

The Redline Report

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

<http://cnypca.org>
Porsche Club of America

Volume 53, Issue 3 - May/June 2010



Spring Comes to Montrose, PA: Bill's New Toy!





PORSCHE



**DRIVER'S
VILLAGE**
.com

Burdick Porsche at Driver's Village.

***At the Crossroads of CNY,
Routes 481 & 81***

***East Circle Drive in Cicero
315-699-2661***

***For more information, check out
www.driversvillage.com***

The Redline Report

Newsletter of the Central New York Region

Porsche Club of America

May-June 2010 Volume LIII, Number 3

DEPARTMENTS

2	CNY-PCA Officers and Appointees	40-48	Zone 1 and National News
3	Advertising and Related Administrivia	63	Advertiser Index
5	Letters to the Editor	64	Redline Market

COLUMNS

4	Ramblings at 9K, The Editor Speaks	23	PPP Thak
6	Lady at the Wheel	30	The Alternative Line
7	CNY-PCA Willkommen Wagen	37	The Northern Sentinel

FEATURES

8	Project 914-6 GT	26	A Fancy Cocktail Dress...
10	Tony's Garage (Barn)	28	Woe is Me!
13	Our '09 Porsche Vacation	34	2010 Autocross Update
16	What Will Change for Us this Decade?	49	Winter Rally and Daytona
17	The Wisdom of Professor von Hair	50	The Rick & Mitch Show
18	Birth of a 928 or a Buick?	52	The CNY Annual Auction
21	Greasy Ed's		

KALENDER STUFFEN

54	Die 2010 CNY, Zone 1 Kalender	58	Automobiles, Brew, and BBQ
55	Watkins Glen Grand Opening	59	Tech Session with Chris White
56	CNY PCA Spring Rally	60	Porsche at Eurocar 2010
59	CNY PCA Cobweb Concours	62	2010 CNY PCA Fall Tour

The Redline Report is published six times a year by the Central New York Region, Porsche Club of America. Permission is granted to reproduce original materials published herein provided full credit is given the author and **The Redline Report**. No material may be reproduced unless **The Redline Report** was given the right to publish another publication's material. They reserve all rights to that material. Furthermore, the editor reserves the right to edit all materials and does so... poorly. All material herein reflects solely the opinion of the authors and NOT the PCA, the CNY Region or its officers or anyone of taste. **The Redline Report** is distributed to Central New York Porschephiles, even truck drivers like Carol!

Cover: Bill Kohnke's Obsession: Porsches! Photo courtesy of Bill Kohnke

CENTRAL NEW YORK-PCA REGION OFFICIALS

President

Joyce Gladle gladleja@aol.com

Vice President

Lee Goodman

lee@goodmanagency.com

Past President

Brian Daley Bdaley@twcnny.rr.com

Secretary

Vivian Shea

dutch713@gmail.com

Treasurer

Melissa Miller

mamiller@pathfinderbank.com

Activities Director

Wayne Kunkel lotusrpv@aol.com

Membership

Connie Turco

cturco@southernwine.com

Webmeisters

Brian Scotti

BScott@morse.bwauto.com

Lee Goodman

lee@goodmanagency.com

Newsletter Editor

Skip Testut testut@ithaca.edu

Safety Chair

Ed Hurd edhurd@hughes.net

Autocross Chairs

Wayne Kunkel lotusrpv@aol.com

Steve Lerman lermey@aol.com

Club Racing Chairs

Bill Dawson bda4827252@aol.com

Mitch VanNordstrand

internaut2002@yahoo.com

Club Historian

Chuck Gladle gladlec@aol.com

Concours

Bill Noroski wjnoroski@yahoo.com

Steve Turco sturcol@twcnny.rr.com

Chuck Gladle gladlec@aol.com

Les Lewis leslewis@stny.rr.com

Mark Schultz blue61cab@aol.com

TECH ADVISORS

356

Bill Noroski wjnoroski@yahoo.com

Chuck Gladle gladlec@aol.com

Gerry Goldberg (315) 498-9403 (FAX)

Mark Schultz blue61cab@aol.com

914

Mike Darminio

darm911@Windstream.net

Thak Chaloehtiarana TC17@cornell.edu

Bill Kohnke wkohnke@epix.net

911 (Early)

Mike Darminio darm911@alltel.net

Jeff Turco jturco@twcnny.rr.com

911 (Late)

Joe Holzer im@holzerent.com

930

Thak Chaloehtiarana

TC17@cornell.edu

944

John Hajny REDL944@stny.rr.com

Chris White

chris@944enhancement.com

928

Brian Daley (16 valve)

Bdaley@twcnny.rr.com

Chuck Gladle (32 valve)

gladlec@aol.com

968

Ed Hurd edhurd@hughes.net
Randy Martin RMartin5@stny.rr.com

Boxster

Bob Graham her3bay@twcny.rr.com
Bill Hayman whayman@twcny.rr.com

TECH INSPECTORS

Mike Darminio, Chief
darm911@Windstream.net
Bud Burdick, budburdick@juno.com
Thak Chaloeintiarana TC17@cornell.edu
John Hajny REDL944@stny.rr.com
Joe Holzer im@holzerent.com
Ed Hurd, edhurd@hughes.net
Mitch VanNordstrand
internaut2002@yahoo.com
Jack Vasina, jflash914@yahoo.com
Chris Whaley
chris@merlinmfgusa.com
Chris White
chris@944enhancement.com

DRIVING INSTRUCTORS

John Hajny, Chief
REDL944@stny.rr.com
Bud Burdick budburdick@juno.com
Frank Campagna
fcampagna@mandtbank.com
Thak Chaloeintiarana TC17@cornell.edu
Brian Daley Bdaley@twcny.rr.com
Mike Darminio
darm911@Windstream.net
Bill Dawson bda4827252@aol.com
Chuck Gladle gladlec@aol.com
Joyce Gladle gladleja@aol.com
Joe Holzer im@holzerent.com
Ed Hurd edhurd@hughes.net
Lin Hurd linhurd@hughes.net
Bill Kohnke wkohnke@epix.net
Bill Noroski wjnoroski@yahoo.com
Rush Pond rpond@twcny.rr.com
Jeff Turco jturco@twcny.rr.com
Mitch VanNordstrand
internaut2002@yahoo.com
Steve Vasina
stephenvasina@yahoo.com
Chris White
whitechristopher@earthlink.net

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

Full Year/Single Issue

Full-page: \$350 / \$125
Half-page: \$275 / \$100
Quarter-page: \$225 / \$80
Business Card: \$115 / NA

Payment in full must be received by the 10th of the month preceding publication with all ads in a reproducible format (e.g., Adobe PDF, JPEG, or Adobe InDesign files and artwork photo-ready. Send your ads to Skip Testut, 873 Taughannock Blvd., Ithaca, NY 14850 and your money to the treasurer, Melissa A. Miller, 3275 County Route 176 Oswego, NY 13126 mamiller@pathfinderbank.com 315-343-8442

Display Ad Dimensions (H x W in inches)

Full Page 7-1/2 x 4-1/2
Half Page 3-5/8 x 4-1/2
Quarter Page 1-7/8 x 4-1/2

Okay, Bill, you're making me feel bad. Here I sit with spring well underway and I have yet to replace my Porsche, while you've added yet another to your collection or maybe to your obsession, it's hard to tell which. For those of you who didn't know, Bill and Peg Kohnke announced the arrival of yet another 914, "Blue." At least that was the name given it when Bill e-mailed to tell me the good news. That brings Bill's 914 count up to four, not that he's counting, but he is, no matter what he says. "Blue" is a '75 2.0 liter that looks great in the photo Bill sent, but Bill tells me it needs some tender loving care to make up for a decade and a half of being ignored. I feel like that, myself, Bill, but think your new 914 has a much better chance of recovery than I do.

As if Bill's news wasn't enough, my favorite truck driver, Carol, announced the purchase of yet another Cayenne. Despite my non-stop teasing, Carol is a real car person and this new Cayenne of hers should make a great addition to the long list of great cars (and trucks...) she's owned over the years. Besides, this gives me another year or so of truck jokes at Carol's expense and for that, I'm truly thankful. But why did she buy the latest Cayenne?? What does it offer that her original one lacked...

The main point, if there is one, is that all my friends are getting new or different Porsches and I'm still sitting here on the sidelines, pondering my next automotive move and wondering why. This is not a good thing, although

I realize I'm not alone. Thak, for example, has mentioned experiencing similar automotive ennui in recent "PPP Thaks," brought on by his impending retirement, no doubt. Working on his cars is starting to take on mythic proportions in Thak's mind, a mind not well suited to dealing with reality even though it makes him a great friend and boon companion. At present he seems to be somewhere between selling one or more of his current stablemates and buying a Cayman or just playing with what he has. This is a far change from Thak's more traditional "I want it now" kind of thinking for which he's legendary. In addition to Thak there's my friend and former neighbor, Darrel, also in a similar automotive state of mind. Unlike your humble editor, in the last several years following his retirement Darrel has gone through more cars than the Gladles have hobbies, all in an attempt to find the perfect, to date elusive, car. His list has been long and any one of them should have been an acceptable candidate, including a Porsche Carrera he bought a year ago or so. It wasn't, however, and recently, he sold the Jaguar XK coupe that had replaced the Carrera, as it, too, didn't seem to have the magic he sought. At least my ennui is cheap.

So why do so many of us car people fail to find what it is we seek in automobiles. As this is not a new topic for me, many of you have had the time to think about it, yourselves, and have offered excellent suggestions... except for Uwe, who still insists utopia is owning a Plymouth Valiant with a slant-6. Amongst sources as diverse as "Top Gear," [Automobile](#), [Consumer](#)

Reports, Road & Track, and “The Autoextremist,” all of which I consult regularly and in great detail, it is obvious that there are many great cars out there, probably more than at any time in our lives. Any number of them could be mine for the asking and restore the automotive imbalance in which I currently find myself or at least offer loads of fun on the road o’ life. Martin outboard motors, clearly, are not a realistic sublimation for car fever. For crying out loud, Joe Holzer has achieved engineering nirvana with a Land Rover with all the stereotypical British car problems. I have no excuse and if you’re similarly affected, neither do you. Unfortunately for all, I’m a tough sell and have no idea what it is I actually want. I’m starting to believe that by a simple act of blatant consumerism, the purchase of a car, I could, single-handedly, restore our economy to its former greatness, balance the federal budget, bring Democrats and Republicans together in a spirit of national unity, and close the rift between Porschephiles favoring water-cooled motors and those preferring air-cooled. As for Uwe...

Letters to the Editor

Honest, dear, it just followed me home...

Another 914 orphan has joined our club. We welcome Blue (still hasn’t earned a proper moniker yet), a 1975 2.0L awaiting proper license plates and an insurance card.

Blue has had a hard past 15 years. Unable to find a capable mechanic in Bradford county, he was abandoned under an outside shed roof since ‘95. A truly sad fate because he has no major trunk or floor pan rot, just a little under the battery that was fixed very easily.

I now can hold my own car show, The reruns.

Blue- From under a shed roof

Yellow Dog- From a junk yard in downtown Scranton

Ms. Murphy- Irish Green and what an attitude- Took her out on St. Patrick’s Day- beware cold tyres on cold pavement- She, too, has been rebuilt (My fault, I admit)

Red the 944- Great car - everything works for now-

Celebrating spring with my own neighborhood car show,
Bill Kohnke

Lady at the Wheel

By Joyce Gladle, President-CNYPCA

My, my!! Things are getting very busy in the world of Porsche activities. We have been treated to a few days of beautiful weather, the daffodils are blooming, the cherry trees are in full blossom and Chuck washed a Porsche—outside!! I do believe the 2010 driving season is just about upon us.

As you read through this issue of Redline you will see a recap and/or results of some of our recent events and you will also see what is on the agenda for the next couple of months. I think you will be pleased to see that we have a good variety of Porsche functions for you to chose from—or join us for all of them.

The Grand Am Series is sponsoring a Porsche Corral at the Rolex/Grand Am Race at Watkins Glen June 4-6. The Porsche-only Corral, tent and closed-circuit TV will be set up in Turn 11—a great vantage point from which to watch this nationally-acclaimed race. Friday track laps, snacks and driver appearances are a few of the other perks. Don't miss this one!!

Our major driving events this year are the Zone 1 48 Hours of Watkins Glen Drivers' Education and the Zone 1 PCA Club Race, The Clash. There is still time to register for the DE and volunteers are needed and much appreciated for The Clash.

As you check out Die CNY Kalender, you will note that we have some old

favorites and several exciting, new events on tap this year. Among the new events are the Rosenblum Collection and F. X. Matt Brewery Tours, the EuroCar Show on the Lorenzo Estate grounds in Cazenovia and the CNY at Watkins Glen International Opening Day excursion.

I am pleased to say that our new policy this year of bringing a non-perishable canned good or supply to each of our events is going extremely well. CNY members prove to be very generous in helping the less fortunate in difficult economic times like this. Food Pantries in DeRuyter, Ithaca and LaFayette have been very thankful for our donations. Let's keep it up—it really does make a difference.

Do look over Die Kalender and pick out some events to attend. I look forward to seeing each and every one of you! You and your Porsche will benefit for associating with *your club!*

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

CNY-PCA Willkommen Wagen

By Connie Turco, Membership Chair

1 New Member:

Matthew Senn, Fulton 1984 Black - no model listed

Anniversaries:

25 Years: Michael Niechwiadowicz, Van Etten

Thomas Morrissey, Newark

Casimir Bobowski, Skaneateles

15 Years: Amy Lopez, Utica

James Keetch, Pine City

Michale Kerker, Oswego

Patricia Roddy, Fayetteville

10 Years: Mark Martino, Syracuse

John Vose, Canton,

William Thielking, Lake Pleasant,

5 Years: Bruce Donohue, LaFayette

Robert & Linda Goecks, Margaretville

Max Hall, Skaneateles

Gregory & Louann Herman, Baldwinsville



Remember, if we come across any 914, today, it's mine and not Thak's or either of the Vassinis! Photo courtesy of Wayne Kunkel

Project 914-6 GT

By Jack Vasina

Since I retired in December, I have been working on a 914 project car for a friend of mine who lives in Virginia. Here is a little history of the car. The car is a stock, 1974, 2.0L 914, silver in color. The original owners lived in Georgia. A friend from work bought the car and brought it to Binghamton where he was going to convert it to a 914-6. However, after several years the car just sat in his barn and eventually it was up for sale. I convinced my friend Bob from Virginia to buy the car and he did over a year ago. Bob then took the car to Virginia where it again sat for a year. At that point I needed to stay busy after I retired **[Notice how cleverly the author inserted that comment... Ed.]**, so I convinced Bob to bring the car back to Binghamton where I would charge him a nominal fee to convert the car to a 914-6 GT. You can see the car got a lot of miles on it just traveling up and down Route 81 in a trailer.

I received the car in mid-January and immediately started to strip everything off the car, less the dashboard. My son, Stephen, and I have been spending many hours on this conversion, which we both enjoy. I have owned a total of six 914's over the years and presently have two, while Stephen has one. Needless to say this conversion is a labor of love for the 914 model.

When we started to remove the interior from the car we found a massive amount of loose change in every imaginable spot. We filled a coffee can

full of coins, most of them quarters. I'm not sure what the original owner of the car did, but he sure had a lot of loose change that he didn't care about. We also found an \$8,000 check that was under the gas tank. The check dated back ten years and was pretty much destroyed by moisture under the gas tank. It's strange the things you find in these old cars. I have attached two pictures of the car in its' present condition.

You can see that we have completed most of the bodywork less the final paint. Steel flares have been welded on and a number of changes have been made to accept the dry sump oil tank. In addition the car will have a GT style front oil cooler. A 2.4L 911 engine will be installed equipped with S cams and Weber carbs. The original suspension will be converted to 5-lug 911 and the wheels will be 15 X 7 inch for the fronts and 15 X 8 inch for the rears. The complete under-chassis has been cleaned and painted and most of the bodywork has been completed and is in gray primer. The car will be painted ivory with green accents as requested by the owner.

I am hoping to have the car finished by the end of May, as Bob will be using the car this summer, mostly for DEs. I will add more pictures of the car when it is completed. I want to point out that for anyone who is retiring and wants to say busy they need to restore a car, especially a Porsche! Thank, are you listening?!

RL



Jack's Retirement Project 914-6 GT Takes Shape; Photos courtesy of the author

Tony's Garage (Barn) By Tony Capaccio

Years ago when my wife informed me that she had driven “over that hill” for the last time in a snowstorm, I knew we were moving. Being an easygoing fella, who really didn’t want to move, I made only a few demands about what would be acceptable to me. I had made requirements that I felt were impossible so I felt very at ease when we started looking with a real estate friend of ours. My demands were simple, they included a Victorian house in a particular part of the city with vinyl siding and with a carriage barn that was large enough for 7 cars. I knew that I was holding the trump card and that I wouldn’t have to move. Have you ever lost a sure bet? I did, the very first house we looked at included EVERY one of my requirements. We made an offer the very next day, but, really, I didn’t lose, because I did get my carriage barn large enough for 7 cars!

It wasn’t perfect, it needed a few things; windows, doors, roof, floor, electricity, posts to hold it up, and I have been battling with the powder post beetle for years. We currently have only 6 cars and a tractor and a large fire truck residing there. The current occupants in order of acquisition include:

BMW 2002 1972; I bought it new in Europe when I was in the military serving at NATO in Belgium during the Viet Nam thing. I don’t know how I ended up there but I didn’t complain. The car is now totally rusted but I still have it because that is the one and only reason why my wife agreed to go out with me on our first date.

Porsche 356 A, 1959; My wife bought this for me for our first wedding anniversary. My goal was to restore it. It is currently a skeleton and has been for MANY years. My desire is much stronger than my skills.



Porsche 912 Soft window Targa, 1968; I got this for my birthday almost 20 years ago. You know, one of those “milestone” birthdays. I opened the local newspaper the day before my birthday and there it was, I couldn’t resist. I had just tallied up what I needed to finish the “A” and this was MUCH LESS! My lovely wife asked if we could afford it and I replied “NO, but if we wait until we can afford it we won’t be able to get in it.” We’ve driven and enjoyed it for many years now.



BMW 325CI, 2001; Overseas delivery (I highly recommend it). Titanium Silver with red leather upholstery and standard transmission. This is my semi-daily driver. Winter and summer for years, it just was promoted to garage status last year. It really isn’t a great deal of fun in the winter.



John Deere Model 50, 1953; It was the only thing left from the farm and I just had to have it. Besides, I like the way it sounds and I get to drive it in parades. It has been restored except for the dent in the hood that my uncle put in it when he tipped it over when it was brand new.

White/Buffalo Fire Truck, 1938; It's a long story but my friends at work bought it for me as a retirement gift because they were afraid that I was going to be bored. It is truly a basket case. I intend to turn it into a running, drivable, chassis this summer. The fire truck part will probably be a long time coming until I find some parts and someone with the expertise to help me with the pump. My wife has another fire truck that she stores at an undisclosed location.



Triumph TR6, registered as a 1976, BUT the engine is 1970, the body is 1976, and the chassis is 2008. I inherited it from my cousin who died way too young. When I first got it the body looked pretty good, I finished putting it back together (electrical stuff mostly) and drove it for a very few miles and I heard some very bad noises coming from the innards. I thought that a shock absorber was broken, but the shock was OK. It was the frame that was TOTALLY rusted and broken in half. I couldn't resist the temptation and I have

totally replaced the frame and updated the running gear. I just finished before the snow this year so I am anxious to drive it this spring.

BMW 2002 many years made into one, it was coming along nicely made from 2 free donors, lots of new body work and a beautiful bright orange paint job, and then-unintended acceleration... I was (very stupidly) moving it into the garage one night when we hit the fire truck at about 10 mph. The fire truck didn't seem to notice, but the pretty orange BMW sustained extensive expensive damage. I have lost interest.

Toyota Prius, 2007; Make all the fun you want [Tony is this issue's winner of a case of organic, free-range, Mobil One. Ed.], we like it. It's easy to drive, gets phenomenal mileage, carries 4 adults and our luggage for vacation, the accelerator hasn't stuck and the brakes work. It does, however, have to live outside of the garage!

Yes, I have tools in there somewhere stored "neatly" where I last used them. And I always find what I'm looking for, usually the day after I go and buy a new one. I guess my garage is a little different from a lot of the ones I've seen in the [Redline](#), but it takes all kinds. RL



What We Did on our '09 Porsche Vacation

By Chuck & Joyce Gladle

Well all I can say is "you should have been there!" It started with a flight from Rochester with a layover in Chicago and then on to Phoenix, Arizona. Our friends of many years John and Colleen Binder picked us up and we got out of crime ridden Phoenix ASAP and headed for their home in Fountain Hills, just east of SNOTSDALE (Scottsdale, if you have the money).

Our odyssey started the next day at 5:00 AM in the morning. We drove off west on with the twinkling stars over the Southwest region to sunny, broke and hopeless Mexifornia. The only thing still there that we loved was the great weather minus the smog visible over LA. That afternoon we spent just over three hours at the wonderful Ronald Reagan library and museum in Simi Valley. If you ever go out this-a-way please put this stop on your itinerary as it is inspiring and fascinating. I was always an admirer of President Reagan and the history of the man, the politician and the President is accurate and educationally enjoyable to view. We could sure use that quality of leadership today considering the mess we are in.

Once again it was early to bed as we wanted to be at the Nethercutt Automotive Collection before 9:00 for a visit to this world class home of great automobiles. We arrived early enough to sit and wait and when the doors were unlocked we learned of a

closed tour for VIPs that had registered for a special event. The Nethercutt family that owns the museum and all its collections also own the cosmetics empire Merle Norman.

In the first building were some of the most famous cars of the collection. These are the cars that are entered in the world's premier Concours D' Elegance events and their successes were evident the moment you saw them. From Pebble Beach to our east coast and off to Europe the tables and displays contain countless trophies, ribbons, plaques and special awards that the grand cars of the '20s and '30s have garnered over the years.

While we were visiting all the buildings and workshops of the museum we were fortunately a part of a tour that included the local Ferrari owners club. When we finished, the parking lot of the museum was full of Ferraris and some wonderful cars, like four AMX V-8 coupes from the old TRANS-AM days. In addition Corvettes, a sprinkling of British cars, and some late model rice rockets made for a fun walk prior to our leaving.

After a fine dinner we turned in early as on Sunday we would be up and going, super early. We were to be at the gate before 8:00 for the countries largest automotive SWAP meet, nearly 40 acres of a Pomona drag race facility and adjacent park that serve as the home of this event that is held five times a year. Yikes, it was monstrous.

As you entered the grounds and the enormous public parking lot you walk and walk and then you walk to the entry gate. Pay your \$12.00 adult entry

fee and begin shopping in the first and largest section of the meet. It is the VW & Porsche section and you could buy everything from ready to register and drive cars on down to motors, transmissions, parts and pieces to toys, art and other general automotive collectables for these two German makes.

The next major section was American cars from '30s and '40s machinery up to the biggest group which was the '50s, '60s and beyond. Chevies rule in this part of the world from low riders to drag cars with a dab or two of full restorations, modified and everything in between. This gigantic toy box encompassed about half of the show grounds. The flair and flavor of the SWAP is decidedly Mexican. With the CHEVY cars from the late '40s on to the low riders of today mixed in with the music, food and Mexican-speak it was a blast. There was no problem in conversing as long as you thrust money at the vendors. They speak in Yankee dollars perfectly.

My eyes were going around like a pea in a whistle. Joyce got into her game early and out spent me filling up her shopping bags. I bought some essentials for our VWs and that was about the end of our shopping, but the fun was yet to come. We saw a Lauson outboard motor and if I thought I could get it back to Rochester I would have laid out the cash there and then. This motor from the mid 1950s was a four-stroke, air-cooled motor.

The food stands, rock 'n roll music and the people watching sport supplied all the entertainment. Outside the SWAP area is a virtual parking lot of cars for

sale. Between the VWs, Porsches and BMWs easily over 200 were for sale and the prices were not bad at all. This included a great '96 911 Carrera S with low mileage for just \$29,950.00. Hellooooo, why didn't I bring a big bag of cash. I will advise you all that if this Southwest geography fits into a future vacation just be aware of the dates in a given year that could coincide with your travel's west so you can go to Pomona for this must see show.

I did not want to leave but the old feet, and that goes for mine, too, can take just so many hours on the hot macadam surface. By 1:00 some of the vendors were packing up as they were on the scene well before 8:00 AM and some had arrived the previous evening.

Joyce and I left so many things behind, including that outboard motor, but what a fun time for five straight hours at the Pomona Swap. Next time I will be more prepared. In all of our travels in and around this part of the country I saw a large number of specialty shops for all types of cars, trucks and motorcycles. When I picked up a telephone book in the hotel and went to the yellow pages the section covered a great number of pages for these shops including body and paintwork. It was an unbelievable three-day odyssey.

We left for Arizona and got back in time for a wonderful dinner prepared and served by our host and hostess. In the morning Joyce and I picked up our rental car from hell and headed north for Sedona, the Oak Creek canyon region, and the majestic Grand Canyon.

When we got to our condo in Sedona, our fourth year there, after some

sightseeing on the way up we were whipped and enjoyed some true relaxing. We even slept in a little the following morning. The location, Sedona on the Ridge, is a golf resort, which of course meant nothing to me except for the gorgeous grounds with all the amenities.

We were blessed with perfect weather our whole time there. Temperatures were from a low at night of the mid-fifties to warm sunny days in the low to mid 80s. We learned that the previous weekend a large Porsche event was held and I think it was the Western 356 Registry event. We did see a large number of newer Porsches everyday but flashing your lights at a Porsche while driving a Chevy compact is NOT COOL! I'm sure they all thought there was radar up ahead. Oh, by the way there are still a lot of VW beetles alive out here. Little or no rust in that country and the further south and west you go it just gets better.

From this point our days were filled with sight seeing, shopping and learning more of Native American folklore and legends. This led to an evening entertainment of flute playing by a truly talented man, who has studied this art form for many years. We also visited pre-historic sites that included petroglyphs; you know that as a form of early American graffiti.

The red rock of Oak Creek Canyon set the mood for the breathtaking view of the Grand Canyon's south rim. It comes close to a religious experience everytime I see what Mother Nature can do with time, water, and rock, simply amazing.

It, of course, had to end and we had good flights home. All was good with our vacation to America's southwest. What a great time taking in the Reagan Library experience, the fantastic Nethercutt museum, the unbelievable Pomona swap meet and the beauty of Sedona and the canyons. All was well documented on our camera and I hope to show those who might enjoy such a choice of visions of our '09 vacation. RL



Although he took an airline and a rental car (not a Porsche) on last summer's vacation, Chuck thought he'd sneak in this photo of his 928 just to prove that he is a genuine Porscheophile; Photos courtesy of the author

What Will Change for Us in This Decade?

By Chuck Gladle

Hopefully nothing! Even though Porsche is now, for all practical purposes, owned hook, line and sinker by VW I'm going to say that little will change.

Could things change? You bet! First off the Cayenne production could end as VW does not need or want competing models in their line-up of companies. That means that the Panamera may carry a VW emblem in the future as VW has already released press articles in Germany that Porsche is a builder of Sports and Sports Grand Touring cars, not luxury four door sport sedan models. This may be the new VW Phaeton or something else that might suite the Board at VW.

At this point everything on these issues and others are up in the air. My best guess is just that, a guess, so I will let others give you their guesses in much

longer articles that find their way into the Redline. If and when Panorama and/or Christophorus have something more definitive to say I will not take it for Porsche scripture.

As long as Porsche can report to Volkswagen's Board of Directors, sometimes known as the General Staff, positive numbers that are in the BLACK and not the RED I'm sure Porsche will be left alone just as Audi is at the moment.

As for the racing side of the venue I believe that Porsche and WV hold true to the truth that if you "win on Sunday you will sell on Monday." The Porsche effort will come from the factory but beyond that will be largely in the hands of the privateers in the US and across the pond.

Look, my many years behind the wheels of Porsche cars will result in little or no chance that I will rush out to my dealer any time soon to buy a new Porsche! Joyce and I have been in PCA for going on 46 years now and we have loved every minute of it. We owned a '56 speedster for three years not knowing that PCA even existed. So with nearly a half a century of Porsche involvement this old worrier will watch from the sidelines as the intrigue, suspense and drama of how things are playing out in FORTRESS EUROPA go on and on.

The Wisdom of Professor Herr Helmet von Hair

By Professor Herr Helmet von Hair

Birds of a feather flock together... and then poop on your Porsche.

In a Porsche garage the fastest way to find a lost tool is to go out and buy a replacement.

If you can smile when something goes wrong with your Porsche, you have someone in mind to blame.

Some people try to turn back their odometers. Not me, I want people to know "why" I look this way. I've traveled a long way and some of the rally roads weren't paved.

You will know when you and your Porsche are getting old. That's when everything starts to dry up or leak.

Long ago when men cursed and beat the ground with sticks, it was called witchcraft. Now it's called golf.

If you are thinking of a new Porsche for pure power and acceleration, consider a Toyota with sudden acceleration.

I own a Porsche. I can think. I can reason. Therefore, I am! I don't know what in the hell that means... **RL**

Rebirth of the 928 or Is it time for a Buick!?

By Brian Daley

So, I'm driving to work one beautiful March CNY morning. The sun is up, the snow has melted and the weather forecast is for 60s and sunny next weekend. It's that time of year to finish (or start) the 'better get ready for the track season' chores. Most years that involves an oil & filter change, bleeding/replacing the brake fluid and checking the pads & rotors, inspecting the nooks and crannies of the coolant, timing, exhaust and suspension systems and making sure the body parts are still intact. This year's a little different.

After 16.5 track seasons with no off-course incidents (4 wheels off the track surface), I changed my ways. The day before my 55th birthday at Mosport International Raceway in Ontario, Canada on the last run of a two-day event - I had a brain fart. I was minding my own business at triple digit speeds, enjoying one of my favorite pastimes at one of my favorite tracks when I noticed two Porsche GT2s gaining on me as I accelerated up the back straight. Mosport's back straight is very long, generally uphill with a kink and a swell (turns 6 & 7 really aren't turns but at speed you need to be careful). One of the things about Mosport is that no matter how fast (or slow) your car is, the configuration of turns 8, 9 & 10 force traffic to congest and the short front straight between turns 10 & 1 demand that you pay attention to your mirrors and the traffic behind and around you. You need to let faster traffic by or get around slower traffic toot sweet (or as

our editor might say 'tout de suite')!

Well on this perfectly perfect summer afternoon the two GT2s catch up with me as I am setting up to enter turn 8 and the three of us proceed through 8, 9 & 10 like the highly trained professionals we are. I point them both by as I track out after turn 10. Ordinarily I would lift off the throttle to give the passing car more time and space to get by but for those two it wasn't necessary. By the time my left arm was over the roof they zipped by me like I was yesterday's road-kill. As I entered turn 1, a high-speed downhill right-hander, I watched the GT2s squat down as they accelerated through turn 1's apex and crossover to the track-out points. I distinctly remember thinking how incredible they looked doing what they were designed to do at that moment in time. Problem is - I should have been watching where my apex was. As I refocused my attention on my driving I noticed that I was about 18" inside of where I needed to be. Although 18" isn't all that big of a deal on the highway it makes a BIG difference on a racetrack. By the time I realized my mistake and at the speed I was going (remember me not having to lift for the two GT2s?) it was too late to make any major change in attitude or speed. Rule 1 in High Performance driving is to avoid sudden and erratic inputs on steering, throttle and braking. BE SMOOTH! Even when you've !@#%^^ up - BE SMOOTH! So I smoothly crossed the track, drove over the curbing, into the pea gravel, kept it parallel to - and then politely "kissed" - the tire wall.

This happened in front of a flagging station so within minutes the standing black flags were out, the track was cleared and the tow truck had me

hooked up and back in the paddock. The rest of the group was back on the track and enjoyed the balance of the session to close out the day. After pulling off the wheels and pulling out some sheet metal and cleaning off the dirt and a lot of pebbles an overall inspection showed no significant damage. The engine fired right up and seemed to run fine. A few cold beers and BBQ'd meat with my buds took the edge off the events in spite of plenty of much deserved ribbing from my fellow participants. The next day I went about my instructor duties and when my run session came up I fired her up and took her out for a test drive. Everything seemed fine as I made sure the steering, brakes, suspension and tires all responded properly as I slowly increased the speed after a few warm-up laps. All seemed OK until the last few laps – as I went to full throttle there seemed to be a little hesitation or miss above 5000 rpm. The next session the same thing - the more I pushed the less responsive over 5000 rpm. This condition haunted me for the balance of the season. No matter what I tried I couldn't find the problem – and I still had the bodywork to deal with. I decided not to repair the body panels until the mechanicals could be corrected.

But it's time to call in the pros. I think I have narrowed it down to a lack of fuel under load and since my car has the Bosch K-Jetronic Continuous Injection System from the '70s & '80s there aren't many shops that can or will work on it. The car's back on the trailer and ready to be delivered to the hands of a healer, a friend of CNY PCA, a Porsche mechanic and a club racer. My first track event starts April 30th and as usual I'm running out of time. By the time you are reading this I'm either back on the track in my trusty steed and it truly is the Rebirth of the 928 or it's time for a Buick! How does that LaCrosse handle at 130 mph anyway?

And Now For Something Completely Different!

For those Autocross Junkies in our Region that can't get enough 8 hour days, waiting on line in your car (the hotter the day the longer the wait) and resetting cones without getting run over by the next maniac on the loose (the hotter the day the more cones to reset) - The local BMW Club (Genesee Valley Chapter out of Rochester) has several events this year that are open to PCA Club members for \$25 per car/driver. This is the Member Discount that is only available to BMW & PCA members. Bring your PCA card with you (don't forget your license, too).

Autocrosses at Seneca Army Depot

Sunday, May 2, 2010

Saturday, July 3, 2010

Sunday, August 8, 2010

Sunday, September 19, 2010

Autocrosses at Cherry Valley Motorsports Park

Saturday, June 5, 2010

Saturday, September 4, 2010

BMW-CCA Genesee Valley Chapter Event Schedule:

- 7:00 am Setup begins
- 8:00 am Check-in/Registration opens
- 9:40 am Drivers Meeting
- 10:00 am First car off
- 12:00 pm Break for lunch
- 1:00 pm Afternoon runs start
- 3:30 pm Site cleanup

More info at <http://www.gvc-bmwcca.org>



**Raggedy Ann & Andy at the Annual Charity Auction on March 27
(See related story on page 52; Photo courtesy of Wayne Kunkel**

BRUCE P. DONOHUE
CERTIFIED PUBLIC ACCOUNTANT

TELE: (315) 677-0066 FAX: (315) 677-0065

EMAIL: BPDCPA@TWCNY.RR.COM

P.O. BOX 186 THE COLONIAL BUILDING LAFAYETTE, NY 13084

Greasy Ed's by Richard D. Jeffers

I love to eat in diners. Fortunately, I have a supportive, tolerant wife and several friends who share my passion (e.g., editor Skip). This predilection began when I was in college living in a fraternity house near a diner. I don't remember the name of this small, hole-in-the-wall place, but we called it "greasy Ed's," Ed being the proprietor and cook extraordinary. Ed had a reputation of being surly with college students (there was a rumor that this was because he had to drop out of college to go to work) but always was nice to the "brothers," who were his neighbors.

During the summer of 1960, I lived at the frat house, while making a successful second attempt to come to grips with calculus, and ate many meals at Ed's as the fraternity house cook was on vacation. I liked to visit the diner in mid-morning between the breakfast crowd and lunchtime rush, to leisurely eat at the counter (his ham and egg sandwiches were great) and watch Ed perform his culinary art. The sandwich board was his canvas, and the recessed stainless steel pots at its rear, filled with lettuce, tomatoes, mayo, etc., were his palette. I was fascinated by Ed's ability to deftly transform the raw materials into various kinds of sandwiches that were as beautiful to behold as they were tasty to eat. To the left of the sandwich board, was the grill (gas-fired of course) where Ed worked magic using a set of utensils that could have come from a mason's tool kit. There was a large trowel-like, square-ended spatula that he dipped in the liquefied pot of "Golden Griddle" at the rear of the grill to lubricate the cooking surface. This instrument was used to flip eggs, pancakes, burgers, etc. and, intermittently, turned over to scrape grease and residue into a channel at the back of the grill. Then there was a mortarboard with a wooden handle that was placed on top of bacon, grilled cheese sandwiches and anything else that needed to be pressed tightly against the surface of the grill.

I especially liked to watch Ed make hamburgers. He would take a large cardboard tray, with maybe ten pounds of ground beef in it, from the cooler, mold a handful into a ball and place it onto the lower plate of his hamburger press. He then pulled down the handle on the machine to compress the meat and form a perfect hamburger that was stacked in the cooler on a square of waxed paper. Invariably, there would be a small amount of beef left, not enough for a hamburger, that Ed would pop into his mouth and eat raw.

I have many diner memories, a lot of them associated with automotive endeavors. In fact, I have been accused of planning trips to the races around the diners to be visited. Back when gasoline was cheap, a friend and I once drove from Nazareth, PA, where we were attending a USAC race, to Flemington, NJ, just to eat at the Circle Diner (their chicken croquettes were sublime).

A favorite recollection is a near religious experience that I had at about 2 A.M. in a diner (I think it was a Truck Stops of America). I was sitting at the counter sipping coffee (from the Bunn coffee maker) while waiting for my order of hash and eggs. Behind the counter was a large painting of an eighteen-wheeler negotiating

a mountain road in a snowstorm. The hand of God was shown reaching down out of the clouds to guide the trucker. To my left sat a long-haul trucker who had fallen asleep with his arms sprawled on the counter and the side of his face resting smack dab in the middle of his plate of eggs. Along came the waitress with a wet rag wiping down the counter. When she got to the trucker, she gingerly lifted each arm, to wipe under them without waking him, and proceeded down the counter. At that moment, I was never happier to be alive and living in America.

Now a word of warning to fellow diner fanciers, things change, and nothing lasts forever in this life. The traditional diner may suffer the same fate as many of our favorite racetracks, such as the dirt ovals at the above-mentioned Nazareth and Flemington. The Circle Diner burned, and my favored Pelican, in North Syracuse, was evicted from the leased land that it sat on. One day I was driving down US 11 and met the Pelican coming the other way on the back of a flatbed truck, headed for the scrap yard. The Eds of America are being forced out of business by economic circumstances and governmental interference.

Some diners will survive by changing, but will they maintain their unique qualities? The food in some of my favorite places doesn't seem to taste as good anymore, probably due to the use of more healthy or, in many cases, less costly ingredients. There also may be more subtle factors at play like the absence of tobacco smoke mingling with the aroma of the food (or lack of the flavor imparted by ashes dropped from the cook's dangling cigarette). I predict that diners will be forced to evolve in significant ways. For example, the traditional four-footed pedestal tables will be replaced by more stable three-legged types because of a shortage of the match books needed to keep the old style tables from rocking.

So if you have a favorite place, you should patronize it frequently and enjoy it while you still can. As one cannibal said to another when they parted company to each hunt alone in the forest, "good eating." RL



The late Brooklyn Diner, Dryden, NY, home of the bum-bomb burger, taylor ham & eggs and the world's best blueberry pancakes.”; Photo courtesy of the author

Techtactics, Cars, and Guitars

By PPP Thak

By now most of you may have heard that Skip and I did not attend Techtactics. As we in the journalistic profession say: “bad news travel fast.” I blame this lapse of good judgment on my neighbor and our Redline Report editor-in-chief.

Before Skip torpedoed our trip, I was determined that the storm that dumped 20 inches of snow on my driveway was not going to prevent me from driving to Danbury to attend Techtactics. Already, I had made plans to pick up Baxter Rhodes at his house at 12:30 PM and make our way through the storm in my trusty Chevy Suburban. This would not have been the first time that we had to negotiate sleet, rain, and snow to get to that event.

I even got up before my usual reveille (7:00 AM) and began shoveling snow, beginning from the bottom of my steep driveway up to the top—a distance of 100 feet. It took me two hours to shovel two paths to allow the wheels of my truck some purchase on the blacktop beneath the snow. The heavy snow plug at the top of the driveway, left by the snowplow during the night, took another good hour to clear. And in the end, I shoveled snow off the whole driveway once I discovered that it was not as difficult to shovel while going down as when coming up.

I was distracted momentarily when my neighbor got stuck on the side of the highway while trying to leave for work. She had a Mitsubishi SUV,

which did not live up to the reputation of Japanese made cars, but we now realize that Japanese reliability has its limits, thanks to the troubles at Toyota. In any case, the Mitsu SUV’s transfer case was not working nor was the limited slip. With one rear wheel spinning on the snow and ice, the SUV was moving like a crab, that is, sideways. Although I had helped to dig a path through the snow for the wheels but the sideway movement of the car meant that it buried itself deeper into the un-shoveled snow bank on the side.

The situation looked futile. After the half hour effort, the car was partly out of the snow bank with its front acting like a chicane on route 89. Luckily, my other neighbor showed up to shovel is own car out of the snow. Appealing to his sense of chivalry--this neighbor did not show any interest in rescuing a fair damsel in need--and our long friendship, Skip finally agreed to help. Of course, he did not help me shovel the snow around the car. Instead, Skip took the less strenuous line of action and got into the car. With Skip on the accelerator and my pushing, we finally bullied the car onto the highway. I was afraid that Skip would have ruined the transmission by the loud howling of the gears and the mud and stones the one spinning tire threw up. But luckily, the transmission held up. I got a nice hug from my neighbor for my troubles. I don’t think that she hugged Skip [**Thak is a far safer hug. Ed.**].

In any case, I spent the rest of the morning shoveling down the driveway and snow-blowing the bottom. Needless to say, that strenuous exercise

meant that I could skip exercising at the local health club for a month—a blessing in itself.

Later that morning, Skip called to tell me that I-84, which we need to get to Danbury, was closed because of accidents and dangerous snow conditions. I did keep an eye on the NY highway website hoping that the thruway would open sooner than the next day as projected. I was still game, but Skip had decided not to go. He cancelled our hotel reservation and emailed Botho about our cancellation. I called Baxter, who was out shoveling snow, so I spoke with Betsie Rhodes about our decision. Betsie was relieved that Baxter would be staying home. Soon after, however, Baxter called to say that he was going regardless (of the snow, the closing of the thruway, and the wishes of his lovely bride). He instructed me to be at his house at 5 AM the next day Saturday if I wanted to join him. He even offered to drive. I am not sure what got into Baxter. Since his retirement, he has become even more pig-headed (I write this with a smile). So, in the end, Baxter was the better man, Skip and I proved to be wimps.

When I saw Baxter at our health club recently, he gave me the impression that he was going to write something about Techtactics for the Redline Report. Now that he is no longer pretending to work and no longer attending those ghost ‘professional seminars,’ he has no excuse not to contribute to our newsletter. That, we shall see.

One of my major regrets for missing Techtactics, aside from learning the

new ‘features’ (i.e., programmed failures of recent Porsche cars), was that I would miss talking to friends from other regions. In particular, I was hoping to meet John Paterek to show him my most recent vintage guitar acquisition-- a 1960 Kay Upbeat. I know that John is an expert about collecting vintage guitars, including Kay guitars. For the non-cognoscenti, Fenders and Gibsons are the Porsches of the guitar world while Kays are its Yugos. You may know John Paterek as the premier restorer of Porsches, but he and his brother are also avid guitar collectors. I have seen pictures of their vintage guitar collection prominently displayed at their restoration shop.

When I was president of our region, I was required to attend two zone one presidents’ meeting each year. I would also bring Brian Daley who was vice president to those meetings. Brian is also a guitar player and collector. During those meetings, John, Brian and I would sneak out to the local guitar store to look at vintage guitars and amplifiers. As I recall, over those four years, only Brian bought a guitar (a vintage Fender Mustang). I think that John bought either cymbals or a drumhead for his son. The store had some old Kay guitars on display and I remember John telling me some important features to know about them.

For baby boomers and their parents, guitars made by Kay were best known because most beginners started with that brand. Kay, together with Harmony, made most of the student guitars sold through Sears and Montgomery Wards. And similar to other products bought at

Sears or Montgomery Ward, none are worth keeping or preserving. However, top of the line Kay jazz guitars are on par with Gibson hollow bodies which cost five times more in today's vintage market. The 1960 Kay Upeat that I wanted to show John Paterek at Techtactics is my first Kay acquisition. Now, don't go thinking that I play jazz music because of this purchase. Let me set the record straight, I don't play jazz or any other form of music. The only music I play is bad music just to entertain myself. I am a bad Buddhist who cannot control his rising desires—cars, bamboo fly rods, guitars, amplifiers, books. Women would be nice, but illegal.

Speaking of Fender Mustang guitars, if you were to search 'Fender Mustang' on eBay, you would get a listing of both the Fender Mustang guitar, and also, Ford Mustang fenders (left and right). The computer search engine, however, is not the only one that could not distinguish the car from the guitar; my own brain also suffers from this same limitation.

To wit: At the Princeton Zone One Concours gathering several years ago, I brought my 1970 914-6 to compete in the concours, and my newly acquired 1969 Fender Telecaster to show to John Paterek. At our conversation about cars and guitars, John told me that he was painting and restoring a Mustang. He went on and on about it. All I could think about was 'why on earth is he restoring a Mustang and not a Porsche?' We had a two-way conversation that seemed to have left both of us somewhat baffled.

Thak: "What year is the Mustang?"

John: "It's a '66"

Thak: "I love the competition model with the large stripes"

John: "No, I am not putting stripes on the refinish"

Thak (puzzled look on face): "I understand. Stripes are not required for the GT, except Shelbys."

John (now he is also confused): "I don't think my Mustang Fender has anything to do with Carroll Shelby."

In the end we both walked away thinking that the other must have been on peyote or had dropped one acid too may during our youth.

It was only days later that I realized that John was talking about buying Fender guitar parts off eBay and repainting them in his shop. One should remember that Fender guitars from the 1960s were painted in popular car paint colors. So when John told me that he was painting his Mustang in GM cream, it had nothing to do with cars, but it was about his guitar. By the way, this is the first time that I have written or talked about this comical miscommunication. To this day, unless John Paterek reads this column, I am sure that he must still think that I have lost my marbles during our encounter in Princeton.

I am writing about John Paterek not only because I think that he is a great guy, but also because I want to acknowledge John's leadership in all things Porsche.

There are a few words of wisdom that we take away from Techtactics. But the John Paterek's instruction of how one should get seated in a 911 cockpit is still precious. John tells us that we should place our left hand on the left side backrest before dropping our ample derrieres on the seat bottom. Skip and I still talk about this Paterek seating procedure. John's instruction was in response to a question posed at Techtactics many years ago about how to avoid the dreaded wear and tear in the left driver side bolster. John's cockpit entry method would ensure that the heavy wallet in our jean's back pocket would not touch the side bolster when we sit in our cars. I think that the patented 'Paterek bottom drop' is applicable to other Porsche models, as well.

I learnt recently that John had a nasty fall last year that affected his health, but he is now back to normal. This is good news to me because I still depend on John to give me buying tips on Kay guitars. In fact, he was an unpaid consultant on my latest Kay guitar purchase, a blond 1958 Barney Kessel Artist. The next time I see him, I will ask if he is still restoring Mustangs, or whether he is working on a Corvette, that is, a Gibson Les Paul Corvette.

So as you can see, cars and guitars do co-mingle, and with interesting results. RL

What do you do with a fancy cocktail dress?

By Melissa A. Miller

For those that were at the Charity Auction on Saturday March 27th you know that I introduced a "surprise" package that contained a fabulous prize. The box also came with stipulations, but I'll talk about those later.

I thought I would give you some background on how this all came about. Skip and I had exchanged some e-mails on Friday before the Charity event. I had asked if he and Gay Lynn would be coming. Skip indicated that Gay Lynn had a prior commitment, but he would be there and Thak, who also had a prior engagement, had given him a \$50 check to spend as Skip saw fit. As I was looking for things to bring that night and indicated I was "cleaning out my closet," Skip commented that Thak would look stunning in something frilly. That got me to thinking – wouldn't Thak look great in a prom dress! As it would be, Brian and I had been to prom night on one of our Barenaked Ladies cruises (For those of you that don't follow this band, yes it is a band, and is comprised of 5 guys). It was a stunning item I had purchased from Good Will in Leesburg, FL. I have a picture of the two of us in our prom attire that maybe I'll bring it to a future event. Anyway, I had really cleaned out my closet and had re-donated the item to our local Rescue Mission. So, on Saturday, I ventured out to the Rescue Mission to try and retrieve my previously donated dress for Thak. Alas, it was not there. Nor was it available for sale – how could they not have this stunning item amongst the other clothing that had been donated and set out for resale?

Defeated, no. I traveled to our local Salvation Army and came up with a substitute: The priceless item in the box. While I laughed to myself at what I would be doing, I didn't communicate very well with our auctioneers. When Skip arrived at the function we had little time to converse about the contents of "the box." Nor did I request that Chuck ensure that Skip be the successful bidder. I was successful, however, in convincing Kathy Ballog **[Who was a far more generous bidder than Thak. Ed.]** to surrender this precious item so that Thak could call it his own. It really did not take much convincing as Kathy was most glad to part with the dress!

So Thak, the dress does come with 2 conditions – first one is that the item must return to next year's auction to be sold to another. And second, you must take a photo using the item – that is – modeling the dress. Maybe you can win the photo contest at the November Business meeting if you lay across the hood of one of your Porsches!

All kidding aside, the mystery box will become a staple at the Charity Auction. However, its contents will really contain something good and useful. Until next year... **RL**



Woe is Me! By Chuck Gladle

Well I guess it could be worse. If I'm patient perhaps I will do just that, wait until it is worse. Trouble is I won't know what to do when it does. Perhaps you have the answer and if you do please don't hold back.

First off, my cars are my life and that goes for my boats and outboard motors, as well, however, I am in another zone with my new dilemma. GUNS! I currently own a combined total of eleven things that can go bang.

No, I am not a hunter, nor could I be, unless a situation of starvation were to hit the Gladle household. Yet with the death of my Dad and father-in-law plus that which I have purchased I now have a new hobby. What to do?

I have joined the NRA and believe strongly in our 2nd amendment rights to bear arms so that I may protect and defend my loved ones and items like property, home and things from harm, theft or worse. So in order to begin my search for fun, enjoyment and other reasons to own guns I have set about getting some a number of things done.

First, there is the new permit to carry a concealed weapon that is for me *numero uno*. Our world is not a safe place and even with a sidearm there are places I would never go in many of the cities of this country [**Thak's basement comes to my mind. Ed.**]. Second, is to figure out what should be second.

You see what I mean. From our first Porsche we have built a virtual world of activities and for over 45 years now we have lived with a wonderful

hobby. From enjoyable drives to a rally, autocross, DE and, yes, even a Concour 'D Elegance, our cars have kept us busy with all the fun and games one would want.

It is the same with the wooden boats and antique outboard motors. All these items give us opportunities and playtime and even though we continue our maturing process with age we attempt to keep young with our toys.

At this point I'm not even sure that Joyce is at all into guns, even as a hobby. I hope she can become more interested as time goes on as I think that beyond protection for ourselves and our home there is a lot there for us. I used to plink cans with a BB gun and later a .22 rifle and there are sportsman clubs, shooting ranges and organizations that sponsor competitions. It must be something like that as I don't even hunt varmints and with 12 acres and horses there are always the dreaded woodchucks. I dispatched one with a shovel one day as it was fighting with my dogs, but to sit and shoot them, well I don't know.

Yes, we do collect many items, but after you buy the item and take it home it all becomes so static. It just sits there and you dust it or move it or pack it up and put it away. After all you need to make space for the next thing. But GUNS are something else. GUNS are Dirty Harry, John Wayne, Clint Eastwood and going back in my time, Roy Rogers, Gene Autry and other stars of my youth. I find the history of the gun both exciting and interesting.

While I am not a warmonger I know that when we as a nation had to fight, fight we did. From the early colonial times and our own revolution through

And now a word from our sponsors...



diyautoparts.com
YOUR ONLINE | AUTOMOTIVE RESOURCE CENTER



Providing your DIY projects with:

- OEM Quality German Parts
- Online Parts Catalog Incl. Porsche
- Porsche Forum
- Parts Shipped Direct or

Pick-up At Our Syracuse Location

116 S. Midler Ave, Syracuse, NY 13206
(315) 437-7696 or 800-593-1443

AUTO & TRUCK AIR CONDITIONING

TABER STREET

AUTO REPAIR

YOUR COMPLETE REPAIR SERVICE

805 TABER STREET
ITHACA, NY 14850
607-277-3346

DAVE MIKULA

JIM SEELEY

FEHLMAN BROS. **Serving Syracuse For 80 Years!**

Premier Domestic & Import Automotive Service
~And Now Introducing~
Hand Selected Pre-Owned Vehicle Sales
WWW.FEHLMAN.COM
(315) 463-5888

to this very day in the Middle East we fight and the gun ultimately in the hands of our brave service men and women is a must. I can't be part of a militia without a gun, right? Besides, the story of the Winchester rifle alone is a study of history that extends back into the first half of the 19th century. I think it is cool that I own four of them, one being an octagonal barrel rifle from the late 1800s and the other three carbines from the last century. Did you know that the Winchester guy owned a shirt factory in New Jersey and initially was only an investor in the Volcanic Repeating Rifle Company of Connecticut? Now that's weird.

The latest in our home is a 7.62 mm SETME/Heckler & Koch semi-automatic assault rifle. It is the earlier version of the G-3/MODELO 3 from a few years back and is in beautiful condition. With over 900 rounds of ammunition we can hold out until the posse comes. Can I shoot straight? Well is a bullfrog waterproof? You can bet, however, that I do not want to get in a match with Bill Noroski knowing what I do about his ability to not just shoot straight but compete at the upper level of the shooting sport.

So from the Olympics to international and national shooting competitions the gun is something that can help one to acquire a skill as a marksman even in your own neighborhood and even your back yard providing all safety aspects are practiced and honored.

Is there really room in our lives at this point to begin a new hobby or are we "over the hill" and ready to sit back and feed squirrels. Is it senility? Don't answer that or Joyce will bitch slap

you. Is it a case of a mind turning to mush? I can't say for sure but so far in we are having one hell of a lot of fun!

If you have advice for me remember as Ross Perot once said, "I am all ears." You can possibly help me. I don't even know who amongst us is a SHOOTIST or gun owner but if you are out there perhaps you know what I am getting to in this article. Why if there are enough of us that enjoy going to a shooting range we could link up and have some fun some day.

Contact me anytime on this subject and we can share words and ideas about being a good and safe owner of firearms. **RL**

The Alternative Line

By Joe Holzer

Technology – What's Right, What's Wrong, and What's Weird

How many of you dear readers know anything about "fly by wire" technology? First applied to the aircraft industry, it has been adapted to cars since the mid '90s, beginning with the upscale models. Today it is hard to find a car that does not utilize the method. The term was coined as a descriptor for replacing direct human control over flight surface mechanisms with those controlled by computers. Are you aware, for example, that the B1 Stealth Bomber would fall from the sky from instability if a human had to operate the controls and that it is only airworthy because a computer is constantly adjusting the surfaces, like rudder (the B1 doesn't even have one), ailerons

(yes, spelled that way, instead of the more logical “airolons”), and elevators (a funny name for a horizontal plane, not to confuse you with the B1, which is usually also a horizontal plane. But, as usual, I digress. You can imagine the advantages for such technology as “fly by wire” (FBW) when you consider the aircraft of WWII vintage. It took a strong crew, indeed, to recover a B-17 from a dive, as the airflow against the elevators countered the forces the pilot could assert with his muscles. It was a constant problem for dive bomber pilots, and is part of why you often see a staggered tab forward of the pivot axis for the control surface – it lent counter forces to the main plane, even while exerting the desired leverage to move the aircraft trajectory.

In cars, prior to FBW, the gas pedal, steering and brake actuation were all directly linked to the drivers’ actions, even power steering, well recognized by most of you I am sure, when you lost power steering and had to steer the car without it. Keep that thought – we’ll use it later on. The gas pedal usually had a cable or mechanical linkage that directly operated the “butterfly valve” in the throat of the carburetor or throttle body in the case of fuel injected engines. That butterfly valve acted exactly as a rudder works, except instead of trying to move the car, it controlled the flow of air into the engine, thereby controlling the work the engine can do as a function of throttle pedal location. Power brakes and steering are more complicated, but the comparison is the same – if you lose the power, you can still stop and steer the car. So how many lawsuits do you think there were for “unintended

acceleration” before we had “fly by wire?” Not many, because most drivers had experience driving when there were no power assists.

FBW in cars is actually designed to make things simpler for manufacture, provide for better fuel economy and lower emissions, and actually improve reliability. How many of you track junkies know that a fundamental test during your inspection should include checking for throttle return, a task usually done wrong by most inspectors? The proper procedure, instead of the typical pushing the throttle at the engine, or fast down-up on the pedal, is to push the pedal to the floor, then SLOWLY let it up and watch for any evidence of binding at the engine end, rejecting if any is found. Think about it – how often even on the track do you apply ONLY on-off pressure to the throttle? Almost all driving involves an analog (sliding scale) rather than a binary (on-off) application of all controls, and it is in that small motion area where sticking usually occurs. So you can see the problem. FBW, called “Drive By Wire” (DBW) in cars puts all that mechanism at the point it is needed, using electrical motor inputs called “servos”, thereby making only one mechanical point of sticking possible, while adding only the likelihood of electrical failure – a net reduction in failure exposure. And in the case of electric power steering, reduces energy consumption and adds reliability. Or so Toyota thought.

Those of us who are shade-tree mechanics are frustrated at these things. How, for example, do I test a throttle return that doesn’t move in any way unless the car is running. Add to that

the concept of a Hybrid with kinetic energy recovery braking and you can see the complexity. Your typical Porsche has a pretty straight-forward braking system – you push the pedal which presses a master cylinder piston to push fluid to the brake calipers, which presses the brake pads against the rotors (sorry you drum brake people ;-). The kinetic energy of car motion is converted to heat in the friction between the rotor and the brake pads, thereby decelerating you. A Hybrid, on the other hand, can actually use the energy to convert it back to usable electricity, by converting the drive motor to a generator, by effectively reversing the polarity when the brake is applied. There are limits, though. The energy, which can be recovered, is less than that which moved the car in the first place, and the recovery rate is limited by the size of the motor/generator and the battery charge rate limits. So engineers have to design systems that work in parallel – under light braking try to recover the max possible before applying frictional braking which is energy lost as heat. That, itself, is conceivably not difficult – have the master cylinder piston travel further before actually applying hydraulic pressure (it is done by moving the fluid makeup hole slightly forward from its normal position, which simply causes more free travel of the brake pedal than in normal cars), but in order to regulate the braking by the motor/generator, there must be a variable field current in the motor/generator which regulates the rate of kinetic energy absorption/conversion to electricity. That adds a level of complexity, as well as increasing the possible failure modes.

So what has this to do with Porsche? Well, in case you have not noticed, even Porsche has felt compelled to jump on the hybrid bandwagon. Their first example is actually an add-on to the transmission in the Cayenne, which also involved moving some functions normally found on the front of the engine (like power steering and brake boost, as well as AC) so they could run on the electric system when the engine de-coupled. All of which adds further to the complexity and likelihood of failure mode. But, as anyone who owns a 997 can attest, you don't need it to be a hybrid to be incomprehensible by the shade tree mechanic.

A frenzied media and the world of ambulance chasing, misery exploiters have manipulated the Toyota problems. They have been exacerbated by people who think nothing of getting behind the wheel of a two-ton lethal weapon and text messaging without ever bothering to read the owner's manual. Nor to get even the most rudimentary understanding of what to do when everything doesn't go exactly as it always did from their reliable Toyota. In fact, Toyota did such a remarkable job on so many fronts that it has become the stick by which EVERYTHING has come to be measured. Ask Skip, your dear editor, how many apologies he ever received from his various Alfa or Brit car makers over the years for the absolutely atrocious quality control those "classics" exhibited, yet somehow he came to love those cars.

But far from running away from Toyota, I would be trying to buy whatever car I needed today with the double ovoid emblem on the hood. Because, seemingly unlike so many other buyers

of Toyotas (or any other car), I know that the brakes will stop any car at more than ten times the possible acceleration rate from their engine, even if the power boost breaks as well. And the best fix for unintended acceleration (if any such thing actually exists – see 1980s Audi) is to shut it off, which with the push-button ignition doesn't even lock up the steering. However, you need to read the manual to discover that you have to hold the button for three to five seconds to prevent unintended shutdowns, which is why so few people actually knew THAT.

I have my own example of technology awry; my main server (mini tower desktop computer) had its \$20 power supply lose its fan voltage, but not its CPU voltage, which fried the motherboard/CPU. Rather than try to fix that, I assumed (break that word up and you will see MY problem immediately ;-) I could buy a new motherboard just as I had in the past, and swap that out to get faster speed. Just a second, boy. Between then and now HDD devices migrated from IDE/ATA100 to SATA. Meanwhile, though, DVD writers are still mostly IDE. Since I wanted to avoid the need for a lot of added hardware, I wanted a motherboard, which had all the normal I/O like USB, Ethernet, parallel (for my older printers) and serial ports, plus onboard video and audio. I found one, it arrived, and I immediately realized that it had only ONE IDE channel. But since all my HDD and DVD are IDE, I needed to adapt them. One more variable and delay. Then I discovered that my existing memory would not work and I needed DDR TWO. So more wait. Finally I got it all together,

and it crashed. A call to the seller was met with “call the manufacturer.” So much for customer service. The manufacturer's techs were also less than all aware of issues, because it took me to the third person to discover the real problem and fix.

My OEM recovery disk had XP Home. Unknown to me, Bill Gates decided that all his customers were probably criminals, so XP checks that the motherboard is always the same. I could get around that by using my XP Pro setup, unfortunately as I learned MUCH later, my XP Pro preceded SP 2 (Service Pak 2) only slightly, for which the OEM maker had supplied a separate CD with the SP2 to install, which also unfortunately needed to be on the setup disk to prevent the crashes I continued to experience no matter what I did. Thankfully, I was finally able to get a tech at the motherboard maker who knew what he was about and had a workaround. thanks to him I now have an XP Pro with SP3 on the same CD, which worked like a charm. but which wiped the prior registry, effectively making unrecoverable about half my earlier apps. Thanks Mockro\$oft, you protected me from... what? So much for the concept of value to the customer instead of Mockro\$oft.

It is sometimes hard to believe I actually KNOW anything! Technology. Who can keep up??



2010 Porsche Autocross Update

By Wayne Kunkel
CNY Autocross Co-chair

There will be 2 PCA autocrosses this summer. I am awaiting final approval from TC3 College before announcing the dates. As of now they are 7/18 and 8/1. Things have a way of changing so stay tuned and check the schedule in 2 months.

The real news is that there has been some real shifting of Porsches with SCCA as far the Solo 2 classes. A new class has been created, STR (Street Touring R) that allows for some great modifications, a spec tire, and you don't have to run in a Prepared class.

In Super Stock are all 997s, all 2009-10 Boxster S and Cayman S, all 930 Turbos, and the new Boxster Spyder. In A/Stock are all 996s, all 2005-08 Boxster S and Cayman S. In B/Stock are all 993s (except Turbo), 2000-04 Boxster S, 2005-08 Boxster non-S, 2005-08 Cayman non-S. In C/Stock are all 928, 356 4-Cam, all 911 not otherwise classified, all 914, all 944 Turbo, all 944 16-valve, all 968, all 964, all 986 Boxster non-S. In E/Stock are the N/A 944s, 924 Turbo, and 924S. In H/Stock are the 912 and the 356.

One of the things that we do as Porsche owners is tinker and add stuff to our cars. That means Mike D's fuzzy dice don't make him faster but that kind of upgrade does not count against you in autocross. So what are the good upgrades and the kinds to stay away from?

The most common upgrade that will take you out of a stock class is the

crossbar brace linking the top of the front suspension in your trunk or engine compartment.



When you add a strut brace you are now in Street Prepared, Street Mod, Street Touring, Prepared or some other nasty class you don't want to be in.

The best investment you can make in your car is in the suspension and tires. R-rated DOT-legal tires (i.e., no slicks) are acceptable in stock. These tires are just as sticky as a racing slick and will do wonders for your lap times. Invest in another set of rims and then figure out how you are going to get 4 tires and rims in the car along with a husband or wife. Don't forget the jack and tools to change the tires at the track!



Tires are part of the suspension but I am giving this a separate paragraph

because no one addition can do more for your times than a special tire. One of the things you have to do is figure out which class you want to compete in. If you are one of those people who just show up once or twice a year, have a bologna sandwich in the pits, do 4 runs and leave, then this article may not be for you. You need to buy a set of rims and a set of tires for your class. Those tires can also be used at DEs. The money you save on your everyday street rubber will pay for the rims and tires. Rims can be had at bargain prices. The tires can be a little trickier to find at a great price.

Suspension modifications that are allowed with no penalty are shocks, roll bars, and bushings. Any of my cars that I had for a while rode like buckboards, because I had made some suspension modifications. All of the above will lessen the amount of body roll you have.



If you want to jump to a Street Prepared, Prepared, or Street Touring class, then you can change your springs, camber plates, and lower the car. The above set lists at \$2,800 but there are deals to be had through EBay, Rennlist, or a friend. You would be crazy to buy anything without checking with the gurus in the CNY region. I saved more than 60% by asking Chris White if he knew of a suspension that could be had for a price.

So where does this leave the “average Porsche fanatic?” Some things never change. If you want to leave the safe confines of PCA, where everyone shows up on normal street tires, then be prepared for swimming in the shark tank. However

with the reclassification of early Boxster S to C stock that would be a good place to consider. An early 911 in C stock would also be awesome. I sold both those cars so now I am going to run the '87 944 in STR. There will be waves of Miatas and 3.2 Carreras in this class but the limiting factor will be TIRES! R compound sticky tires will mean that those cars will rely on the suspension to get around corners.

There are lots of options for the "average Porsche fanatic" who wants to see what their car will do from a performance perspective. Most of us bought a Porsche for the performance. Don't want to do 100 mph at the Glen, pay \$200, burn 2 days in the sun, or want a slower experience with your car? There are downsides to auto crossing like long waits between runs, working the course in the hot sun, \$20 entry fee for 6 minutes of track time, eating bologna sandwiches, etc. Your choice, I just wish that all of us exercise these fine automobiles. **RL**



OUR STAND

YOU HAVE MORE THAN JUST A CAR.
MAYBE YOU NEED A COMPANY
THAT HAS MORE THAN JUST CAR INSURANCE.



BRIAN P DALEY, RFC
89 GRANT AVENUE
AUBURN
BrianDaley@allstate.com

Insure your home & car with
Allstate, and I can help you save
on both policies. Call me today.

866-232-7664



Allstate
You're in good hands.

Discount and insurance offered only with select companies and subject to availability and qualifications. Discount amount may be lower. Allstate Property and Casualty Insurance Company, Northbrook, IL. © 2007 Allstate Insurance Company

THE NORTHERN SENTINEL

By Bob Graham

OH, THIS IS NUMBER ONE... Or is it?

I like automotive history. One of my favorite stories is that of Mercedes-Benz *Ingenieur* Rudolf Uhlenhaut, who decided that he could best develop and troubleshoot his firm's ferocious 1930s Grand Prix cars by teaching himself to drive them. Fast. Very fast. He taught himself well; in 1955 he lapped the Nürburgring's *Nordschleife* three seconds faster than Fangio's best time.

And as we know, the saga of Porsche is right up there among the most fascinating. You know the story line: born out of the ashes of WW2 . . . a Carinthian sawmill becomes a car factory . . . spark plugs smuggled across borders in coat pockets . . . feisty little giant-killer later becomes racing behemoth – need I go on?

Not long ago my friend Bill Hayman alerted me to a blog (translated from the Portuguese) that examines the Porsche regarded as the first of the line: *Nummer Eins*, hand-built in 1948 in that Gmünd sawmill, assigned the Austrian tag K45-286 when registered for road use, reclaimed, restored and enshrined by the factory a decade later. To the Porscheophile, it's the fountainhead, rolling history, an object of reverence.

But back to the blog. (<http://k45-286.blogspot.com> if you want to check it out): I know nothing about the blogger and his credentials except that he's gone to a lot of trouble to assemble his treatise. Obviously, the subject

consumes him. Like most blogs, it's unpolished, overly long, frequently rambling, reaching conclusions in the most circuitous fashion. But the thinking and reasoning are sound, the questions trenchant. And the accompanying photos are fascinating, providing revealing close-ups of that seminal car.

And as it plods along, the blog raises interesting, even unsettling questions: Was K45-286 really the first-ever car to bear the name Porsche? Or was just it one of several early (and differing) cars built about the same time that happened to be the first registered? Early Porsche record-keeping was casual. The question then is Porsche certain that K45-286 is truly its first build or was it just convenient to thus designate this one? After all, we know better than to assume Porsche was scrupulous about chassis numbering; remember their monkey business involving switching chassis ID plates from one 917 to another?

The next question is more disturbing: is the car presently known as Number One really the car built in 1948 and registered as K45-286 or is it actually a re-creation -- a "reasonable facsimile?" The author enlarges upon this with the help of numerous photos that show significant detail differences between the 1948 car and the one we see today, pointing out that in its original owners' hands the Gmünd creation lived a rough life by any standards, experiencing a number of crashes. Is it possible that when it was re-acquired, that original car may not have been restorable? Was some anonymous "donor car" used instead? The writer is particularly

suspicious of the frequent references to the crude roadside suspension repair made early in the car's life and still in evidence today. Is this an over-eager effort to prove authenticity? Why, he wonders, was that temporary fix never *properly redone* when the car was returned to the factory?

Finally, the questions that have always lingered in my mind: assuming that all is kosher, why was the car restored to a state of fit and finish far superior to the original – clearly over-restored? And worse, why was it restored with so little concern for its original appearance? Look at it today: wheels from the '50s, a steering wheel that bears no resemblance to the original, a Porsche crest that didn't exist in 1948, a windshield and instrument panel unlike the originals, bucket seats instead of the original bench. I could go on. Why did Porsche stipulate this anachronistic, hodgepodge restoration? Why wasn't it restored to its original, 1948 appearance? Is this what Ferry wanted, and if so, why?

OK, I'll drink the Kool-Aid, hew to Porsche Scripture, and assume that much-altered Number One is indeed bona fide. But even so, how much of the original, 1948 metal remains anywhere on the car? Remember that there have been at least two restorations, the last one very extensive after some airfreight cretin dropped the car onto airport hardstand, nearly destroying it.

But still, originality versus restoration is a weird matter. Years ago we visited the USS *Constitution* ("Old Ironsides") in Charlestown, MA. While on board

I asked a docent how much of the original, 1797 ship remained after all the refits and reconstructions she has undergone. He replied that he thought perhaps a couple of chunks of wood in the keel. Despite this I was impressed – no, awed and moved -- by this icon of our history, and the experience of having walked her decks. Even if some of the planks were laid 20 years earlier.

Reminds me of the old joke about a museum guide explaining an exhibit: "Here 'tis, folks, the very hatchet young George Washington used to chop down the cherry tree. Two new handles and three new blades, but The Real McCoy!"

I'd like to believe that K45-286 is the Real McCoy Number One. I just wish it looked more like it did in those great old photos.

Drive in Its Finest Form!

From our friends and sponsors...



NOT YOUR ORDINARY GARAGE

315-452-1168
CANTECHAUTOMOTIVE.COM

6267 EAST TAFT ROAD
NORTH SYRACUSE, NY 13212

WHEN IT REALLY COUNTS...

607-533-7260

Ridge Road Repair

2025 East Shore Drive Lansing, NY 14882

Service, Maintenance, Inspections and Upgrades
Porsche, Audi, VW, and Subaru Specialists
Genuine, OEM and Aftermarket parts available



Porsche Owners and PCA members





Zone 1 and National News

Zone 1 Concours d'Elegance & Rally May 14, 15 & 16, 2010

On May 14-16, 2010, Metro New York Region will host the 31st Annual Zone 1 Concours and Rally at the **Old Westbury Garden's and Mansion** in Westbury, New York. Weekend activities will include a Rally and a Full & People's Choice Concours. This event is geared for both the novice-level as well as the experienced PCA member.

The 31st 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 will start promptly Sunday morning, placement of cars by 8:30 am. If you have any concours questions, contact Daniel Deegan at (585) 924-0271 or email: heis968@yahoo.com

The 13th Annual Zone 1 Rally will be designed to test the competitors' ability to drive and navigate. The rally will start at the host hotel on Saturday, 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 10:30 am and a Driver's meeting at 11:45 am. The first car off will be at 12:31 pm. Rally awards will be given out at dinner. 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 LaQuinta Inns & Suites of Garden City. A Friday night hospitality room sponsored by Zone 1 will take place from 9:00 to 10:30 pm, at the host hotel. Event registration will take place Friday evening during hospitality. Saturday evening will feature a cocktail reception, a buffet dinner, guest speaker and rally awards at the Holiday Inn of Westbury.

Concours, Rally & Dinner Weekend Schedule

- Friday Evening** - Registration & Hospitality
Saturday Morning - Registration & Rally Novice School
Saturday Mid-day - Rally (starting from LaQuinta Inn)
Saturday Evening - Dinner & Rally Awards
Saturday All Day - Concours Preparation
Sunday All Day - Concours d' Elegance at the Old Westbury Garden's and Mansion in Westbury

Hotel Reservations

The LaQuinta Inns & Suites of Garden City 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 516-705-9000 (before April 13, 2010 to receive group rate) and asking for the Zone One Porsche Club of America rate of \$149.00 per night.

Concours, Rally & Dinner

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)
Saturday Dinner - \$45 per person (\$60 after May 1)
-

Registration is to be completed at www.ClubRegistration.net.

Payment is processed by PayPal during registration.

Registration will open on February 12, 2010.



Expert Chimney Services, Inc.

4800 McDonald Road • Syracuse, N.Y. 13215 • (315)469-5004

www.expertchimneyservices.com

- ✓ CHIMSCAN Video Inspections
- ✓ Chimney Fire Damage Repair
- ✓ Historic Chimney Restoration
- ✓ Sootless Chimney Cleaning
- ✓ Custom Chimney Caps

Certified * Insured * References * Est. 1978

JOCK ROTELLA, PRESIDENT

A Clean Chimney Means a Safer Home



PCA GRAND-AM CORRAL

FOR PORSCHE OWNERS MAY 31, 2010

Enjoy the first PCA GRAND-AM PORSCHE CAR CORRAL at Lime Rock Park as part of the Memorial Day Grand-Am GT/DP race day. Corral location will be part of the hospitality village and have a trackside view and include premium group parking in the infield. Registration will be at the PCA Corral hospitality tent. Features will include scheduled appearances by Porsche race drivers for informal talks and autographs and raffle drawings for GRAND-AM and special prizes. The member driving the longest distance to attend the race in a Porsche will receive the PCA "Long Distance Award." There will be a track Parade Lap on Monday for the first 50 cars that register at the hospitality tent.

To Order Tickets:

1. Visit www.tickets.limerock.com/eventperformances.asp?evt=10
2. Or call 1-800 RACE-LRP
3. Ticket price is \$45 and includes parking and Parade Lap

CAR CORRAL TICKETS ARE NOT SOLD ON THE DAY OF THE EVENT, ONLY BY ADVANCE PURCHASE. THIS OFFER IS AVAILABLE UNTIL MAY 21 AT 5:00PM.

For additional information contact Botho von Bose, Zone 1 Rep at bvonbose@lomltd.com or 416-509-6661.

Parking in the PCA Corral is for Porsches only and requires a PCA Corral ticket. "For Sale" signs on cars will not be permitted. Participants must be present to win drawings and awards.

Start Packing!

The 2010 Porsche Parade St. Charles, Illinois • July 3-9, 2010

PCA's National Convention offers:

Autocross · Concours · Rally
Driving Tours · Tech Sessions
Social Events · and more!

Explore the beautiful Fox River Valley
and nearby Chicago-area attractions.

Learn more and
register at
parade2010.pca.org

Registration closes
June 20, 2010
so start planning now!



2010
PORSCHE
PARADE
St. Charles





ZONE 1 PCA – May28 - May 30, 2010 **10th Annual “PORSCHE CLASH AT THE GLEN”**

Registration Opens April 8th - Get Forms at:
<http://zone1.pca.org/>

Zone 1 PCA is bringing Club Racing to the Glen on May 28 – 30 for a weekend of Porsche racing. 2 Sprint races for each race group on Saturday and 3 90-minute Enduros on Sunday! **More information on our web site:** <http://zone1.pca.org/>. **Site registration at the**

“top of the hill” will open at 4 PM, Thursday, May 27, 2010.

We'll have commemorative clothing for all entrants and a Saturday night dinner with door prizes will be available for a small fee. Awards for the sprint races will be distributed at this dinner. Extra dinner tickets may be purchased in advance. Directions, Maps and Hotel information can be found at www.theglen.com. Garages will be available for rental on a first-come, first-served basis for \$200/half and \$400/full for the three days.

For those who would like to have some extra track time at the Glen before the event, the Metro NY Region will be holding a Driver's Education event on Wednesday & Thursday, May 26th and 27th, the two days immediately prior. Information concerning this separate Driver Education event can be found on the Metro NY PCA website at www.metronypca.org or by contacting the Metro DE registrar, Dave Hartman, at metroderereg@optonline.net

We'll have race registration & tech inspection Thursday from 4:30 to 7 pm to process the large number of participants quickly and efficiently and to reduce the Friday morning crowd. **All** registration will be done at the Watkins Glen Registration Building up the hill from the track entrance. The Registration building will be open all three days for drivers and crew to get event credentials.

Registration for the Porsche Clash at the Glen Club Race is at <http://register.pca.org> Registration opens April 11th at 10:00 pm EDT. In addition to the on-line registration a Racer's Biography is optional, but highly recommended.

All Entrants are required to be PCA Members in good standing and to have a current PCA Club Racing License or approved License Application. (Completed license application forms must be received by the Club Racing Program Coordinator three weeks prior to the event.)

Registration will close May 16th. No new registrations will be accepted at the track. Once Run Groups are established the information will be added to the on-line roster at <http://register.pca.org> Should it be necessary to establish WAIT LISTS, that information will also be added to the on-line roster at <http://register.pca.org>. Wait listed entrants will be contacted immediately should a slot become available. The information on the rosters will be kept up-to-date.

Final cancellation date to get a refund is May 21, 2010. See you at the Glen!

Registration opens April 8th, 2010, via clubregistration.net ONLY. All applications must be received no later than May 16th, 2010!!!!

Sincerely,
Susan Davis and Ken Jensen
Zone 1 Club Race Registrars



We need your help to run the 2010 Porsche Clash Club Race at Watkins Glen May 28 to 30

The Clash brings lots of people to one of the best tracks in our region! This is a chance to see a lot of your friends and to make new ones. We need you and your friends as volunteers. It is the volunteers that make this a great event! We ask volunteer help a full morning or afternoon. What do you get in return?

Every volunteer will get a vest jacket

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	???

Remember it's not the car; it's the people that make PCA! Listed below are the areas and descriptions of where we need YOU!

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 enter the track.

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 & paperwork are also handled here. Every volunteer must sign in everyday here!

Tech Inspection: This involves working with the National PCA Technical Scrutineers. Cars are weighed & checked over for modifications or problems in the first bays of the garage.

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

Grid: All the cars are "parked" along the grid prior to the start. The grid is behind the garage over by turns 10 & 11. The person at the start of the grid tells the drivers their grid number. People 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 pits Monitor: Involves working for 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 works on Sunday.

Every one needs to insure they visit the Garage to insure the paper work is done, and that their name is on the list of people that Volunteered.

Please complete all the information below. One form per person and please **print clearly**. You will need to sign-in at the registration. We welcome volunteers for more than one shift. You need to be 18 or older.

Name:	Region:
Address:	Email:
	Phone:
City, State/Province, Zip/Postal code:	Shirt Size: (circle) S M L XL XXL

Emergency contact information

Name:
Phone:
Are they at the track with you: Yes No

In the chart, below, please indicate if you have worked a position before and when/where you would like to volunteer.

	Registration	Garage Admin	Tech Inspection	Timing & Scoring	Grid	Enduro Pits Monitor
Have you worked						

	Thursday Afternoon May 27th	Friday Morning May 28th	Friday Afternoon May 28th	Saturday Morning May 29th	Saturday Afternoon May 29th	Sunday Morning May 30th	Sunday Afternoon May 30th
Can you work							

Please fill this form out. If you have any questions please contact Tim O'Brien

- Online at: <http://clash.tobe.com>
- Phone: 315 727-1478 (cell)
- Fill it out and email to me at tobrien@tobe.com

PORSCHE CLUB OF AMERICA SPECIAL OFFER



June 4-6 2010



Porsche Club of America proudly invites their members to join them for the Sahlen's Six Hours of The Glen PCA Corral

Club Hospitality Special Includes:

\$30

Weekend General Admission

Turn 11 Trackside Hospitality Chalet & Car Corral

Friday On Track Parade Laps (*Schedule Permitting)

Saturday Food & Beverage Hospitality Service

Rolex & Continental Tire Series Porsche Driver Appearances

Exclusive Porsche Team Tours & Access

Contact: Mike Evranian (607) 535-2486 x351

Offer Expires May, 24th





Zone 1 48 Hours of Watkins Glen, June 18-20, 2010

North America is fortunate to have a road course like Watkins Glen International. The facility is the continuation of a road racing tradition dating back to 1948, when sports cars raced on the 6.6-mile course through the village of Watkins Glen. The permanent road course was built in 1956 and has been continually upgraded since that time, now hosting NASCAR, GrandAm, IndyCar, HSR, SVRA and PCA events. The Zone 1 48 Hours at Watkins Glen is not only a driving event, one of the longest running Driver Ed events in PCA, it is also a social event, bringing together members from the Zone and beyond.

The driver education event will consist of nearly two hours per day at speed for each entrant on Saturday and Sunday. Friday is our annual Zone 1 Instructor Day, including PCA National Instructor Training. This year, the entry fee will include a Saturday evening reception with an open bar in the front of the garages. The cost of the event is \$260 per entrant.

Registration will be handled by <http://clubregistration.net> and Paypal remittances. Registration opens on April 15 and closes June 4. It is sure to be a sell-out again this year! More details can be found at <http://zone1.pca.org> after April 1st.

After your registration fee is paid and your application is accepted, you will receive a confirmation email with additional information and requirements. Please read the email and make sure that you follow all the requirements contained in the registration package, including a pre-event technical inspection.



John Hajny's Track Set up; Photo courtesy of Bruce Donahue

25th Annual Zone One Autocross



Aug.28-29, 2010 Moore Airfield Ft. Devens Ayer MA

The Event

Two-day event. New course each day; Parade Competition Rules (PCRs) are used for classifying & trophies. Men's & Women's parallel classes; Must compete both days to trophy; Team Challenge for All PCA Regions; Registration opens 8 AM sharp; First car off approx 9:15 AM; Porsche cars only; Dinner on Saturday night after the event.

Cost

\$60/person early bird-registration until 8/15/10
\$85/person after 8/15/10
\$45/person for Saturday dinner
Amounts are for one or two days;
Dates refer to web registration
25th Anniversary shirts to all entrants!!!!

Host Hotel

Springhill Suites by Marriot
(<http://devenscommoncenter.com>)
31 Andrews Parkway Devens MA
Phone: 978 772 3030
Rate: \$129/night + tax
Refer to Code: "AXPC" for group rate
You must book by 7/28/10 for group rate

Event Contacts

Zone 1 Autocross Chair: Don Coburn
(516) 804-2562 autocxrpc@mac.com
Zone 1 Registrar: Aaron Ambrosino
(518) 541 2680 aambrosi@mac.com

2010 Zone 1 Autocross Registration via clubregistration.net (paypal) only opens 7/1/10

Links to the PCRs and other event info will be posted on the Zone 1 website - <http://zone1.pca.org/>



Hey Skip, I found you a Porsche. It's reasonably priced, too!
Photo courtesy of Bruce Donahue

It was a Winter's Day... in Ithaca and in Daytona

By Joyce Gladle

Well, maybe not quite, but it was a nice winter day in Ithaca—customary for our Winter Rally and Daytona 500 Party. While 8 cars gathered, as usual nary a Porsche was to be seen.

Fear not, however, as the variety of mighty steeds prepared to ply the roads and byways of Tompkins County in search of the rally route as seen only in the mind of the Winter Rally Master extraordinaire, Rick Holt. Translation: the winter rats and their drivers hoped to stay on the pavement and at least follow enough of the directions to get back to Joann's and Rick's for the party!

All were successful – to one degree or another. All were, however, extremely successful at enjoying some great appetizers and excellent pizza and fanning out throughout the house to chat and watch the race.

This race has taken on new meaning to some of us—several of whom were gathered at Holt's this day. The cheering and jeering gets a bit heated at times. That's because of the ESPN NASCAR Challenge that several of us participate in. We have picked out drivers and want them to win—so we will win. If you don't play this game with us, you should. There are 3 segments each season, so you have time to get in on the final 2. Everyone is chasing the Hurds who always seem to be at the top of the roster. Join us—it's fun!

Our trusty Rally Master made his final calculations and announced the rally results:

1. Danielle Sally and Mike Daily
2. Joyce and Chuck Gladle
3. Randy and Nick Martin
4. Linda and Wayne Kunkel
5. Peg and Bill Kohnke
6. Burt Markowitz and Ed Schulman
7. Sue and Colin Penny
8. Sallie Jameson and Jimmy James

Our sincere thanks to Rick and Joann for hosting this fun event again this year and to Rick for putting together a scenic and interesting rally.

The Rick and Mitch Show Tech Session
Or
How the Dickens Do You Put This Thing Back Together?
By Joyce Gladle

OK, OK!!! Maybe the guys weren't thinking that, but I sure was. Here we were on a perfectly beautiful winter's day, having just driven past pretty DeRuyter Reservoir, arriving at Mitch VanNordstrand's fabulous garage, to check out all the Porsches on display, chat with all our great CNY members and guests, catching up on all the news with Rick Dobush, and... what is that thing over there on the stand?!?!

Well, I guess it was just me because all the guys knew exactly what it was—a transmission, of course! Suddenly the chatter quieted and all attention was on Rick and that very essential component to making your favorite Porsche actually move forward!! Rick proceeded over the next hour or so to take the transmission apart, explaining all the parts and pieces and their purpose. He took questions constantly as our members paid strict attention to the process. Rick then began to reassemble the transmission while answering even more questions.

About this time, my eyes were going around like a pea in a whistle!! I certainly understand a few things (emphasis on “few”) about Porsches and automobiles in general, but the inner workings of a transmission... not so much! Actually, my favorite parts of a Porsche are the long, thin pedals, the small, left-side pedal and the thingy that sticks up in the air by your right hand!! That's about all I really need to know. My (imaginary) Wood Brothers take care of all the rest.

Fortunately for me, Rick's dive into the depths of transmissions was broken by the delivery of our Dinosaur BBQ lunch. Everybody, and I mean everybody, enjoyed that treat. More Porsche chat and further investigation of the transmission along with general questions for Rick finished the day in fine form.

Our very special thanks to Rick Dobush from coming down from the Albany area to put on this Tech Session for us. He is truly a “Porsche guy” and very willing to give of his time and effort for the members of CNY PCA.

Our sincere thanks to Mitch and Beth for opening their garage and property to us for this very popular, annual event. We are happy to announce that lunch donations provided a total of \$740 for the DeRuyter Food Pantry as well as a large amount of non-perishable food and supplies. Mitch assures us that the recipients are extremely grateful for our donations. And, of course, our thanks to the VanNordstrands for providing the BBQ for us so that all proceeds could go directly to the Food Pantry.



While Baxter Rhodes and Al George genuflect in admiration, Rick Dobush expounds on Porsche transmissions at Mitch Vanostrand's March 6th Tech Session; Photo courtesy of Bill Noroski



Dick Jeffers, Bob Chevako, Bill Noroski, and Herb Naumann at Rick Dobush's Tech Session held at Mitch and Beth Vanostrand's March 6th; Photo courtesy of Bill Noroski

Annual CNY PCA Charity Auction Feeds the Hungry

By Cathie White

The Central New York Porsche Club of America held their Annual Charity Dinner and Auction fundraising event on Saturday, March 27th. It was held at the Orchard Vali Golf Club and Restaurant on Route 20 in LaFayette.

The CNY PCA donates monies raised from the event to a local charity chosen by the Charity Committee. The Committee is made up of dedicated club members, who diligently volunteer their time and efforts to the auction's success. The CNY PCA Charity Committee volunteer members are Cathie and Chris White, Melissa Miller, Brian Daley, Tim O'Brien, Viv and Dick Shea and John Hajny. Together they created the club's Charity Committee Charter, which is utilized today.

Thus, every two years, club members are requested by the Committee to submit their non- or not-for-profit charity nominations for consideration. The nominees that meet the criteria are then reviewed and researched by the committee. This year a new charity was selected for 2010 – 2011 and was revealed at the event.

The fun began with the evening's MCs. Two of the club jokers set out to entertain the members and their guests with their sharp wit, intellect and vast humor! The wild MCs were Chuck Gladle and Mike Darminio, who were at their best with their madcap description of items up for bid. Their manic reminders to "bid high and bid often" and "It's for charity, folks!" helped to boost bids. Wayne Kunkel was also part of the cause by providing a helping hand to sell auction items up for bids.

The event was a wonderful success. Together we generated over \$2,000 for the Matthew 25 Farm located in Vesper (Tully). Guest speakers Elizabeth and Carl Esmark remarked that their son, Jeff, had the idea to feed the hungry by means of farming donated land and giving the produce grown to local food banks. Volunteer workers help grow and harvest the food. In 2009, the very first year, the Farm estimated harvesting and distributing enough produce to feed 40,000 people. The Matthew 25 Farm mission is to ensure that no Central New Yorker, who is unable to completely provide for himself, will go without fresh food. More information on the farm is available at our web site link: [Matthew 25 Farm.org](http://Matthew25Farm.org)

The Charity Committee will be participating in a Porsche workday at the farm on Saturday, July 24th. It will consist of club members and guests driving their Porsches to the farm for a day of volunteering, socializing and picnicking all in the name of charitable good deeds. Look for more info in the next Redline and on our web site.

Thanks go out to the CNY PCA charity committee, the club members, and their guests. A special thanks goes to the Orchard Vali Golf and Restaurant. Their generosity was heartfelt. Way to go CNY PCA!



CNY Charity Committee and Mathew 25 Farm owners at the Annual Charity Auction on March 27. From L to R: Chris & Cathie White, Brian Daley, Melissa Miller, John Hajny, Carl & Elizabeth Esmark (Matheew 25 Farm Owners), and Viv & Dick Shea; Photo courtesy of Wayne Kunkel



John Hajny (above) talks Porsche performance preparation at the annual Redline Rennsport Services Tech Session on April 10; Photo courtesy of Chuck Gladle

Die 2010 CNY, Zone 1, & PCA Kalender

MAY

- 1 CNY Spring Rally
- 8 Burdick Cobweb Concours
- 15-16 Zone 1 Concours and Rally, Westbury, NY
- 22 Rosenblum Auto Museum Tour
- 28-30 Zone 1 Porsche Clash Club Race, The Glen
- 28-31 Rolex-Grand AM Series (Porsche Corral)
Lime Rock Park, Lakeville, CT

JUNE

- 4-6 Sahlen's Rolex/Grand Am Six Hours of The Glen
(Porsche Corral) Watkins Glen
- 12 Chris White's Tech Session
- 18-20 Zone 1 48 Hours of Watkins Glen
- 20 EuroShow Concours - Porsche featured marque
Cazenovia, NY

JULY

- 3-8 2010 Porsche Parade, St. Charles, Illinois
- 16-18 Rolex-Grand AM Series (Porsche Corral)
New Jersey Motorsports Park, Millville, NJ
- 18 CNY Autocross: Tompkins Cortland Community
College, Dryden
- TBA Cantech Tech Session

AUGUST

- 1 CNY Autocross: Tompkins Cortland Community
College, Dryden
- 7 or 8 CNY PCA Golf Tournament (TBA)
- 22 Family Picnic, Car Display & Porsche Kids' Cross
- 28-29 Zone 1 Autocross - Devens, MA

SEPTEMBER

- 10-12 "Gathering of the Faithful" - Vintage Weekend at
Watkins Glen
- 18 CNY Fall Rally

OCTOBER

- 15-17 CNY Fall Tour

NOVEMBER

20 Annual Business Meeting

DECEMBER

12 CNY Holiday Party at Steve & Connie Turco's

OPENING WEEKEND WATKINS GLEN INTERNATIONAL RACE COURSE

We have a new opportunity this year for anyone who has not actually driven on the Watkins Glen International Race Track or for those of you who have driven the track but want to show someone else what it is all about, here is your chance!

Watkins Glen International hosts this weekend event to introduce automotive fans to the inner workings of this famous race course. It provides an opportunity to drive 3 paced laps on the historic track currently home to SCCA, NASCAR, IRL PCA Club Races, SVRA, HSR, ROLEX and GRAND AM races. You will be able to purchase professional pictures of you and your Porsche on the track, take photos in the Gatorade Victory Lane and purchase 2010 race tickets and track merchandise at a discount.

CNY PCA members will tour the track as one group. There will be many other Porsches there as well as other car clubs and beautiful cars of all makes.

CNY PCA AT WATKINS GLEN INTERNATIONAL OPENING WEEKEND

When: Saturday, April 24, 8:15 AM Meet with CNY
8:30 AM Tour to the track

Where: 8:15 AM – Meet at Burger King, 211 South Franklin Stree (Route 14)
Watkins Glen
8:30 AM – Tour to Watkins Glen International Race Track
9:00 AM – Hot Breakfast in the Media Center
11:45 AM – 3 Pace laps on Watkins Glen Race Course

What: Spend the day with hundreds of interesting car enthusiasts and cars of just about every make. Take 3 paced laps of the 3.5 mile international known course, check out the facility from top to bottom, buy 2010 tickets, pictures and merchandise.

Cost: \$25.00 (WGI fee) Includes 3 laps of the track with passenger, WGI complimentary, hot breakfast in the Media Center, 3 laps of the track and unlimited access to the grounds, buildings and grandstands of WGI

RSVP: Please let me know at gladleja@aol.com if you plan to attend. We need an estimate for breakfast and track group.

2010 CNY PCA SPRING RALLY

Good Day Porsche Pushers!

Our time to drive our Porsches has arrived and to kick off our driving events for 2010, Jeff Turco is hosting our annual Spring Rally.

Jeff promises a fun and interesting rally through the hills and valleys of Tompkins County. No tricks, no detours, no dirt roads - just a great drive through the countryside!

Our rally will end at a local restaurant where we can quench our thirst and our hunger and find out how well we followed the rally directions.

2010 CNY PCA SPRING RALLY

WHEN: May 1, 2010 11:00AM Registration
11:30 PM First Car Off

WHERE: The Rally will start at the Dunkin' Donuts
36 North Street (Route 13)
Dryden, NY

See map at:

[http://www.mapquest.com/listings/Dunkin' Donuts Dryden NY_25885006?placement=results_org_map](http://www.mapquest.com/listings/Dunkin%27_Donuts_Dryden_NY_25885006?placement=results_org_map)

COST: \$10.00 per car.

BRING: Clipboard, paper and pencil or pen.
A non-perishable food item for the local Food Bank.

RALLY'S END: A1 Pizzeria in Dryden. If you can't make the rally, come on down and socialize after it's over.

QUESTIONS: Contact Jeff at (607) 844-8191 or e-mail to jturco@twcny.rr.com

Jeff promises that "you will enjoy some pretty countryside scenery and windy Porsche roads." So do come out and join the fun!!

2010 CNY PCA Cobweb Concours and Service Clinic at Roger Burdick Porsche

Once again our friends at Roger Burdick Porsche are hosting our Spring Cobweb Concours and offering CNY members a complimentary Service Clinic at Burdick Driver's Village. Burdick will open its doors to the mall for display of our Porsches for the Concours. So rain or shine, we will have a beautiful, inside setting. If you have never attended this event, plan to join us! It is an opportunity to show off your car to other CNY members and spectators as well as an excellent photo opportunity.

The Service Clinic will include a complimentary service inspection of your Porsche. This thorough check of your car will ensure it is in good condition for the coming driving season. ***You must pre-register with Burdick for this inspection (see instructions below).***

2010 COBWEB CONCOURS

When: Saturday, May 8, 2010

8:00 AM Service Clinics begin and run through the early afternoon.

9:00 AM Concours line up begins. Porsches must be in place before 11:00 AM or will be "Display Only."

11:30 AM Concours Judging begins. CNY entrants will judge cars.

Where: Roger Burdick Driver's Village, 5885 East Circle Drive, Cicero.

This location is north of Syracuse, immediately off Route 481. See <http://www.driversvillage.com/ou/cicero-porsche/?make=porsche> for complete information and directions.

What: Concours Car Show – Only CNY members' Porsches will participate in a People's Choice Concours, although visiting Porsches are welcomed for "Display."

Service Clinic by Roger Burdick Porsche – **Must pre-register.** Call Burdick Porsche Service Dept. at (315) 699-2665 for an appointment.

Registration: Entrants **MUST PRE-REGISTER by May 6 before 8:00 PM** at jkingcaymans06@gmail.com or call (315) 637-5529 and leave a message.

Please be sure to include: Your first and last name; total number of people that will be attending for lunch count; year and model (i.e., 1985 911, 2006 Cayman...) of the Porsche you are bringing.

Cost: \$10.00 per person. Covers Lunch, Concours registration, awards (3 per class), Burdick Porsche door prizes and lots of camaraderie!

This promises to be a premier event again this year! The good folks at Burdick will also have some surprise exhibits for our enjoyment. Plan to join us for a fun day with Porsche Cars and Porsche friends!!!

BEAUTIFUL AUTOMOBILES, BREW and "PIGGY" BBQ

That is what Mark Schultz has in store for CNY PCA members on May 22. We will start the day off with a caravan from Syracuse to Utica where we will tour the F. X. Matt Brewery, one of the few remaining American regional breweries left in America. Leaving a promising career at the Duke of Baden Brewery in the Black Forest Region of Germany, F. X. Matt traveled to America in 1885 with the dream of owning his own brewery. The F. X. Matt Brewery was founded in 1888 and is still run today by 3rd and 4th generations of the Matt family.

We will be treated to a tour of the brewery including samplings of beer, root beer or soda. There will also be time to peruse the sales area and gift shop.

Then we will visit the fantastic, private Rosenblum Collection. Started by Alan Rosenblum several years ago, this collection now includes 80 – 100 pristine, prestigious automobiles not open to the public and available by invitation only. We are limited to 76 CNY members.

After we drool over (but not on) Alan's cars, Mark will lead us to lunch at a favorite, local establishment, "Piggy" Pat's BBQ, where choices range from slow-smoked, southern BBQ pork to vegetarian selections.

BREW, CARS and BBQ

- WHEN:** May 22, 2010 – Saturday
9:00 A.M. Meet at Denny's parking lot *Directions Below*
9:30 A.M. Caravan on NYS Thruway to Utica
OR
10:30 A.M. - Meet us at the F. X. Matt Brewery
- WHERE:** F. X. Matt Brewery
830 Varick Street, Utica, NY
Directions Below
- WHAT:** F. X. Matt Brewery Tour, Private tour of The Rosenblum Collection, and lunch with PCA friends (Dutch treat)
- COST:** \$10.00 per person
- RSVP:** Mark Schultz – call: (315) 724-2648,
e-mail: blue61cab@verizon.net

DIRECTIONS TO DENNY'S – CARAVAN START

Take Route 81 to Exit No. 25, 7th North Street. Go west on 7th North St. approximately 1/8 of a mile and turn right into Denny's parking lot.

DIRECTIONS TO F. X. MATT BREWERY

From the NYS Thruway (I-90) take Exit 31. Take Route 12 South to Court Street. Turn Right on Court Street and go 3 blocks. Brewery will be on your right. Free parking.

PORSCHE ENHANCEMENT TECH SESSION

Chris White, proprietor of 944 Enhancement and an internal combustion engine advanced motor head, will attempt to impart some of his knowledge upon CNY members on June 12 at a Tech Session at his garage.

Chris will cover the basic operation of the engine and discuss possible modifications. His “latest and greatest” engine, a 3.1 liter, 16v, turbo engine (one that Porsche never built!), will be available for our examination. Other in-house engine projects will be on display.

Chris will also go over the “broken engine parts museum” and discuss what can be done to keep your engine from joining that display!

The Q & A session will cover any topics and questions about engines that the attendees want to ask. Chris say: “Bring it on!”

This promises to be a diversified and very interesting Tech Session. Plan to join us for an interesting day of information.

When: June 12, 2010
9:30 AM - Poke, prod and chat
10:00 AM - Tech Session
12:00 Noon - Lunch
1:30 PM – Q & A, Demonstration, Tech Inspection, DE info.

Where: Chris White’s Garage
2373 State Route 174, Marietta, NY
**See directions below.

What: Tech Session

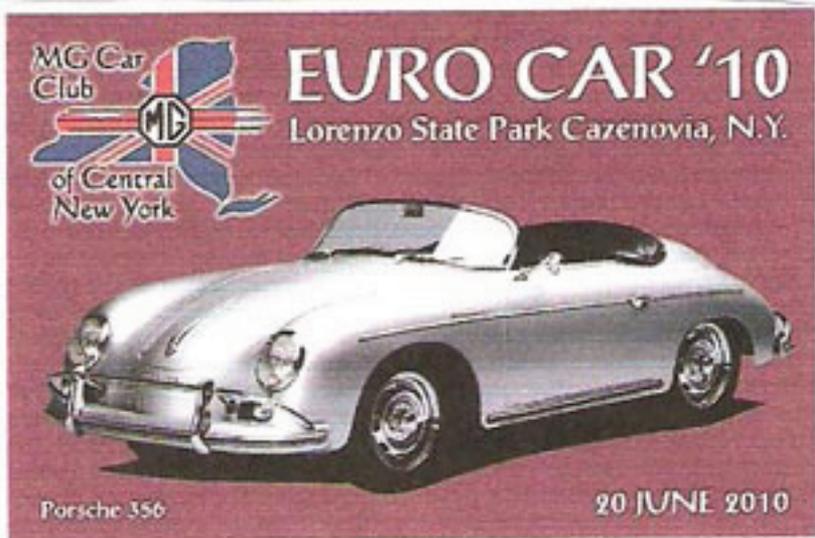
Cost: \$5.00

Bring: A chair to sit on, note pad.

RSVP: chris@944enhancement.com PLEASE

DIRECTIONS – Mapquest:

<http://www.mapquest.com/maps?city=Marietta&state=NY&address=2373+State+Rt+174>



Eurocar 2010

Porsche will be the featured marque at the Eurocar show on Father's Day, June 20th, at Lorenzo State Park in Cazenovia. CNY PCA is a major sponsor of this show. Other sponsors include Driver's Village, Cantech and Brewerton Car Care Center. Club members who want to show their cars may pre-register, prior to June 13th, using the entry form printed in this issue of The Redline Report. The first 150 cars to be registered will receive a goodie-bag and an event dash plate showing a silver Porsche 356. Volunteers are needed for the day of the show (concours judges and people to direct participants to their parking spots on the field). Anyone wanting to help is requested to advise Dick Jeffers (dickjeffers@juno.com or (315) 458-6370).

Eurocar Show Vehicle Entry Form

Name _____ Year _____ Make _____
Address _____ Model _____ Judging class _____
City _____ State _____ Zip _____ Phone _____

Car club affiliation _____

Return to: **Deb Larkin**
3917 County Rt. 4
Oswego, NY 13126

Pre-register by June 13th **\$7 per entry**
Day of Show **\$14 per entry**
Checks payable to: **MGCCCNV**

I agree to release & discharge from any liability, losses or damages, the show staff, officers, management & all others connected to this event of the MG Car Club of CNY, Lorenzo State Historic Site and the State of NY.
This release must be signed before entry to the field.

Signature _____ date _____

~ Awards not mailed ~ for sale window signs on field-maximum 8 1/2 x 11" ~
~ Entrants must be on field by noon ~ tops up, hoods & trunks open for judging ~
Questions about Eurocar entries? 315-342-3234

2010 CNY PCA FALL TOUR

By Joyce Glade

Have we got a treat in store for you! This year's Fall Tour will take us to the northern Pocono Mountains--to the Woodloch Resort on Lake Teedyuskung to be exact. This is a first-class resort with more amenities than we could take advantage of in a week. From Arts & Crafts to Wildlife and Nature Trails, Woodloch has it all. An 18 hole, championship golf course, boating, beach, racquetball, indoor and outdoor shooting range, spa, sauna, pools, you name it—they have it!

On the way home from the Zone 1 Tech Tactics in Danbury, CT, Jean and Bill Noroski and Chuck and I had to pleasure of checking out the facility. We were delighted with what we found. We just know this is going to be one of the best Fall Tours ever.

It will be a little different, however. Our lodging arrangements will be in “guest homes” at Woodloch Springs. Each home is fully equipped with all the amenities of—well, home! Each house has 3–5 bedrooms, each with its own bath. All our houses are together on a cul-de-sac and back up to the 14th hole of the golf course. They even have a garage. Lodging registration will be set up so that you can request a house to share with a particular couple or couples or the Resort will do that for you.

Our weekend schedule will be a bit different also. We will tour down on Friday as usual. We will wind our way through the Catskill Mountains. We will have our usual Friday Evening Welcome Party, probably with more frivolity than usual because we just know you are all going to love this property. On Saturday morning we will tour to a spectacular site known as the Hawk's Nest, then back to the resort for lunch. The afternoon will be free of planned activity so that we can all take advantage of the Resort amenities.

Our Saturday evening banquet will be capped off by a Las Vegas-type musical review in the Heritage Nightclub. Sunday morning we will gather for our group picture and have more time to “play” at the resort.

The dates are October 15-17 so mark your calendars. You really don't want to miss this one! Some of us are already planning to go early to golf or stay a few extra days to enjoy all the Resort has to offer. CNY registration and Woodloch reservation information will be in the next issue of the [Redline](#).



Braving the cold at Rick Holt's Annual Winter Rally and Daytona 500 Party are (above and L to R) Collin & Sue Penny, Rick Holt and Bill Kohnke. Below are (L to R) Rick Holt, Sue & Colin Penny, Joyce Gladle, Bill Kohnke and Nick Martin; Photos courtesy of Wayne Kunkel



Advertiser Index

Brian Daley Allstate Insurance Agency.....	36
Bruce P. Donahue, CPA.....	20
Burdick Porsche at Driver's Village.....	Inside front cover
Cantech Automotive.....	39
DIY Auto Parts.....	29
Expert Chimney Services.....	41
Fehlman Brothers.....	29
Nick Orso's.....	Inside rear cover
Ridge Road Repair.....	39
Taber Street Auto Repair.....	29

The Redline Market

The Redline Market is a free service offered to PCA members. Ads will run for two issues. A \$10 fee is required to continue the ad an additional two issues. A \$10 fee/issue is also required for all non-Porsche related ads or for ads placed by non-PCA members. All continuing ads must be resubmitted before the 10th 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 1967 thru 1973 MINT, original color sales brochures: 911, 912, 924, 930, 944, 968, 993, Boxster, full line, \$25 each. 1974 through 2005, \$15 each. Specify year/model. Add \$4.95 shipping. Have literature other imports, worldwide. **WANTED:** 1970s thru 1990s Porsche large format calendars, any quantity. Walter Miller, 6710 Brooklawn, Syracuse, NY 13211 315-432-8282 FAX 315-432-8256. Email: info@autolit.com www.autolit.com (1)

FOR SALE: 1989 911 Turbo Coupe, paint to sample Ferrari "Fly Yellow," black all-leather interior, 62000 miles, only year 5 speed, 3.3 liter 282 HP, 100% original paint, no accidents or any paint work, (3) owner history, limited slip, sport seats (heated), books, records, \$54,900.00. Contact Mark Barrett 607-327-0261

FOR SALE: Colgan Porsche Bra. Black 2-piece bra with 2 mirror covers. Fits a 2005 911S (997) through 2010. Used once. Buyer pays shipping. \$135.00 new Selling for \$70.00. Call Les Lewis (607-346-1202) Horseheads, NY

FOR SALE: 1986 Porsche 911 Carrera, red, black leather sport seats, 49k miles, excellent condition, perf chip, ss exhaust, strut support, new tires, turbo chin and rear spoiler, 2nd owner, cover, front-end bra, no paint work or accidents, all original, never on track, \$19,900 obo; Joe Catania, 315-430-8448 jacat@twcnyny.rr.com (1)

FOR SALE: Porsche Support Vehicle, my beautiful, black, trusty 1995 Chevy Suburban LT. New gas tank, lines, brake pads, rotors, and tires. Heavy-duty shocks all around. 96,000 miles. The car is in remarkable condition: No accidents, no damage, carefully maintained. All records, I am the one and only owner. Smooth, quiet and comfortable. Ready to go ANYWHERE. Price negotiable. Bill Noroski at (315) 457-1839. (1)

FOR SALE: CNY PCA clothing can be ordered from our web site at: www.cny pca.org. Currently available are denim long-sleeved shirts, long-sleeved tee shirts in white and black, and polo shirts in white and black. We are working in conjunction with HackerThreads in Binghamton, NY on this project. You will be directed from the CNY web site through a link to the HackerThreads where you can order your apparel directly from them.

WANTED: I am searching for a 993 C4, C4S, or C2S, interested in a driver, not a low mileage car, mod's are welcome. Will consider many color choices. Contact Joe, 315-264-0400, email joemag@twcnyny.rr.com (1)

NICK ORSO'S

BODY SHOP AND SERVICE CENTER

"THE FINEST IN COLLISION REPAIR"

638 WEST GENESEE STREET
SYRACUSE, NEW YORK 13204

COMPLETE COLLISION SERVICE - 24 HR. TOWING
ALIGNMENT AND SUSPENSION REPAIR
SUBSTITUTE VEHICLES

LOCAL CALLS 471-85-21
TOLL FREE 24-7 at 1-877-NICK ORSO (642-5677)

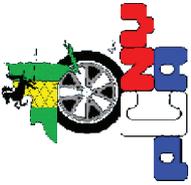
NOW OFFERING NITROGEN TIRE INFLATION
AND SONIC WHEEL BALANCING
SEE WWW.NITROFILLNOW.COM FOR DETAILS

FREE NICK ORSO AUTO CLUB MEMEBERSHIP!!!

VISIT US ON THE WEB
WWW.nickorso.com

QUESTIONS OR CONTACT US BY EMAIL...
NICKORSO@GMAIL.COM

The Redline Report
c/o Skip Testut, Editor
873 Taughannock Blvd.
Ithaca, NY 14850



FIRST CLASS MAIL
US POSTAGE PAID
PENN YAN, NY 14527
PERMIT NO. 169