emissions.
4. Your car morphs into something different than it was when you purchased it. Now there is a louder muffler or no muffler at all, a stiffer suspension and your car

- 
- rides on expensive performance track tires, with a lowered chassis and all kinds of interior changes to match. A roll cage, six piece seat belts, and a red fire extinguisher suddenly appear in front of the seat where your significant other sits, while your new expensive helmet sways from a roll cage hook as you go to work.
5. A new level of debt appears on your credit card statement either all at once or in segments. For your car to be in compliance expense is NO object. Every modification imaginable is bought and cost be damned.
6. Your relationships become strained as vacation days are donated to this new mania and all mind cluttering issues like work, family, friends, the lawn, garden, house repairs and civic responsibilities are dismissed for the insignificant things they truly are.
7. Your personality shifts to that of the person who must be first in line whether it be at a buffet table or public restroom. What's more, when you find yourself second in line at the Burger Palace you whine "I got cut off by that jerk" or "the damn fool brake checked me." Even when you take what use to be called a Sunday drive or when you are shopping or commuting to work your newfound aggressive driving manners show.
8. Your favorite Monday morning TV program changes from "The View" to the Speed channel's "Race Week in Review" and "Speed" becomes your new Nearer to God
9. Your new expression of undeniable excitement becomes "Green, Green, Green." It's no longer "There's a sale at Home Depot." This will call to you from your TV and you may even discover it on a cell phone message from a fellow track junkie.
10. Finally, you refer to the turn out of your driveway as the "first apex."
- Should you or a close friend begin to show any of the above telltale signs of track addiction you must seek medical help and seek it, immediately. Turn to your other Porsche friends who have successfully stayed outside of this vicious circle of depraved track DUDES. Stay close to those in our region who rally or autocross or concours. These are the quiet, gentle segments of PCA, those for whom real excitement is reading road test reports in Road and Track. The calm and quiet ones can find salvation at speeds of 65 mph or less, while the track junkies pull into their garages at that speed. So please take my sound advice and "Just say NO."
- Now it is time to learn the names of those individuals who have become "hooked" on driving the racetracks of the Northeast. This is a list of the current known track dudes. Beware of them all:

*Continued on page 46*

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## Habitual Track Junkies..." From page 45

1. Brian "The SHARK" Daley
2. Jeff "I ONLY DO IT AT THE GLEN" Turco
3. Thak "boyz 'n the flying HOOD" Chaloemtiarana
4. Brian "the RED BARRON" Scotti
5. William "WILD BILL OF THR GLEN" Noroski
6. Baxter "TOOTH-ACHE" Rhodes
7. Chris "Mr. HORSEPOWER" White
8. Bill "Mr. SIXER" Kohnke
9. Joe "COOL CAB" Holzer
10. Lynn & Ed "TRACK THAT MARRIAGE" Hurd

I fear there are others still in the closet but ready to come out with their sweaty helmets and driving gloves, smelly shoes and socks and sweaty driver suits. They are always looking in the mirror, but never at themselves. They are hard to pass everywhere including the sidewalk and love the Johnny Cash song, with one slight change in the title, "I DRIVE THE LINE."

Be strong and seek help and avoid this hypnotic counter culture and always remember to just say, "NO!" Save your car, your marriage and your life! **RL**

## The Redline Market

The Redline Market is for noncommercial ads, available to all with an active PCA membership number. Ads are free for two consecutive issues if they are Porsche related. The decision as to the "Porscheability" of each ad is solely that of the editor, who's a strict constructionist concerning such things, his Honda ownership notwithstanding. A \$10 fee/issue is required to continue the ad beyond two issues. A \$10 fee/issue will be charged for all non-Porsche related ads or for ads placed by non-PCA members. All continuing ads must be resubmitted on a monthly basis before the 10<sup>th</sup> of the month preceding the next issue. The maximum length is 50 words and all sales ads must include an asking price(s). Send your ads to REDLINE REPORT, c/o Skip Testut, 873 Taughannock Blvd., Ithaca, NY 14850.

**FOR SALE:** Porsche 1985 911 Cabriolet. Black, tan leather, NC/FLA car, exc. 3.2 liter, 5 SPD, New top, H4 whale tail, Fuchs, Dunlops, 120k. Excellent, dependable. \$16,900. Dana Hart, Syracuse, NY [dbhart@uc.syr.edu](mailto:dbhart@uc.syr.edu) 315-488-1768 (1)

**WEEKLY RENTAL:** Ft. Lauderdale Studio Condo located ½ block from Atlantic (A1A). **See Web:** Ft Lauderdale FL Beach Resort (@Breakers Beach Resort @909 Breakers Ave) **Occupancy:** April 25 – May 2<sup>nd</sup> 2008. Guaranteed furnished. Interested? Contact Norm (Boxster) for details: 315-652-6114. Air ticket prices favorable now. April is Peak Season

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## **Der 2008 CNY-PCA Kalender**

### **FEBRUARY**

23rd – Tech Session at Mitch VanNordstrands's garage in DeRuyter

### **MARCH**

8th Tech Session at John Hajny's garage in Vestal

Topic - A hands-on check of your car for street & track

29th – Charity Auction at Footprints on the Lake, Marietta NY – 5pm

### **APRIL**

### **MAY**

4th - Spring Rally hosted by Jeff Turco (tentative)

10th - Cobweb Concours at Burdick Porsche, Cicero, NY

16th - 18th Zone 1 Rally and Concours, Corning NY

### **JUNE**

7th – Tech Session at Chris White's Garage, Marietta, NY

20th-22nd 48 Hours at the Glen

21st - CNY Annual Summer Picnic at 48hrs – Clute Park, Watkins Glen NY

### **JULY**

13th – Autocross (State Fair) TBA

### **AUGUST**

23rd –CNY Summer Concours and Family Picnic – Emerson Park, Auburn, NY

### **SEPTEMBER**

5th - 7th CNY-PCA WGI Vintage Race

6th - 7th Annual CNY-PCA Vintage Weekend Gathering in Turn 5

### **OCTOBER**

10th - 12th Fall Tour to Bennington VT

25th – Fall Rally hosted by Sallie Jameson

### **NOVEMBER**

22nd – CNY Annual Banquet and Business Meeting

### **DECEMBER**

14th- CNY-PCA Channukah, Christmas, Kwanzaa Party hosted by Linda and Wayne Kunkel

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## **February 23 CNY Tech Session with Mitch VanNordstrand**

We have a new Tech Session on “Der Kalendar” this year. Mitch VanNordstrand has offered his garage to CNY members to learn a thing or two about Porsches. Ably assisted by Rick Dobush owner and operator of R & D Automotive (sometimes known as “The Bavarian Rocket Scientists”) and Andy, a Porsche Factory-trained mechanic, we will be provided with technical expertise in several categories. Mitch has a large, heated garage/barn with a lift, wash bay and paint booth, so there will be plenty of room to gather around the Porsches and watch and learn the process.

Beth and Mitch will provide a Dinosaur Bar and Grill BBQ lunch for our enjoyment in return for a donation to be made to their local Food Bank. Come join us for what promises to be a very informative and fun day!!

**WHEN:** February 23, 2008, Saturday 10:00 AM

**WHERE:** The garage of Mitch VanNordstrand, 40 South Lake Road, DeRuyter (directions below).

**WHAT:** Tech Session by Rick Dobush and a Porsche factory-trained mechanic from R & D Automotive. Rick will be working on a **1966 911**, pulling the engine and possibly replacing the clutch. Rick will also change a sensor on a **1985 911**. The gentleman from the Porsche Factory will make a presentation on **Boxsters**, provide some general maintenance information and answer questions.

**LUNCH:** Beth and Mitch will provide\* a Dinosaur BBQ lunch.

**RSVP:** Please let Beth and Mitch know that you plan to attend so they can make arrangements with Dinosaur Bar and Grill for our BBQ lunch. E-mail Mitch at [internaut2002@yahoo.com](mailto:internaut2002@yahoo.com) or call him at 315 852-1133

**DONATION:** **\*Donation for lunch is requested.** All donations will be forwarded to the local Food Bank.

### **DIRECTIONS:**

**From Syracuse** - Go to Route 80 in Tully and head East towards Fabius. Go past Togenberg and past Highland Forest. At the next intersection (a 4-way stop), turn Right onto DeRuyter Road. Stay on this road past the lake. On your left as you near the end of the lake, there will be a falling-down barn. Take the next left onto South Lake Road. Go past Middle Lake Road on your right. You will pass 2 houses on the right. The next driveway on the right is ours. Watch for the 2 large boulders with pine trees and 2 large red barns. Go to the second barn--the biggest one.

**From Binghamton (South)** -- Take Route 81 North to the Cortland Exit for Route 13. Turn Right on Route 13 North. Stay on Route 13 past Truxton and into DeRuyter. In DeRuyter, turn left to stay on Route 13. As you go out of DeRuyter

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past the Big M Market, take the next Left onto Middle Lake Road. Go to the end of this road and turn Right onto South Lake Road. You will pass 2 houses on the right. The next driveway on the right is ours. Watch for the 2 large boulders with pine trees and 2 large red barns. Go to the second barn--the biggest one.

**From Ithaca** -- Take Route 13 to Cortland and follow the directions above.

**Need Help:** Call Mitch at 315 852-1133

## **March 8 CNY-PCA Tech Session with John Hajny**

John Hajny, proprietor of Redline Rennsport Services, will host a tech session at his shop on Saturday, March 8th. Time will formally be 12 o'clock, but you can arrive earlier if you wish to chat and look around. The main topic of the day will be; "So... I bought this car. What does it need to make it right?" We have just such a car to look over; an E-Bay special 944 that needs a fair amount of work to make it street worthy, let alone safe for the track (where it will eventually be going). We will be looking at all systems to find inadequacies that need to be addressed. We also have a huge project car that will have been freshly painted, and possibly a 993 Carrera Cup Car getting vinyl graphics. You should also come armed with any Porsche questions you may have. We want to solve your problems! Pizza, munchies, and beverages will be available. \$5 per person to defray costs. Please RSVP to [REDL944@stny.rr.com](mailto:REDL944@stny.rr.com) if you plan to attend so we can gauge interest. Running out of beer would be most unfortunate!

DIRECTIONS to REDLINE Rennsport – Take Route 17 (86) to the Greater Binghamton area. From Route 17 (86), take exit 67S - Vestal to State Route 26S. My shop is approximately 3 miles on the right. First blinking light at Hazel Drive. Second at top of large hill – Pierce Hill Rd. 3rd blinking light, Valero Gas Station on right, SLOW DOWN. My shop is just past this intersection on the right. VanDervort Service Center (1694 Route 26, Vestal, NY)(White building on right, 2 bay wash, 3 bay repair, used cars, etc). My shop is in the North end of the adjacent tan building and has brown, pedestrian and overhead doors. No sign, no windows, no phone. Only cool cars and motorheads!



POSCHE CLUB OF AMERICA

## CENTRAL NEW YORK REGION

# Charity Consideration Request Form

All Nominations must be received by the last day of February. Charity Partners are selected on an annual basis. Send completed form to:

**Melissa Miller, PO Box 5162, Oswego, NY 13126**

Name of Charity: \_\_\_\_\_

Purpose of Charity: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(Attach all documentation available to assist the Charity Committee in determining the needs and purpose of the entity.)

Web Site and/or Address for Additional Information on Charity:  
\_\_\_\_\_

Member Submitting: \_\_\_\_\_

PCA Membership Number: \_\_\_\_\_

Contact Information:  
\_\_\_\_\_

Date: \_\_\_\_\_

Committee Use: \_\_\_\_\_

Member Responsible for Request: \_\_\_\_\_

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Committee Chair signoff: \_\_\_\_\_

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#### **911 (Late)**

Joe Holzer [im@holzerent.com](mailto:im@holzerent.com)

#### **930**

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[whitechristopher@earthlink.net](mailto:whitechristopher@earthlink.net)

## 928

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Chris White

[whitechristopher@earthlink.net](mailto:whitechristopher@earthlink.net)

## ADVERTISING DIRECTOR

If interested contact Joyce Gladle to volunteer. Uncle Siegfried wants you!! Call her today!

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## The Redline Advertising Rates (payable in advance, fully):

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## **The Redline Report**

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