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On The Cover
Dave LeBrun’s original real lightweight 1973 Carrera.

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President’s Message
Dave Schawner

In this Summer Edition of The Front Runner, we are pleased to bring photos and articles about your activities and fun as a club of Porsche owners. Last summer was superb as the Finger Lakes Region of the Porsche Club of America celebrated their 15th anniversary during 2011. Under the stewardship of long time member Luis Martinez, the club has continued to evolve into a “people and cars” social organization. All affinity clubs like the Porsche Club of America have a common element link, such as a particular automotive marque, wooden boats, war planes, antique cars, etc which bring us together. But, it is the people that are the fuel that determines whether that initial bond will be successful. The Finger Lakes Region has emphasized organizing activities that revolve about our favorite marque while enjoying the rural roads and vistas of the Finger Lakes Region.

Last year, the monthly meetups from May to September were held at several locations on Canandaigua and Seneca Lakes. For 2012, the monthly meetups will be held on the last Wed. from May to Sept. and will visit locations in Penn Yan (Keuka Lake), Geneva (Seneca Lake) Canandaigua (Canandaigua Lake) and Lakeville (Conesus Lake). These are informal social gatherings at lakeside locations that promote meeting new people with common interests as well as visiting with old friends. All members of the Finger Lakes Region are encouraged to participate in the monthly meetup while exercising your Porsche in the scenic Fingers Lakes landscape. Mark your calendars now for meetups on Wed. May 20th, June 27th, July 25th, Aug. 29th and Sept. 26th. You will receive emails in advance of each meetup advising of the time (usually 6 PM) and location.

The second method of bringing people and cars together are the Tours, also known as “Runs”. Each year, the driving season is kicked off with the Spring Run to Watkins Glen for the opening of the Watkins Glen International raceway including pace laps around the track. Last year, we initiated a Summer Tour in July which embraced the roads and vistas of Seneca and Cayuga Lakes and concluded at the Stonecat Café on the east side of Seneca Lake for a late afternoon dinner. The annual Fall Tour in October was a 125 mile run through the scenic Finger Lakes fall foliage concluding with dinner on the patio at the Lodge at Bristol Harbour Resort with panoramic views of the hills surrounding the southern end of Canandaigua Lake.

This year, the annual Spring Run to Watkins Glen was on Sat. April 25th, and will be followed by the Summer Tour on July 21st (goes through Letchworth Park) and the Fall Tour on the Sun. (Oct. 7th) of Columbus Day weekend. These tours are typically 90 miles to 130 miles in length and are carefully scouted to eliminate dirt roads or paved roads that have been recently subjected to oil and stone.

A special tour for this year was organized as a joint venture with the Niagara and Central New York Regions on Sat. May 26th. This was a tour to Saratoga Springs and the Saratoga Automobile Museum to view the display of historic Porsches ranging from the Gmund Coupe to the Porsche 959 and a series of race cars. Nearly 60 members and affiliates from the three Region participated in this event.

The Finger Lakes Region web site (http://flk.pca.org) has been updated with the 2012 calendar as well as email links for all the officers. Please feel free to contact any of us with suggestions meetup locations, tour destinations or other activities that promotes our core objective of “people & cars” (OK, Porsches).

David Schawner
President
Finger Lakes Region
Porsche Club of America
“¡A Toda Velocidad!*  
Luis A. Martinez

In this Summer edition of The Front Runner we are pleased to bring you photos and articles about your activities and fun as a Club of Porsche owners. This year has been superb, and our annual calendar has been brimming with events. What else do we need in the mix to make it even better? YOU! We need more participants like you to bring your cars out, your family and friends and experience the joy of your Porsche in the inimitable environment of the Finger Lakes. 

Think about this region. I’ve often visited northern and southern California which are renowned for vistas and turning twisting roads to challenge your tires and talent. But we have it all here, folks. How so? Because, you know what is lacking in Napa, Sonoma, and most of California? Water. It’s bone dry out there. They don’t have our lakes, they don’t have affordable housing. In California, if you have a house by the water, meaning the Pacific Ocean, you must be a mega-millionaire. But in our region we have hundreds of miles of lakeshore with reasonable housing costs. Oh, and another thing they don’t have – Watkins Glen International Raceway.

So I think it’s pretty sweet that our Club and its name are emblematic of what we have that others can only dream about – beautiful lakes, adjoining roads and villages to visit, wineries, historic sites, affordable living and a world renowned sports car racing venue which is open every day from April to October. For sports car enthusiasts, this is Da Best!

Take a look at our Calendar for the remainder of 2012, and come on out!

*At Maximum Speed!

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New PCA Finger Lakes Officers

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Safety Chair; Arthur Salo
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Calendar of Events 2012!

May 30th    Finger Lakes Meet-up, Sarrasins on the Lake, Penn Yan
June 1-3    Zone 1 Porsche Clash at The Glen
June 29-Jul 1 Sahlen’s 6 Hours at The Glen
June 10    Finger Lakes Region Meet Up & Show, Hammonds port. NY
June 15-17  Zone 1 48 Hours DE at The Glen
June 20-21  Advanced Driver's Ed. The Glen, Niagara Region
June 27    Finger Lakes Region Meet Up Inn on the Lake, Canandaigua
July 6-7    Porscheplatz during ALMS at Lime Rock Park (tentative)
July 8-14  PCA Parade in Salt Lake City
July 19 22  Porscheplatz during ALMS at Mosport (tentative)
July 21    Finger Lakes Region Summer Tour
July 25    Finger Lakes Region Meet Up Dave & Sues house
August 25-26 Zone 1 Autocross, Fort Devens, MA
August 29  Finger Lakes Region Meet Up Belhurst Castle, Geneva
Sept. 7-9  US Vintage Grand Prix Festival, WGI
Sept. 26  Finger Lakes Region Meet Up North Shore Grill, Lakeville
October 7  Finger Lakes Region Fall Tour
Oct. 8-9 Nov. Driver’s Ed, The Glen Niagara Region
Nov.  Zone 1 Fall President’s Meeting in Latham. NY
Nov. 8-11  PCA Escape ‘12, Eureka Springs. AK

Membership Made Easy!

Is it time to renew your membership? Do you have a change/update to your address or phone number? Have you recently purchased another Porsche that you would like to register on your PCA profile? Do you need a replacement PCA membership card? You can do all of this online as easy as 1-2-3!

Just log into www.pca.org. Click on MEMBERSHIP and select MEMBER SERVICES. Select any one of the four options in the drop down menu. Member Record, Renew Membership, Online Profile, Replacement Membership Card. By accessing this section, you are able renew your membership, view and update your PCA membership record to include your address, phone, email, and car information. Continue your participation in PCA events and keep your Front Runner and Panorama subscriptions coming! It’s that easy!

PCA Membership Recruiting

Do you have a fellow Porsche enthusiast who doesn’t own a Porsche yet? If so, take a peek at what PCA offers... PCA Quest! This program provides a six-month subscription to Porsche Panorama to allow access to hundreds of Porsches for sale by PCA members in The Mart as well as the opportunity to access valuable technical information about the cars through the many articles in Panorama! Learn more about this at www.pca.org/Membership/PCAQuest.aspx

Welcome New Members and Transfers!

We welcome the following new members, their affiliates, and transfers who joined the Finger Lakes Region of PCA!

January 2012    William Connor
February 2012  Stephen Hughes
               Scott Smith
March 2012    Christopher Folk
              Cicchetti, Michael H.

Happy Anniversary!

5 Years    Michael Henry     (3/1/2007)  2011 Panamera
10 Years   Velio Fratangelo  (2/1/2002)  2000 Boxster
40 Years   Henry Pouliot     (8/1/1969)  1970 911T
Porsche Clash 2010 and 2011
Copy by Luis Martinez

“The sound and the fury of Porsches in anger – it stirs my soul…”

This is my own quote which I often use to launch a series of Tweets and Facebook postings from the track. My quote is exactly the exhilaration I feel early in the morning at a Porsche racing event. Oh, for the sound of air-cooled 911’s roaring to life in the quiet morning…

Have you ever been to a Porsche Clash? It is a PCA sponsored and sanctioned series of Porsche-only races that takes place in many tracks around the country. It comes to Watkins Glen International Raceway in June each year. Each year at the Glen we have as many as 250 Porsche cars and even more drivers who consider The Glen the Mack-Daddy of race tracks (some cars have 2 drivers for the enduro).

In both 2010 and 2011 I had the privilege of driving the Pace Car for 3 days of racing. In 2010 I had a choice of 2 cars: one was a Speed Yellow Cayman owned by my good friend and former track student (now ardent Track Rat) Amy Ambrose from Massachusetts. Amy graciously offered me her car to drive as Pace Car, so we put a set of flashing lights on the roof (held magnetically) and with my Race Co-Chair (and boss) in the right seat we did our duty. I also had access to a brand new black on black Panamera 4S, which is an AWD four-door rocket. Yes, the Panamera is big and looks like it can’t get out of its own way, but pedal to the metal will pin your ears back into the comfortable back seats…And can it handle, you ask? Imagine – 4-wheel-drive with a 400hp Porsche V-8. Need I say more?

What goes on in a Pace Car? Not much, for most of the time. Which is what you hope for, given that any activity on the part of the Pace Car after the opening lap is probably due to, as the British say, unlucky.

All 250 race cars are classified into 4 major groups according to well known PCA Club Racing rules. That’s an average of 50 or more cars per group, running in about 2 dozen classes. The groups are labeled by color, like green (the “slow-est” cars, which of course is a relative term), blue, yellow and red. The red run group consists of the fastest cars, GT3 RSR’s etc, and often include about a dozen professional racing teams like Kelly Moss, The Racers Group and others.

Generally, the Pace Car at the Porsche Clash at the Glen starts at the front of the false grid. The cars are lined up, off the track (hence “false grid”) in the order in which they qualified, from quickest (pole, or first place) to DFL for each of the major groups, beginning with the Green Group.

There are as many as 65 cars on track at a PCA race at the Glen. As Pace Car driver, I take all my direction from my boss, the Race Co-Chair (Botho von Bose) sitting in the passenger seat next to me. He has 3 radios going at once – one from the Flag Station boss (Control), one from the Race Steward (Vicky Earnshaw) up at the Press Box, and one from the head of all the volunteers (Tim O’Brien). When all cars are on the
false grid in order, Vicky radios to Botho for me to turn on the flashing lights on our roof and drive up to the Start/Finish line. I drive up to the starting line and wait there in the middle of the track. The excitement begins when Vicky checks with Control and all 17 flag stations, one at a time, report by radio that the track is clear. Then Vicky “releases” the grid, and gives Botho and me explicit driving speeds “Pace car, proceed at 35”. Botho repeats the instruction to me, and I repeat it back to him “Proceeding at 35”. I can hear the roar of the engines of 60 Red Run Group race cars being released from the false grid and onto the main straight, coming up slowly, 2 by 2, to where I am, doing 35mph. Talk about a menacing group! The cars weave aggressively behind me from left to right, scrubbing their front tires to build some heat in them. As we go through turn 1, I hear “Pace Car, take it up to 45”. Botho says: “45”. I repeat, “45 between Turns 1 and 2” That small increment feels exciting. A few moments later Vicky asks: “Pace Car, location and speed?” Botho replies “Pace Car here, going up the Esses at 45!” This question/answer sounds silly, but there is a LOT of noise now, behind me, and we can also hear the radio transmissions between the flag stations, so it’s a cacophony in our cockpit, and yet all is normal, so far.

Vicky: “Pace Car, speed and location?” Botho: “Back straight, 45!” The front line of 60 race cars are now slingshooting towards my rear bumper, accelerating and braking quickly just before they hit me, building heat in their brake pads. I’m mesmerized by millions of dollars of purebred racing machinery just yards behind me. Vicky: “Pace Car, take it up to 65”.

Now, we are running up the back straight – but there are cars still exiting the false grid onto the front straight! That’s a LOT of race cars. I go through the Bus Stop (chicane) without braking, right, left, right. Poor Botho is trying to keep his neck from snapping. Vicky: “Pace Car, where are you?” Botho: “At the bus
stop at 65!” Vicky: “Pace Car, go as quickly as you feel comfortable” “Roger, that Pace Car”. I accelerate to a speed where I know I can do the rest of the track without braking. It’s important that I keep up a high rate of speed without braking because the race cars behind me will overheat if I go too slowly, and I don’t want to confuse them by braking. After driving and teaching this track for 15 years, I think I know the line.

Vicky: “Pace Car, speed and location?”. Botho: “At the Sole of the Boot, at 75” Vicky: “It looks like they’re lining up nicely behind you.” “Roger” Moments later, Botho: “This is Pace Car, we are approaching Turn 9 at 75”. Vicky: “Roger, Pace Car”.

Vicky: “Pace Car, slow down to 50 between 9 and 10” Botho: “Roger, Pace Car at 50 between 9 and 10” I repeat: “50” The pack of race cars are menacingly behind me, engines on the verge of snapping, lurching, braking, weaving, launching, braking, snarling, threatening; I can see the tension in the eyes of the racing pilots behind me. Vicky: “Pace Car, turn off your lights and come in.” Botho, “Roger, Pace Car coming in” Botho points ahead and I floor this rocket on the short straight from Turn 9 to 10, up to 90 miles and hour and then I turn left without braking into Turn 10, pedal to the medal through 10 in 4th gear still picking up speed. I don’t dare look in the mirror now because I’m doing more than 100 and I now have to turn sharply right. The race cars are catching up and are just waiting for me to clear off to the right. I brake for the right turn into the Pit In entry lane and accelerate again up to the yellow line on the Pit Entry, I brake hard (poor Botho… head snaps forward) and enter the Pits at 30, the maximum speed.

By the time I hit the yellow line on the Pit Entry I can look up to see the Green Flag being waved at the Start Finish line about 50 yards ahead of me, on the front straight. Sixty racing drivers have prepared for months or years for this very moment, and they accelerate loudly on our left. They are off to a literally roaring start!

That’s why, the sound and the fury of Porsches in anger – it stirs my soul.

Here are some people, all members of Finger Lakes Region, to keep in mind as you think about the annual Porsche Clash:
Simon Pontin, PCA Timing and Scoring
Hank Kramer, Volunteer
Eric Smith, Volunteer
Jared Smith, Volunteer
Yours truly, Pace Car Pilot, 2010, 2011 and ?
Is it just me or are gas prices increasing? I usually do not look at gas prices on a regular basis. When the light comes on in my car, I get gas. Yes, I am a creature of habit. You flash something in front of me, I react.

But when did gas get to almost $4.00 a gallon? Didn’t we just do this two years ago when prices reached an all time high? Are we going back to prices over $5.00 a gallon? Does it really matter what type of gas I put in my car?

I, like most of you, have a favorite local gas station. It is convenient. I like to pull in, swipe my card, reach for the handle and fill my car. (The cute guy behind the counter, the lattes and lottery tickets add just a bit more to my reasoning). There are, times when I am across town and just pull into a random station. Am I getting “bad” gas when I stop at a non-branded convenient store or from a lesser known brand name? Do I always need to go to a Shell or Mobile gas station?

Sometimes I wonder, does it really matter if I get regular, mid-grade or premium gas? Do I really want to pay extra for 92, 96 or 98 octane…especially now. Should I get a better gas in the winter when it is cold or in the summer when it is hot. (Isn’t that all the time?)

Have I gotten caught up in all the advertisements and flash that leads me to believe that my precious car needs the highest octane gasoline available…

The simple answer is yes. With all high performance vehicles, we need, they deserve a higher octane “premium” gasoline. You may not hear the ping or knock in your engine and may question why pay for something that you don’t need, but believe me just like a woman can not have enough diamonds, your car needs the best you can give it.

Not to get too technical, but when the engine piston is on the upstroke there is a pre-detonation of fuel. This pre-detonation can cause internal damage to your car. When you use a high octane fuel, you lower your chances of this occurring. Simply it is an extension of your insurance policy. Keep your car healthy.

Premium fuel often comes with a premium price. So, what can you do to get the most out of your fuel costs? Gas additives and octane boosters are a big business. I personally recommend the SWEPCO 503 gas and diesel fuel improver.

My mechanic tells me that by using this product my fuel injectors, pumps and o-rings are wearing less and deteriorating slower. He likes it because there is less carbon deposits in the fuel system and cylinders, leaving less residue. I like it because I replace my fuel filters less often and feel like I am doing something special for my car…like that mani-pedi that I get for myself.

Fuel treated with SWEPCO 503 burns more cleanly. On the left is an injector spray pattern from a plugged injector running on untreated fuel. On the right is the spray pattern from an injector running on fuel treated with SWEPCO 503. Better atomization of fuel means more efficient combustion, more power and less smoke.

I really don’t think about it too much. Before I fill up with gas, I add a 12 oz bottle, I keep in my trunk, to my tank. Sometimes people ask what I am doing and I tell that I am keeping my fuel system clean, trying to increase my fuel economy and ultimately reduce my overall maintenance costs. It is easy and effective. If I can improve my fuel mileage up to 25% with an additive, why not?

I’ve tried to swap a bottle of the 503 for a latte but so far the cutie behind the counter has not taken me up on it. His only comment is “Cool Car, Mama”.

Kay Evans is a representative of SWEPCO and can be reached at 303-859-5566 or kay@ren-den.com. She offers SWEPCO products through Great-Lube.com. Members can use promotion code CCC to receive additional discounts.

GREAT-LUBE.COM
Saturday, April 16th wasn’t sunny, but it was windy and raining. Not exactly the picture perfect day to bring your beloved Porsche out of the garage for a joyful drive to the Glen. Nonetheless, a small contingent of vehicles assembled at Kershaw Park in Canandaigua for the annual Spring Run to WIG. Amongst this group was the new Region 1 Zone Representative, Jennifer Webb and her husband Scott. Jennifer and Scott had left their Canadian home at 4:30A to join us, after they learned the Niagara Region cancelled their run to the Glen.

Trying to find shelter from the wind, Luis Martinez conducted a short meeting under the canopy of the Kershaw Park Bathhouse. Then David Schwaner and Sue led the drive to the Glen via a scenic “back roads” route down the east side of Canandaigua Lake, through Potter, Penn Yan and Dundee. We arrived for our 10:30A scheduled meeting time, queued up along with others from the Central New York Region while waiting for our turn for track time. As we waited, the wind, rain and at times a few snow flakes thwarted the usual “social” time we have enjoyed in past years. Fortunately, when it came our turn came to go out on to the track there was break from the rain showers.

After our track laps most of us retraced our “back roads” route and returned to Canandaigua where we stopped for lunch at the world class New York Wine & Culinary Center. During lunch great stories and experiences were shared, amongst one, as the new Region 1 Zone Representative, Jennifer Webb, has set an ambitious goal. She is going to attempt to make a personal visit to each of the clubs in Zone 1. Jen and Scott are going to be covering a lot of territory in the months ahead.

Looking forward to seeing you all at the next scheduled event.
July 9, 2011 - Run from Geneva to Stone Cat Café
By David Schwaner

Six Porsches filed out of the Ramada Inn parking lot in Geneva on a sunny and warm Saturday afternoon in July. A parade of four 997’s, a Boxster and a venerable 1980 911 Targa were embarking on the Finger Lakes Region first Annual Summer Run. For the next 2 ½ hours, this inaugural group drove through four counties on a 95 mile tour of scenic Finger Lake Region roads enroute to the Stone Cat Café setting amongst vineyards along the East shore of Seneca Lake.

After departing the Geneva City limits, the route was a mixture of state, county and town roads without the inconvenience of sequencing the Porsche’s through traffic signals. Highlights of the tour featured lengthy stretches of Cayuga Lake shoreline including the Sheldrake Point and a rest stop at Taughannock Falls State Park, seven miles north of Ithaca. Circumnavigating Ithaca’s traffic, the next stop was at Newfield Covered Bridge in the hamlet of Newfield. The Porsche’s were photographed crossing the covered bridge which was built in 1853.

We arrived at the Stone Cat Café at 4:30PM and relaxed in the lounge before sitting down for a group dinner at 5:30. The Stone Cat café is noted for River Catfish entrees, as well as other creative and delicious meals.

Six Porsches left the Stone Cat Café to wind their way back to their respective homes taking in the lush scenery of vineyards and wineries as the sun began to set on the lovely warm summer day.

Our thanks go out to Elaine Frank for making arrangements for our gathering at the Stone Cat Cafe.
The Ramada Inn on the shores of beautiful Seneca Lake was the meeting place for the fortunate Finger Lakes Region members who assembled on a warm and sunny day in anticipation of the start of the Finger Lakes Region – PCA “Summer” Run.

Confirming that all drivers and passengers have signed waivers, listened and understood the instructions of the safety meeting, two-way radio channels are coordinated, everyone has received the printout of the course route, as well as their Stonecat Café confirmations from Elaine Frank, we are ready to start this run under magnificent sunny skies.

Dave Schwaner and Sue are in the lead car as the Porsches depart the Ramada parking lot turning right out on to Route 96. Once everyone has cleared the few traffic signal lights at the beginning of the route, we all get to shift gears and listen to the hum of the engines. Car windows and sun roofs are open, convertible tops are down, as we the follow the lead car all the while taking in the beauty of the open spaces, fields full of crops, and manicured lawns and gardens. Our route includes a tour along the western shore of Cayuga Lake through the hamlet of Sheldrake and past the magnificent homes along the west shore of the lake. Feel the lake breeze.

We continue south on Route 89 and take a short break at Taughannock Falls State Park. The attendant was nice enough to allow us in the parking area without having to pay a fee. (Yeah). We are ready to continue on with our adventure. Driving up Gorge Road we enjoy negotiating the hilly terrain while under the canopy of old majestic trees. Coming out of the park area we once again have vistas of farm land and open spaces.

Dave now leads us into the hamlet of Newfield, a small 19th century commerce center located south of Ithaca. We take a “mini” break to take photos of our cars and the famous Newfield Covered Bridge. This bridge was built in 1851-1853 at a total cost of $800. The bridge crosses the West Branch of the Cayuga Inlet and was dedicated to Elijah Moore, who was the son of an early settler. The bridge is 115 feet long and 16 feet wide.

Once again we are on our way. On our travels we pass this quaint little church with a wedding ceremony in progress. After we stopped for dinner, we learn that this church happens to have a special significance to one of the couples who are driving with the group today. Art Salo tells us that he was married in that church. Julie standing next to him says dryly, she was married there too.
Oh my, as we get ready to turn onto Logan Road we see a dreaded Loose Stone & Oil road sign. Fear not – Dave checked this route out before hand and the conditions are good to go.

The “Summer” run concludes with a wonderful gathering and meal at the Stonecat Café standing amid acres of vineyards along Route 414 in Hector, New York.

It was a great day!
Parade 2011: Savannah, GA
Groundhog Day at the Autocross
By Cole Scrogham

OK, we all admit that autocrossing can be pretty fun…figuring out how your car handles at the limit in relatively safe surroundings…that is some good stuff! Even the Concours buffs hold a secret desire to thrash around the course and see what it will do. For those novices among us, an autocross is a mini race-course that is created by setting up orange pylons. Digital timers note start and finish times, and any contact with a pylon costs you an extra two seconds which is added to the time for your “lap,” thus removing any advantage that might be gained by “altering” the course. There are typically three timed runs; which follow a prescribed set of activities such as a course walk, driver’s meeting and safety inspection of your vehicle. Depending on registration numbers, additional timed laps may be offered, which gives you that much more opportunity to best your competition. Of course, basic safety equipment is required, such as helmets (loaner helmets will be available), but no major modifications are needed to your Porsche. After all, Porsches are built for performance! Of course, if the bug bites, you may find yourself modifying your car, progressing both through the upper classes and your pocketbook.

Compared to most region events, Parade Autocross events are huge affairs, with so many classes and cars that it takes a couple of days to complete. There is a place for every car that Porsche makes, or has made for the past 60 years! Being a course worker gives a really great view of the cars on course, giving you a chance to see how others do things (yet another advantage), so don’t forget to volunteer to help out. As with a region event, we need volunteers to make this happen!

A Parade autocross can be anything but “routine,” and with this month’s installment of interesting Parade tidbits I will point out a few key differences of a Parade event. Autocross junkies have a pretty set pattern, ingrained from years of the same old arrangement. The typical autocross day begins with a little anxiety as the event is finally here, which quickly fades into a sense of purpose. Get up and get dressed, maybe have a minute for a Pop-Tart because the early bird gets the worm (or does the second mouse get the cheese?), and then off to load the car and/or trailer with extra sets of wheels, air pressure gauge and tank, some miscellaneous tools and cleaners, snacks, cooler with drinks and whatever else we can be convinced will add some “extra” advantage.

Next up is a 30-40 minute ride from civilization to the autocross site, both large and vacant enough to house the field of cars as well as the course itself. Once there, the first task is a parking space and a tactical decision: How close to park to the porta-potties. Too far away is a long walk and too close…well, you know. Lots of friends to meet, old and new, and a quick fingernail check of that new rubber that had better pay off in lower laptimes. After that, it’s unload and set up in time to be ready for the course walk-and tech inspection, knowing that at the end of the day you have to load it all up again.

Sound familiar? If not, you are probably preparing for your first autocross at this Parade. Either way, it is still important to point out a few things. First of all, at the Parade, tech inspection is NOT offered on the morning of the autocross. You must tech your car in advance of your driving day. So check the schedule, know when you will drive and know when the tech inspection station is open. Don’t forget to get your inspection before your driving day arrives! Additionally, while track walks are offered each morning of the event, you can also walk the track each preceding afternoon. This is a great advantage to having a multi-day event. Take benefit of this to learn as much about the track as you can before you get there in your car. It’s your unfair advantage. Another helpful activity would be to attend the “chalk talk” lecture to pick up the tips and tricks of the successful autocross driver. Hosted by Parade Autocross chair Henry Hoeh, this session promises to be very informative. The Parade autocross is a Novice friendly event so please don’t choose sit on the sidelines and watch just because you’re not an experienced cone chaser.

This year (2011) we had the luxury of an event that was mere minutes from our room. That’s right…on Hutchinson Island and only three quarters of a mile from the convention center! This was the location for the 2011 Parade Autocross in Savannah in the paddock of the Hutchinson Island race course, adjacent to the Parade headquarters at the convention center. Hutchinson Island was created to run Champ Car type events around a commercial park, and the racetrack infield was used to create the Autocross for this year’s event. This year even spectators were afforded a great opportunity to see the cars in action.

There were a lot of first time Parade entrants this year, and I am sure that many had experienced a local region’s autocross, perhaps only as a spectator.

Always great fun and full of excitement, the autocross is one of the pinnacle events of the Parade.

FOLLOW UP on this event go to: http://parade2011.pca.org.
Finger Lakes Region–PCA–Fall Run
October 8, 2011
Copy by Sue Miller

The Porsches were gathered in the parking lot of the Parkway plaza on Eastern Boulevard in Canandaigua while the drivers and passengers enjoyed the “perfect” 75 degree weather and excited to get under way for the 2011 Finger Lakes Region-PCA Fall Run.

With waivers signed, safety meeting completed, course route handed out, two way radios synchronized to the Porsche channel (911), and headlights turned on we were ready to “put the wheels in gear”.

Dave Schwaner and Sue leads the colorful parade out onto the roadways. On the first leg of the run we make our way back to the West Lake Road for a scenic drive along the shores of Canandaigua Lake. We then leave the lakeshore road as the lead car takes us up and through some of the country side winding roads with vistas of farm land, rolling hills and woodlands radiant with their fall colors.

Dave’s route takes us through Bristol Center and through the hamlet of Honeoye at the north end of Honeoye Lake. It was previously decided that the road in to Harriet Hollister Spencer Park was in need of significant repairs, so we forego stopping at that park to view the gorge. Thus we wave at the turnover for the park as we continue on our merry way to towards Canadice Lake, then on to Springwater after which we head north on Route 15 to the hamlet of Conesus and on to Rte 256 (West Lake Road of Conesus Lake). With every mile traveled we enjoy the magnificent scenery. As we head up and drive Vista Hill Road it is apparent why this road got its name. We continue south on our back country road drive making our way around Dansville to the North entrance of Stony Brook Park for a short stop to stretch our legs, take some photos of the gorge and some of our vehicles.

At this point, some of the members must make their way back to previous commitments, we bid them farewell, while the remainder of the group once again “put the wheels in gear” leaving the park for the continuation of this Fall Run. We enjoy many more winding roads, as well as some open stretches on this back country pavement that allow all of us to work the gears in our sporty cars on a route that goes by Loon Lake and through the hamlet of North Cohocton.

Ah, but alas, signs of communities come into view as we make our way into the village of Naples. Dave leads the group out of Naples onto a few more “fun” roads before pulling into the parking lot at Bristol Harbour Lodge.

The afternoon concludes with a wonderful gathering with good friends, good food and beverage on the patio of the Bristol Harbour Lodge enjoying the elevated panoramic view of the south end of Canandaigua Lake. It was a really great day!

A great lookin bunch, (Sue Miller is 3rd from Right, president Dave is 4th). (Luis Martinez)
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Porsche’s All American
Patrick Long
Written by Amy Ambrose

No forgiveness. That is what I heard over and over from everyone who has witnessed a street race. There is zero margin of error for car and driver when the race forum is a city street which has morphed itself into a racetrack. Runoff is a cement jersey barrier. At first when my friend pro racer Aaron Povoledo asked me to offer him some moral support in his first street race of the season I demurred. A race on a street? That just sounds way too dangerous. As some of you may be able to attest to, the older we get the more we know and therefore we tend to hesitate more before we jump in. We know what could happen! So I thought about it for ten seconds and then said okay I’m in. Having never been to a street race I truly had no sense of what to expect. Once there at St Petersburg Pirelli World-Challenge and able to see the track up close and personally, I frankly couldn’t imagine it had ever been a street since the transformation was utterly complete. It really was a track! And what a scenic backdrop - ocean on one side and a sunny blue sky.

Signing in at the credential office I gave my name for a pass with the KPAX racing team. Not on the list I was told. Hmmm methinks my friend Aaron forgot to let them know I was coming. Not to worry; I said I am here to help out the team with moral support, thinking my naiveté would assist me. The credential lady said ‘oh is your son one of the drivers?’ Son? Really? I thought to myself - do I actually look that old? I know I didn’t fully appreciate the benefit of sunscreen in my twenties, but come on. No, he is a buddy of mine and I am not old enough to be his mother. She took pity on me and just handed me a pass and moved on to the next parent.

Being a newbie to all of the various race series I am still unraveling the difference between them all. World Challenge races are currently divided into 3 separate classes of cars - GTS, GT and TC (touring class) - and yes, all three are on track simultaneously. That fact, coupled with the fact there were 49 cars in this field, led to an exponential variant of the no forgiveness formula. The TC cars possess inordinately less hp than the GTS class and at any given moment due to the crowding there were two or more cars side by side vying for a turn. I perched myself at turn one (end of the front straight) and lost count of the time I saw 3-4 deep cars all headed into that turn, all the time wondering which racer would be crying uncle. If I was holding my breath, what on earth were the drivers doing?

As I attend more and more of these events, my car-contact world blossoms in direct proportion. Not only did I make a boatload of new friends, but I ran into a couple of friends I just met at Rolex 24. One of them, Christian Rava, is also in the Porsche Club and lives a couple towns over from St Pete. He is a veteran spectator of this series. We strolled the pits, stopping to say to hello to a number of racers. I introduced him to people I knew and he introduced me to people he knew. He said hey do you want to meet Patrick Long? Sure why not? He knocked on Pat’s trailer door and out popped the smiling fresh face of the racer who would sweep both of these races (I’m not giving anything away since this will be printed long after it is publicized). Anyways, he was amazingly gracious….and young! I tried to sneak a sideways glance for some beard stubble and couldn’t see any. Then I did a horrifying quick old math calculation (that newfangled new math upsets me) and came up with a very likely possibility. I could be his mother! He was that young. Oh my - someone please hand me the 75 spf sunscreen.

As you know Patrick swept the GTS class. My friend Aaron finished in his C30 Volvo despite overheating car issues and won the award for best standing start by rocketing from his 9th grid spot into 4th. I was in a perfect location to witness it and it was magic the way he weaved in and out of that pack of cars. If you get a chance to spectat a street course race I highly recommend it. There is a carnival show feel to it and the racers give it their all in order to give the fans a show, despite the fact they are risking a no forgiveness situation.

(Amy is a very active member of the PCA’s North East Region. She has put thousands of track miles on her Yellow Cayman in just 3 years.)
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(Adrianne Ross)