

Finger Lakes Region  
Porsche Club of America



# THE FRONT RUNNER



FINGER LAKES REGION  
PORSCHE CLUB OF AMERICA

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## On The Cover

Hank Kramer, from our Finger Lakes Region, and his 1963 Porsche 356 which he has owned and driven daily since he ordered it new in 1962.

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Single Issue:: Full Page - \$100, ½ page - \$75, ¼ page = \$40, 1/8 page - \$25

Full Year (4 issues): Full Page - \$250, ½ page = \$200, ¼ page = \$150, 1/8 page = \$100, Business Card = \$50

## “¡A Toda Velocidad!\*

Luis A. Martínez

We are excited to bring you The Frontrunner, our Finger Lakes Region newsletter after a long hiatus. We have engaged the services of the talented Adrienne Ross who is responsible for the publication of The Nor'Easter, a glossy, elegant hardcopy magazine of the Northeast Region, Boston area. In order to save club revenue and reduce handling, this publication will be available via our website. But if you have a special request, we can print it and mail it to your contact address.

### Wednesday Meet-Up

Our next social event is the monthly meet up at Doc's Seafood House in Canandaigua. We will have a get together there on the last Wednesday of the month – August 25, at 6:30pm. Then, for the last time this year, on Wednesday September 29 at 6:30. Doc's Seafood House offers ample parking for your Porsche, and a large outdoor covered deck where you can sit, enjoy your drinks and dinner and keep a sharp eye on your Honey (we're talking about cars, here...)

### Annual Fall Tour

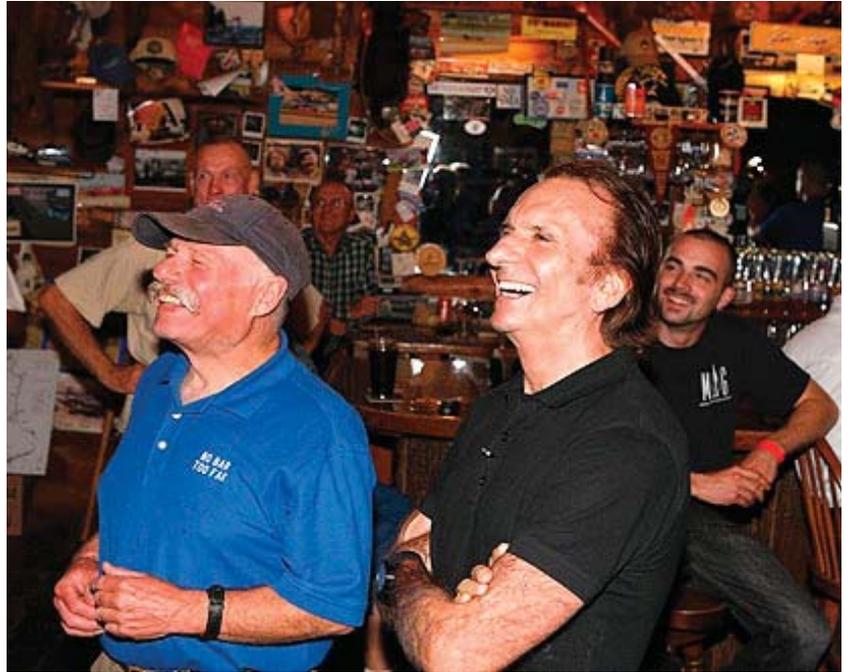
We are excited about the next major event we have planned for Sunday October 10 – The Fall Run. This event is the most popular of the year for our club. Last year we finished the Fall Run at the sumptuous and elegant Esperanza Mansion, overlooking Keuka Lake. This year we will put together an exciting run (Will Dobbin has volunteered to map the course) which will end at historic Seneca Lodge, courtesy of volunteers Dave and Terri LeBrun. Seneca Lodge is the hotel, restaurant and bar where in the 1970's and 1980's the great Formula 1 drivers would gather and toast to their heroic accomplishments on the track. Owners of the Lodge, Jack and Gloria Brubaker, son Brett and daughter Mary promise to make it a memorable event. Hey, you never know when Emerson Fittipaldi or other world class legend might stop in unannounced for a brew! (See photos above.)

### More Events!

There are other events planned for this year offered by neighboring regions. Keep your eye on The Frontrunner for many opportunities to meet other Porsche-files.

I really hope you enjoy this latest edition of The Frontrunner. If you have a good idea for an article or an event for the Club, please raise your hand! Let us know!

Luis A. Martínez, President, Finger Lakes Region  
\*At Maximum Speed!



Just recently, Formula 1 Grand Prix legend, Emerson Fittipaldi, shares a laugh with Lodge owner Jack Brubaker (left) as the two watch a video of the racing legend hanging one of his laurels at the Seneca Lodge back in the 1970s. At far right that's Brad Martínez (yes, my son) enjoying the impromptu event. The Brubaker family founded the lodge in 1948 and still owns it to this day

## Vintage at the Glen – Porsche Corral – Last Chance!

Last chance to get tickets for the PORSCHE CORRAL during the U.S. Grand Prix at Watkins Glen Vintage Races September 10-12, 2010.

Cost: \$75 per person includes: Weekend General Admission with access to all grandstands, paddock, and garage.

Track-side Hospitality Tent access Sat/Sun, preferred Porsche Corral parking adjacent to Hospitality Tent, snacks & drinks all day Sat/Sun, catered lunch Sat/Sun, paced laps on the track in your own car, children 12 and under FREE with paid adult.

All PCA members, family, and friends are welcome to attend. Camping is available at the track (pay at the gate), and is the perfect way to immerse yourself in the Vintage weekend experience – Saturday evening bonfire and trackside festivities hosted by Niagara PCA!

Registration: [www.ClubRegistration.net](http://www.ClubRegistration.net), or contact [President@NiagaraPCA.org](mailto:President@NiagaraPCA.org) to pay by mail. REGISTRATION DEADLINE IS AUGUST 31, PAYMENT MUST BE RECEIVED BY THIS DATE.

## Finger Lakes Region People's Choice Porsche Only Concours and Show

In the village of Hammondsport, Ny, June 13, 2010: In spite of a rainy, chilly morning, Porsche faithful gathered at the picturesque lakeside village of Hammondsport, at the southern tip of Keuka Lake, for the annual Finger Lakes Region People's Choice Porsche Only Concours and Show. The lengthy title of this social gathering is commensurate with the long weeks of planning and staging of this premier event. After having the show in Geneva, NY, for so many years, it was Will Dobbin's idea to hold the event in Hammondsport. Will, why didn't you tell us years ago!? What a beautiful venue – complete with a large Victorian style pavilion/gazebo in the Village Square Park, and surrounded by many interesting shops and restaurants.

There was something here for everyone. While the men (mostly) talked shop until they dropped, the women (mostly) shopped and talked until they dropped.

We had great cooperation from the Village officials and the Hammondsport Chamber of Commerce. The Chamber worked with local businesses to assemble a Welcome Bag of goodies including discount coupons to several of the wonderful shops on the square. A great lunch special was provided by the Park Inn Hotel for all participants. Bully Hill Winery donated wine and Frey & Campbell, Inc., Mechanical Contractors, sponsored the trophies. Thanks to all the local businesses and sponsors for helping to make our first PCA Event in Hammondsport a great time for all.

But wait, there's more! Our good PCA neighbors to the west, Niagara Region, had been on a breakfast run, in the rain, and they joined our group at the event. Thank you, Jim Arendt and all your great PCA members!

Results for this annual event were as follows:

Best of Show = car #2 Rod Pedersen (FLK) 1979 911 Turbo

356/912/914 = #3 Jim & Laura Butler (FLK) 1976 914 2.0

911 to 1989= #2 Rod Pedersen (FLK) 1979 911 Turbo

911, 1990-1998= #13 Bruno Glavich (Niagara) 1998 911 Cab

911, 1999+ = tie of #8 and #7, Dave & Pat Byrns (#8 Niagara) 2010 GT3

928/924/944/968 = #1 Luis Martinez (FLK) 1988 944 Turbo

Boxster/Cayman = #9 Art Kriesen (Niagara) 2008 Cayman

We really enjoyed this new venue, despite the on and off rain. We look forward doing it again next year!



Coffee and goodies await Concours participants.



A few entrants in the 2010 Concours.





Our thanks to Frey and Campbell.



This line up will make it very hard to choose.



A beautiful line of cars.



Our thanks to the Park Inn Hotel



Our thanks to Bully Hill Vineyards.



Our very beautiful awards.

## Torqued Up!

Amy Ambrose, Northeast Region, PCA

Last month was my first time behind the driver's seat at historic Watkins Glen; it was without incident... well, I guess that would depend on the definition of the word 'incident.' I arrived a day early just to adjust to my surroundings and impress the track onto my cerebral cortex. I figured I could use all the help that was available to me. To that end, I memorized Brock Yates' DVD of the *Secrets of the Glen* to the extent where the jangly theme music reverberated through my brain. Then while kicking around getting hot laps from friends who were already enrolled and driving I realized I could take my own wheels out with the lunch hour tourist tour. I signed right up! Who cares if it is 55 mph; I was driving my own car!

I got in line with six middle-America cars behind the pace car (which was the Glen tow truck). I was last in line and listened carefully, to the pace dude's admonishment, — no passing and no hot-dogging (whatever that might be). Where do I sign and let's get going, okay? I think he has to say 55mph for insurance purposes, but I do believe he views this 'job' as his bonus and he gunned it, basically breaking our pack in two. The Camry three cars in front of me just plain lost sight of him. At least that is how I pieced it together in retrospect. I kept up with the car directly in front of me but the pace truck was nowhere in sight. Still following the car in front of me I thought gee this track doesn't seem to look like what Brock chatted about. OMG, that was because the Camry decided to take the NASCAR route, driving past the wall of cones... all of us following him. I realized his error when I saw him stop up ahead and start to turn around.

Okay so I haven't officially driven the track yet but I do know u-turns are verboten. I screamed as I whaled on my horn, hot-doggedly passing the two confused cars in front of me and passed the Camry giving him a wave of follow me, now with me leading the way. To where? It dawned on me that I really didn't know where I was going and may just end up hitting another wall of cones. No cones but then I found myself on the front straight alone but with the pace truck in my rear view mirror. Uh oh I am sure to be yelled at. I gave him the passing signal and now I landed right behind him... well, that sure worked out well. When we stopped for the touristy picture take on the next lap on the front straight I was compelled to tell him that it wasn't my fault (not me!) that we went down the closed track and also gently nudged him with the request for another lap or two since I had been robbed of my initial run of the boot. He looked at me and said, "I saw you buying a ticket downtown and I just knew you were trouble." Me? I don't know why people keep saying that to me... but I did squeeze two extra laps out of him.

The next day I was officially on the track with my super-official instructor. I felt I had exhausted every avenue of prep



Ms. Amy Flying up the "Esses" at Watkins Glen Internations Raceway

available to me; let's do it. I am beginning to notice that each new instructor has certain idiosyncrasies of language with their commands. For instance one (who will remain nameless) will say, "I want you on the floor" when he really means he wants the throttle to the floor. I just want to say "hey you haven't even bought me dinner," but instead I translate it to the track and say nothing but smile. Well, my new instructor had his own set of commands, my favorite being "kiss the white." His goal was to have me using every possible inch of the track, thus getting ever so close to the white edge rumble strips. He wanted me to be comfortable out there so that if I ever found myself out there by mistake it wouldn't freak me out. Okay so every time he told me to kiss the white it meant just skim the edge of the white. Got it. I got very comfortable kissing the white... so much so that one time toward the end of the day (foreshadowing noted) I was rounding the carousel smoothly and again smoothly aiming for the white. Well, this time I kissed it alright. I went up, over and two wheels off the track, taking every advantage possible with the white. While the white was leaning back smoking a cigarette and smiling, I was having a very different reaction. My wheels were making quite a bit of noise and I may have been screaming. You know how when you are in an accident or a near miss you cannot believe the amount of thoughts that can race through your mind in such a short span? Well I was thinking: 1) Will I mash the left side? 2) Will I mash the right side? 3) Oh thank God I bought the insurance! There had been three ways it could have played out — turned the wheel to the left (bad news), turned the wheel to the right (also bad news) or wheels straight (only way to get out of it mash-free). I opted for wheels straight and sailed into the downhill lefthander as if nothing had happened. I probably should note that there is a strong possibility I kept the wheels straight because my instructor was screaming, "WHEELS STRAIGHT, WHEELS STRAIGHT." I can't be sure though... maybe I will have to try it again. Or maybe not. So I have decided to just be friends with the white; we are both happier that way. We had our fun and oh what a memory that was.

Alright class, how about some word association? What comes to mind with these words: challenging, confusing, awesome, exhilarating and... MONTICELLO! I had the chance to drive that 22-turn track recently and it was all that and more. Again I was blessed with a brilliant instructor. One of the first things I said to him was, "What do you say?" He didn't know what I meant so I pressed further..." do you want me on the floor or kissing the white?"

"No," he just said he would say brake or throttle. Hey that works! But it did take quite some time to work out the track inside my head. Because it was so magnificently designed I



Ms Amy in her Porsche Cayman harrasing a Ferrari 430 at Monticello Raceway. Photo Dennis Liu

found myself wondering at times where I was on the track. I probably did wear him out with my constant question of, "Where am I?" but he patiently persevered. It did take me a day and a half to unravel it so I could do what works for me (imagine looking down on the track while driving on it). I couldn't recommend this track more highly to anyone who wishes to push his or her limits — car-wise and mentally. Plus, the grounds are world-class and spectacular.

Next stop Lime rock!

## Spring Run to the Glen

Luis A. Martinez

April 24, 2010. Members of the Finger Lakes Region gathered for breakfast at the Ramada Inn Lakeside, with an ample view of the northern shore of Seneca Lake, for a hot breakfast before mounting up for a quick ride down to the Glen. This is the umpteenth time we organize and run this social event which takes advantage of Opening Day at Watkins Glen International Raceway. The historic racing venue was our objective. After breakfast, we gathered in the hotel parking lot, signed all the releases / waivers and then we saddled up. A long string of Porsches took a leisurely ride down Rt. 14 all along the west side of Seneca Lake –destination: Watkins Glen. With spectacular views of the lake to our driver's left, one is torn between stepping harder on the gas to rev up that motor that has been idle since October, or slowing down to take in the majesty of the lake shore drive.

We arrived at the track (simply referred to as “The Glen”, and not to be confused with “The Gorge”) and waited for our appointment to take three laps around the 3.5 mile track, the long course, behind a pace car. Each participating car paid 20 bucks for the privilege, and we were off. Since my Porsche is a racing car, not street legal, I hitched a ride with fellow PCA member Jeffrey Hoffman, who gave me a ride in his 540hp Mercedes Benz AMG. He had a hard time keeping that beast in check. After a taste of the track, a small group of us drove back down the hill to the village to take one spin of the original track that had the start finish line in front of the courthouse. Jeffrey graciously gave me the wheel of his Beastly Benz, and I showed the group the way clockwise up the hill and around the 4.6 mile original street course. What a blast!

Some of the gang stayed around the village, getting ice cream or various sundries. Others went directly home, looking forward to a warm spring and many hours at the wheel of their Porsche.



Finger Lakes PCA members eagerly wait their turn to take a spin at Watkins Glen International Raceway.



At the village of Watkins Glen, in front of the courthouse, there stands this memorial to the first sports car race after WWII.

## My Porsche Passion Contest

The joy of driving a classic Porsche is sufficient reward for most enthusiasts, but owning the oldest Porsches in America could bring some very real awards during the company's 60th Anniversary year in the United States. To celebrate six decades of American Porsche passion, on Aug. 13 Porsche Cars North America (PCNA) is launching the *My Classic Porsche Search*. This national search will focus on finding the oldest Porsches in 12 distinctive model categories, as well as the very oldest Porsche of all.

As part of its 60th Anniversary celebration, Porsche is inviting owners to introduce these most senior members of the Porsche family to everyone in America. *My Classic Porsche Search* is open to all owners who think they have a shot at earning the "oldest" designation for their car. Entries can be submitted for 12 model ranges, including the Porsche 356, 911, 912, 914, 924, 928, 944, 968, Boxster, Cayenne, Carrera GT and Cayman. In addition, the search is on for the Grossvater of all Porsches on American soil, the oldest Porsche ever sold in the United States.

Owners who have Porsches "with papers" can enter online beginning Aug. 13. To submit an entry, visit [www.Porsche-60Years.com](http://www.Porsche-60Years.com) and review the participation guidelines for *My Classic Porsche Search*.

The oldest Porsches and their owners will receive special recognition and become eligible for additional awards, including an exclusive badge from the Porsche Museum in Stuttgart. Exhibition-quality images of select winning models will also be featured at the new "Sixty Years of Porsche in America" exhibit, opening Oct. 12 at the Porsche Museum in Stuttgart, Germany. One vehicle may also be selected for display at the Porsche stand during this year's Los Angeles Auto Show, where it will join the company's newest models.

All entries will be evaluated for authenticity by a Porsche panel of experts, including noted American Porsche historians from the Porsche Club of America.



Photo courtesy PCNA



Photo courtesy PCNA

## An evening at Dave and Sue's

Canandaigua Lake, Wednesday July 28: PCA Finger Lakes members Dave and Sue Schwaner graciously opened their beautiful lakeside home to entertain PCA members for a beautiful evening of drinks and scrumptious food. We enjoyed not only their drinks and fare, but were also treated to a tour of their fabulous house, which has many architectural and decorative distinctions. Dave and Sue love the southwest, and there are many examples of visual art displayed throughout. There was conversation galore, some new members joined (Mike and Michelle Hortiatis) and we actually had a quick business meeting among the elected officers in the kitchen. Then it was stormy (outdoors, not in the meeting) after the sun set, but we just loved the whole scene.

## The Exchange

### Advertising Guidelines

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Deadline for submitting ads for the EXCHANGE to the editor is no later than the 15th of each month to appear in the next issue. Advertising Porsches or Porsche parts or to solicit materials is free to members in this section of the publication. Ads will run for two months unless the editor is formally notified. To place your want ad send a note to the editor containing your copy. Please limit copy to a maximum of six lines. The Editor reserves the right to edit as needed for space. Ads can be emailed to: aross@porschenet.com.

Once more - Hank and his car.....



Watch the video. You will love it...

<http://www.ifc.com/videos/welcome-to-the-family-hank-kramer.php>



The View from Dave and Sue's

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