

# THE FRONTTRUNNER



SPRING 2019



**OFFICIAL NEWSLETTER  
FINGER LAKES REGION  
PORSCHE CLUB OF AMERICA**

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**On the Cover:** This is part of our starting lineup for our "Track Day at the Glen 2019" as we get ready for our pace laps on Saturday May 27. Here we have proof that Porsches don't melt in snow or freezing rain.

Photo by Dom Pullano

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**Editor/Designer: Karen Schwartzman ([Karen.schwartzman@gmail.com](mailto:Karen.schwartzman@gmail.com))**

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## President's Message

Greetings to Finger Lakes Region members. I do want to welcome our new members to the driving season of 2019. We have already seen percentage growth in membership which we had not had in years. It's great to have new faces and cars along for our ride in PCA. A special thanks to existing members who have spread the word as well. Many Porsche owners know we exist but need to hear it from yourselves about our benefits.

I believe it's good for you to know where your membership money goes and how we exist. Once you pay PCA the annual membership fee part goes to the national organization. This money funds the magazine, group insurance coverage, activities with Porsche, PCA national events, administration and more. The remaining funds go back to each region based on its membership. Since we're a non-profit we look to spend this on charities, the community, or ourselves. This can be used to subsidize printing costs, awards, activities, and club administration. Please let us know if you have ideas on what we can contribute or purchase that would benefit all members of our Finger lakes Region. We currently provide name tags, a catered planning meeting and one officers dinner. A few other ideas are 2-way radios for our tours, a new members gathering, and annual awards. This would be in addition to our charitable contributions. Also, any ideas on how to market our group would give the added benefit of membership and revenue.

Please remember to promote PCA to your Porsche friends both two door and four door. Our updated website [flk.pca.org](http://flk.pca.org) has proven to be a great tool to promote ourselves. Please print this newsletter so you can drop it off at services that may attract cars and Porsche owners. We hope to again start some advertising as our numbers increase.

Enjoy the drive,

Dom

**Dom Pullano, President**  
**FINGER LAKES REGION PORSCHE CLUB OF AMERICA**



*Drive it LOUD!* ©

## ¡A Toda Velocidad!\*

Luis A. Martínez

### *It's Wet - But It's Spring!*

By the time you read this, our Track season in the frigid northeast will have been rolling for about 6 weeks, since mid-April. But the fact that there are cars on track does not dispense with the reality of inclement weather, and especially as how cars maintain contact with very frigid roads. I witnessed one sad illustration of the perilous relationship between rubber tires and frigid asphalt one evening in early March. I was driving westbound on I-90, coming home from Aurora around 5:30 pm on a windy, snowy evening. The snow was sticking but the wind gusts felt more destabilizing than the snow itself. I was in the right lane, along mile marker 290, doing about 58 to 60 mph (NEVER use cruise control during snow or rain!). I noted a black sedan passing me slowly on my left, so I thought, "Why is this guy testing fate, carrying more speed in this slippery soup and wind?" When he was about 50 yards past me, he overcorrected to a southern wind gust and started spinning into the left barrier, ping-ponging his way against the Armco for over a hundred yards, hitting his car from every angle. I felt so bad for him. I witnessed the whole scene from the safety of my slower car, but there's nothing I could do but watch his despair. Behind me, a train of cars made it clear that there was no stopping for him. Had I tried to stop I would have created yet another chain reaction on the right lane, possibly blocking the entire turnpike, obstructing safety and rescue vehicles. I kept driving but immediately dialed 911 to report the location of the accident. The State police was already overwhelmed with other calls.

Another example was just last week with Ferrari Club. My client/student, John, was piloting his Ferrari 430 Challenge, which is a purebred racing car direct from Maranello. These stupendous cars are not street legal, they have a lot of carbon fiber content, come rollcaged with huge ceramic disk brakes running racing slicks to manage 500 HP. But all that kit assumes optimal track conditions (and seasoned drivers). In our first session in the morning, John was working the 'out-lap' (he had not yet completed one full lap) when he used too much throttle going up the tight right hander in the Toe of the Boot and started fish tailing wildly - but he caught it in time. I then counseled him about track temperatures (it was 46F) and that the tires were still very cold, with only half a lap on them. In the second session, once again on the 'out lap' he pushed too much throttle through the apex of the downhill left hander, Turn 6 into The Laces, resulting in a double spin - a 720. He didn't strike the Armco, but all that tire squeal and blue smoke from dragging a set of very expensive racing tires sideways is quite alarming. Since he spun, by rule he must come into the Black Flag station and report to the Pit boss. It was all on John, caused by being impatient. Back in the garage, I had to hit the 'pause button' with him and discuss some very basic science.

In the early morning, when the air temp is 46F and the car is dead cold the driver must give the tires (and the engine oil!) ample time to approach normal operating temperatures. When John pushes the Start button, everything is at 46F – the engine oil, clutch fluid, transmission lube, differential grease, ball bearings, etc. Then, by extension, so are the tires surfaces (which are the primordial contact patches, resembling the total area of the palm of your hand, times 4), the tire sidewalls (which have to flex to some extent by design), the contact of the tire wall (the bead) with the metal wheel, the wheel itself, the brake rotors and brake pads, the axle bearings – everything is as dead cold as the ambient air. But wait, there is more. The asphalt is also 46F - or less! Why? Because the structure of the track surface has been very, very cold for 6 months and it is not going to suddenly warm up just because the Ferrari club came to town. These are all the details that a driver must think about as s/he takes a warm-up lap with a powerful car at the track. These characteristics are also food for thought as we open our garage doors and venture out into traffic on our way to work, school or the golf club.

What can we learn from the unfortunate accident on I-90 and John’s double spin? We can learn to give Nature a chance. Be patient, think about how small those contact patches are and how much literally rides on them – our families.

This is our 23<sup>rd</sup> year as a PCA Region! Please check our busy Events for 2019, mark your calendar, bring your family and your Porsche(s), take some photos and send me a few lines with your pictures so I can include them in the next edition.

\* At Maximum Speed!



Photo by Luis A. Martinez



*Drive it LOUD! ©*

***¡A Toda Velocidad!\****

## ***Heritage Exhibition Holbert Racing Löwenbräu Special***

*Daytona International Speedway, FL - January 26, 2019 – This is a special year for me – the 20th anniversary of my first expedition to the Rolex 24. Wearing with pride my hat embroidered with Rolex 24 Daytona 1999, I miss only one thing – my Dad who accompanied me 20 years ago. My Dad introduced me to sports car racing in Havana many decades ago, and although he passed on in 2008, he was at the track with me in spirit.*



*Lowenbrau 962*

Photo by Luis A. Martinez

*Saturday's weather at this colossal venue left me wishing for another layer of clothing. With a temp of 60F everyone looked for shelter from the brisk ocean breeze. As is the custom of the IMSA at the Rolex 24, there is time on the schedule, just hours before the race, for the Heritage Exhibition.*

*Inside Daytona's Fan Zone enthusiasts found a few dozen cars ready for photo opportunities. The owners of these stunning racers were eager to fire them up and take them for several laps on track. The vintage racers on display bring back many a memory for readers and writer alike. There were two dozen examples at the heritage display including a #65 Mustang fastback GT350R , the #1 Rothman Porsche 962 (Wolleck, Mass, Busby), a March 84G Porsche 956 Kreepy Krauly #00 car (Van Der Merwe, Ian Schekter, Martin), Bayside Racing's #16 Porsche 962 chassis 101, The Racing Group's GT class 2007 Porsche #65 (Gomez, Marden, Milner, Peterson), Peter Gregg's #58 1970 Porsche 911 Model S (the Garrard car), #6 BMW M3 E36 GTR, an interesting 2011 #11 Roush Merkur XR4Ti (Pruett, Halsmer, Miller, Akin), and the flame-throwing Kremer Racing 1980 #52 Porsche "Jägermeister" 935 K3 (on Avon tires!).*

*The Heritage Exhibition had one car that immediately caught my eye – the Löwenbräu Porsche 962, with the blue on white livery sporting number 14 - whose formal name is the 'Holbert Racing Löwenbräu Special'. What is it that strikes me about this car in particular? When this car was new and building the most enviable resume in sports car racing history, its home was at the renowned Holbert Porsche dealership in Warrington, PA, a suburb north of Philadelphia. And as serendipity would have it, one of my long-time friends, Tom O'Dell, was the driver of the Porsche Motorsports support vehicle. It was Tom's job to drive the 18-wheeler jammed with spare racing parts in support of all Porsche racing clients including Al Holbert Racing. I used to speculate about the dollar value of all the hardware packed in that rig – it must have been in the millions. Thirty plus years ago it was O'Dell who allowed me to visit the #14 Löwenbräu Special at the Warrington facility. Seeing that car as it sat quietly in a dark corner in its home base at Holbert's was for me like visiting a celebrity. Thanks to O'Dell I felt quite special and privileged just being in its presence. Wait - why wax emotional over just a pile of sophisticated hardware? Well, if you are reading this - that's the illness we all share.*

*Turns out that I'm not alone when my head snaps in the 14 car's general direction. Pundits say that this Löwenbräu Special 962 chassis HR1 enjoys über recognition among Porschistes and other sports car racing fans. Perusing the dedicated site, 962.com, its proponents assert that "The 962 HR1 and its predecessor, 962-103 [which was also owned by Holbert] are by far the most successful and recognizable sports cars ever to race in the legendary IMSA GTP Series. Constructed by Holbert Racing under license from Porsche AG, HR1 is also an active tribute to Al Holbert who was, almost inarguably, the greatest sports car driver and team owner of his time."*

*That's a lot of hype for any car, or driver. Can we validate it? Oh, yeah - here's the scoop. I interviewed O'Dell by phone so we could reminisce about his years with the Holbert Racing team.*

O'Dell had been working for the Porsche Development Center Weissach at the USA headquarters in Atlanta. In 1984 O'Dell was asked to come to work for the South African Team with Sarel van der Merwe (which car was also on display, as noted above). O'Dell had met him the year before working for MOMO with the Porsche 935. After the win at Lime Rock, CT, Porsche asked O'Dell to come and work for Porsche supporting racing in the United States. In 1985 O'Dell was assigned to work for Al Holbert who had been appointed as Director of Porsche Motorsports USA in Warrington, PA. He flew to Philadelphia to meet Mr. Al Holbert for his first day of work. Holbert was at the gate waiting for O'Dell at 7am, but O'Dell didn't look so happy. "Tom, what's the problem?" O'Dell responded that he couldn't afford to move from Atlanta to Pennsylvania; his wife would have to quit her job and they had young children. Holbert gave O'Dell a raise on the spot, provided other assistance and paved the way for O'Dell to become part of the Holbert legend.

During his tenure at Holbert Racing, O'Dell worked with Mr. Bob Holbert, Al's father – "He was a fantastic guy", said O'Dell. "You could see how Al got the reputation and respect he did – from his Dad, the way he was raised." Al Holbert had trained as a Navy pilot and applied his Lehigh University BS in engineering skills to his passion for racing. In 1971 Al Holbert won his first race in a Porsche, and drove successfully in NASCAR, Indy cars, and IMSA where he won 5 championships (five!). Al Holbert won the 24 Hours of Le Mans three times and was the only driver to win two consecutive Rolex 24 at Daytona in 1986 and 1987 in a #14 Porsche 962 Löwenbräu Special.

There are two chassis sporting the Löwenbräu blue and white livery (and later the Miller Beer gold livery). One is the 962-103 built by Porsche in Germany. Recognizing that the 103 was getting older, Holbert chose to build-to-spec another one, the 962-HR1 (Holbert Racing #1) in Warrington. Holbert wanted to make certain improvements to the German 962, a model which had become so spectacularly successful they were sold out. Holbert also built a 962 for Anthony Joseph Foyt, who did not take delivery of it due to disagreements about terms and conditions. I asked O'Dell, which chassis did Holbert prefer to drive? "Al believed that the German 103 was better for endurance and the HR1 for sprints." We will see how this played out.

During four seasons (1985-1988), the 962 participated in 36 events, Al Holbert drove it in 31 events and shared driving duties with Derek Bell (21 events), Chip Robinson (10) and Al Unser, Jr. (2). In the Daytona 24 of 1987 it qualified 10<sup>th</sup> with a time of 1:45:03 and won overall. Thirty two years later, at the 57<sup>th</sup> Daytona 24 the Mazda pole sitter turned a lap in a record 1:33.685. During the years that O'Dell reported to Holbert he attended every race in which the chassis 103 or HR1 participated. Did the team experience any setbacks? "The only time I ever saw Al get really mad was at Mid-Ohio, where someone put in a suspension bolt upside down and it fell out. He was pissed."

The 14 car won 11 races overall, dominating the field for four years. What was propelling this projectile? A 3.2 litre, air cooled, six-cylinder boxer. With 2 valves per cylinder and boosted by one turbocharger it was cranking at least 750 bhp. If one tempted fate at the edge of the aerodynamic envelope, it would engage a fully synchronized 5 speed transmission to reach 240 mph.

*Speaking of speed, what happened at the Rolex 24 this year? The cool temps on Saturday were good for motors and brakes and less distracting than oppressive heat. Within the first two hours of racing, experienced Rolex 24 competitors were commenting how crazy fast they were already going! One journalist asked Daytona Prototype International (DPi) driver, Jordan Taylor, "Is the craziness worse this year?" and he replied, "It seems that way. But I'm not going to work like that so early in the game. It's a twenty-four hour race!"*

*Within the first 5 hours of this 2019 race there were 5 Full Course Yellows, compared to a total of only 4 Yellows in the 2018 race. That's a major contribution in the 2018 event in setting distance records. On Saturday night at 11pm I retired to my room. By 5am on Sunday morning, the rain and wind hitting my motel window at the beach was an ill omen. By the 21<sup>st</sup> hour of the Rolex clock drivers were pushing through unrelenting rain and boldly daring into massive rooster tails. This often resulted in multiple cars hydroplaning and doing 360's simultaneously especially when braking into the infield. Many racers found themselves 'going agricultural', 'mowing the lawn', navigating through swamps, either backwards or sideways creating spectacular rooster tails – of mud! Joey Hand, #66 Ford GT, complained loudly, "We keep getting hit by Porsches!" In the Media Center, every driver called to the microphone mentioned that the weather was the worst that they had seen – using words like horrific, shocking, crazy, insane.*

*After hours of continuous rain during the night, the ground was saturated, the grass was swamped and there was standing or moving water on all flat surfaces of the track. Indy Car champion, Alexander Rossi of the #7 Acura DPi said - "The water in the standing puddles is up to your ankles." AJ Almendinger, #86 Acura GTD said "It's the worst conditions I've ever driven in." Eric Curran, of the 31 car, said: "This is not driving, this is just survival, just trying to keep the car on track." Some of Drivers tested the world's best aerodynamics and rain-tire technology on the planet - but discovered the parameters of physics. Readers with strong stomachs can search for video clips of their favorite drivers hydroplaning and hopelessly careening into immovable objects.*

*The race had a total of less than 14 hours under Green. There were 18 Full Course Yellows and for the first time in this event's history, a second Red Flag during the race which also for the first time was called under Red at the 23:50 elapsed time.*

*Fernando Alonso won for the #10 Konica Cadillac. Alonso is only the third Formula 1 Champion who also won the Rolex 24 after Phil Hill in 1964 and Mario Andretti in 1972.*

*Wrapping up the Holbert Racing Löwenbräu Special story, Al Holbert's impressive life came abruptly to an end on 30 September, 1988. I asked O'Dell what he remembers: "I was in my motel room in Columbus when the Reverend Richard Anderson from the Racers for Christ called me in my room and told me that Al had just been killed. I said, "No way!" but he said, "Turn on the TV!" - and there it was. I saw the image on TV, the tail of his airplane sticking up from the ground, all in flames. Made me sick. That day Al had asked me if I would fly with him to Pennsylvania; he was going to speak at*

*Lehigh University. But we made other plans. Shortly after takeoff the clamshell door of his Piper PA-60 flew open, Al reached out and his arm was severed. People were devastated; so hard to take.” The Holbert Racing team was later disbanded and IMSA retired race number 14 to honor the champion.*

*Thinking back about Al Holbert’s intuition and assessment that the 962-103 was better for endurance, it turns out he was right - the records show that the only car to ever win overall the 24 Hours of Daytona two consecutive years was the #14 Holbert Racing Löwenbräu Special Porsche 962 - chassis 103.*

*And despite the worst weather conditions anyone has ever experienced at this epic racecourse in the 57<sup>th</sup> 24 Hours, it’s so very nice to be here again - at Daytona.*

*Sources:*

*1985 Porsche 962-HR1 - "The Lowenbrau Car, 962.com,  
[http://962group.com/historic\\_porsches/Porsche%20962-HR1/index.htm](http://962group.com/historic_porsches/Porsche%20962-HR1/index.htm)*

*RSC - Racing Sports Cars <http://www.racingsportscars.com/photo/Daytona-1986-02-02.html> and <http://www.racingsportscars.com/photo/Daytona-1987-02-01.html>*

*Luis A. Martinez*

*\*“At Maximum Speed” is an occasional column by Luis A. Martínez, sometime Track Anthropologist for Victory Lane Magazine, Motorsports Marketing Resources, The Frontrunner (Finger Lakes Region - Porsche Club of America) and Genesee Valley Chapter BMW Car Club of America.*



Drive it LOUD! ©

## ***The Revs Institute – a Gem in Automobilia***

*Text and photos by Luis A. Martinez  
May 2019*

*Naples, FL, April, 2019 – Our winter vacation has always consisted of flying to Miami to escape temperatures challenging absolute zero in upstate NY. But this year, we decided to journey westward across south Florida via Alligator Alley (US I-75), an east-west route spanning 80 miles of Everglades from Miami to Naples.*



***The Revs Institute - Lobby***

*Searching for interesting things to see and do in Naples, I unearthed an interesting destination – the Revs Institute. Jaded as I am about exploring dusty old barns with sports cars haphazardly strewn about, my expectations were very low. In this case, and as often happens, I was wrong. Very. Wrong.*

*The Revs Institute has been a private collection for many years - a secret museum hiding in plain sight. Some neighbors are unaware of the purpose of the gray building housing the Revs, an 80,000 sf facility with not even a sign out front. I made time on Saturday morning to arrive early and take a look. I was thinking that if I didn't like the Revs I would still have time to retreat, pick up my wife and go play tennis. But the moment I stepped inside the Revs, I called my wife and told her to hang up the racket. If you are an experienced sports car enthusiast, when entering the Revs you realize you're in a serious place, a site of reverence, of respect, professionalism - awe.*

*The lady who accepted my entry fee introduced me to one of the many volunteer tour guides at each of the four major sections in the museum: VITESSE – Sports Motoring and Motoring Sports, PORSCHE – Designed to Excel, AUTOMOIBILITY – The Car, the Road and Modern Life, and on the second floor, REVS – Racing Cars & Racing Men. Each of these major sections, and many individual cars in the collection, have a dedicated volunteer who can explain many historical aspects of each car in exhibit. If you want a dedicated guide to usher your small party for a guided tour, you can call ahead and request a Docent to guide you through the exhibits. In addition to the exhibit areas in the three-story facility, the Revs has an active, state of the art shop for mechanics and restoration, an archival library, and a theater.*

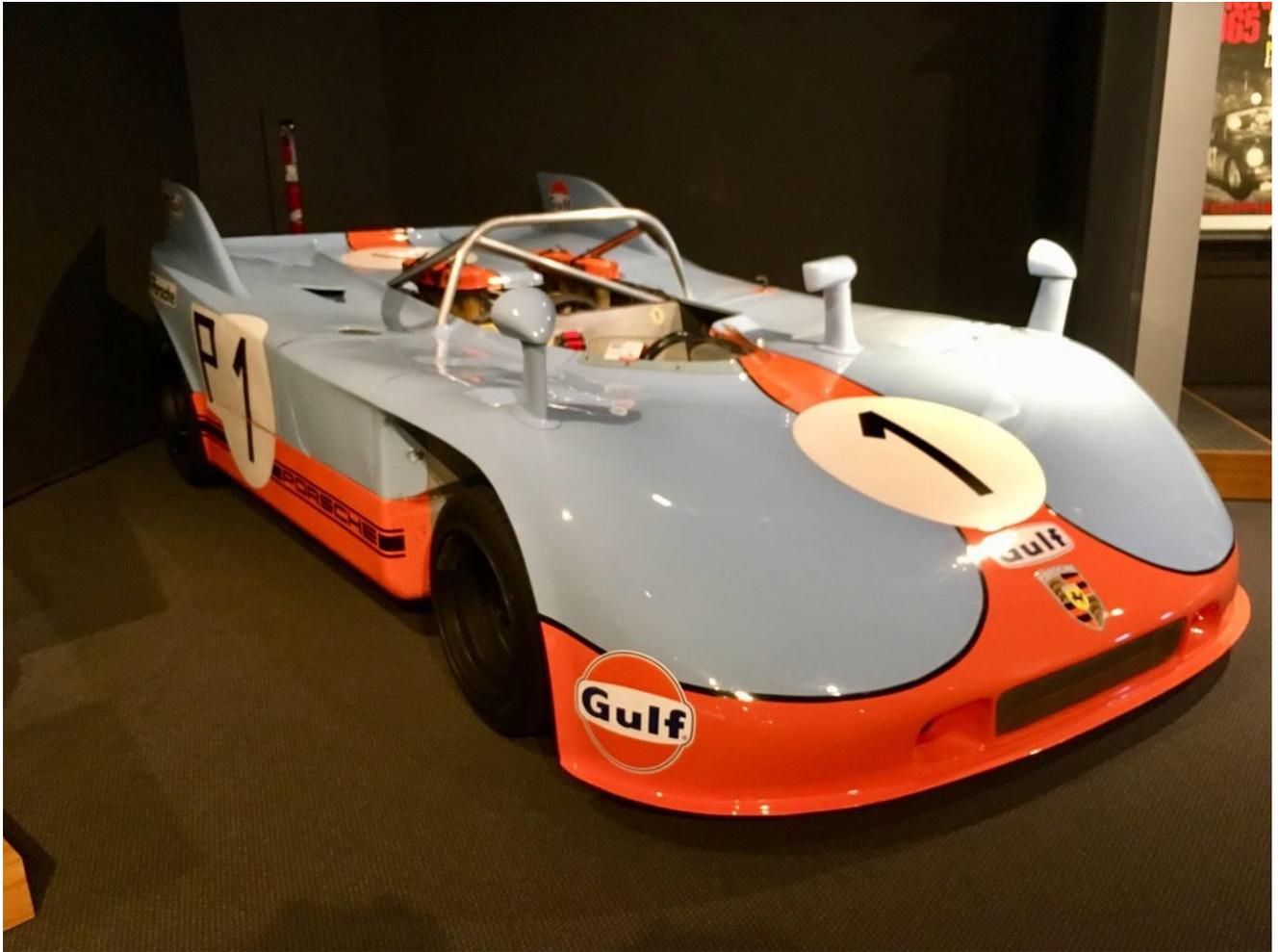
*How did the Revs get to be? The history begins in 1873 when Mr. Barron Collier was born. Collier became a wealthy advertising entrepreneur in New York City in the late 19<sup>th</sup> Century. He invested in land in Florida, purchasing 1.3 million acres, and became the largest landowner in of his time. After enormous investments for many infrastructure improvements in southwest Florida, in 1923 the Florida legislature named the area around Naples as Collier County. Barron Collier had three sons, Barron Jr., Miles and Sam. Miles and Sam Collier became very interested in motorsports and in 1933 they formed the Automobile Racing Club of America, a forerunner of the Sports Car Club of America. In October of 1948 they competed, along with their friend Briggs Cunningham, in the first sports car race in America after World War II - the Grand Prix of Watkins Glen. Cunningham finished second in that race with Sam and Miles finishing fourth and fifth. Miles went on to win the race in 1949. Cunningham brought the first racing Ferrari to*

*the US in 1949, the Tipo 166. With this car Cunningham won at Suffolk County Airport in Long Island. Sam Collier later drove Cunningham's car but was fatally injured while leading the race at Watkins Glen in 1950. Today, Collier's Tipo 166 is a very special exhibit at the Revs - the 54-red car. But how did it get there?*

*In 1986, Mr. Miles C. Collier, grandson of Barron Collier, learned that the Cunningham family was willing to part with some of their exhibits at the Briggs Cunningham Automotive Museum in Orange County, CA to raise cash for their museum. Mr. Collier was interested in some cars on exhibit by Briggs Swift Cunningham, a longtime family friend. In particular, Mr. Collier was interested in a Bugatti Royale and the Ferrari Tipo 166 in which his uncle had perished. Mr. Collier made arrangements to meet the Cunninghams, went to California and completed his trip by acquiring the entire Cunningham Collection.*



***1971 Porsche 917K, Serial #917-019, flat-12, air cooled, 1,760 lbs dry***



***1971 Porsche 908/3 013, air cooled, fuel injected boxer-8 mid engined, 2,997 cc, 360hp, 1,200 lbs dry***

*After Mr. Collier's spectacular acquisition, the Collier Collection museum in Naples remained largely private for years, occupying the building but not organized in the manner that it is today. The cars on display at Revs Institute today are from the Miles Collier Collections. The Revs Institute is the facility where the collections are on display. According to information on its website, "In 2000, Mr. Collier began hosting symposia on collecting rare automobiles that gathered the world's most prestigious experts on preservation technique and theory." Thus the organization of this exemplary facility was born.*

*But enough by way of background. Let's get to the exhibits. What can you expect to find in this cathedral of exotics? Visitors are greeted into the Admissions Lobby by friendly staff and experienced volunteers. During my visit, the first car that came into view on the pedestal of the main hallway was a 1964 Abarth Simca, a 2-liter 4-cylinder with a potent 204hp. But, to realize what's so interesting about this and*

*many other of the exhibits, requires the visitor's close inspection. This Abarth Simca and many other cars have many bumps and bruises and scratched paint. The racing numbers (67) were hastily painted for vintage racing and the Florida active license plate betrays that the car is legally used on the street. This type of preservation, staying as authentic to the car's provenance as possible, is a core principle of the Revs and one of its most appealing characteristics.*

*The entire collection contains about 115 cars, from a 1896 Panhard & Levassor to a 1988 Arrows Type A10B Formula 1 racer. In between there are enough cars with enough history and pedigree to maintain the concentration of a committed enthusiast for days on end.*



***1949 356 SL Gmünd Coupe, 1,498 cc flat-4, 72 hp, 1,430 lbs***

*Porschephile that I am, I was particularly interested the one of the four main sections – PORSCHE. The Revs promises that in this section the visitor can “Stroll through thirty years of unparalleled innovation produced by one of the most*

*revered automakers of our time.” As I approach the first car, I notice there’s something missing – the ropes. There are no ropes between the visitor and the cars. This section has exhibits including a 1949 Porsche Type: 356 Sport Leicht Gmünd as one bookend for the early years of the marque. On the other end, we are treated to the decorative 1971 Porsche 917-019 of Helmut Marko and Gijs van Lennep sporting the easily recognized livery of the Martini-Rossi Racing Team. Again, upon close inspection of this multicolored example, the visitor can easily discern battles raged by this bolide from the scrapes, bruises and worn tires so lovingly preserved.*



***1953 Porsche 550 Coupes, serial numbers 01 (#154) and 02 (#44)***

*One of my favorites is a 1953 550 Coupe (one of two made) which raced in Carrera Panamericana in Mexico. The lettering on the bodywork, Asociacion Guatemalteca de Caminos (Guatemalan Roadway Association), writ large on the bonnet above the painted flags from Guatemala and Mexico, always catches my eye. The livery is complete with the large, very official yellow ‘license plates’*

*identifying the event, IV Carrera Panamericana, and depicting the car number – 154. These early racing Porsches started out as roadsters but were made into coupes to improve top speed (124 mph) for LeMans. But the drivers knew them to be claustrophobic and insanely loud.*



*1953 Porsche 550 Coupe, rear view*

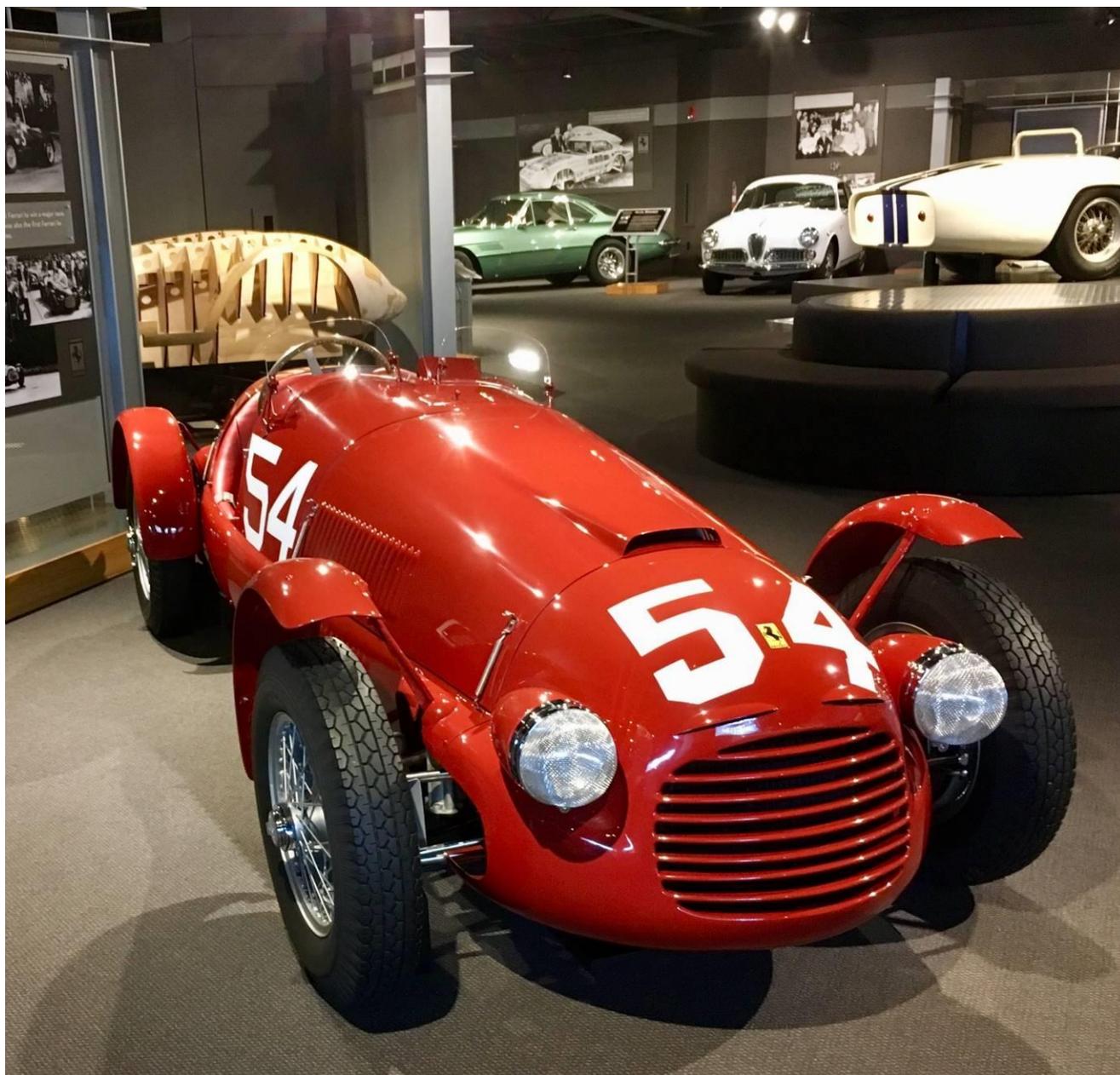
*Another Porsche that is easy on the eyes and whose livery has been copied in countless examples by weekend racers is a 1971 Porsche 908/3, serial #908/3 013. Only 13 examples were built, and this one, sporting the familiar blue/orange Gulf graphics, finished second in a 3-way sweep by Porsche at the 1971 Nürburgring. The car was purpose built to win the Targa Florio and Nürburgring, weighing a scant 1,200 lbs. while powered by a fuel injected 3-liter boxer-8 producing 360hp.*

*An enviable model of purpose-built success in racers, this series of 908's won 75% of races entered in a span of 10 years.*

*Elsewhere in the Institute, my eye was drawn to a particular white roadster with a blue stripe that I instantly recognized from my childhood – a Maserati 'Birdcage' Tipo 60/61. To me, this is the car most emblematic of the late 1950's to early '60s. As a child, I witnessed when Sir Stirling Moss won the 1960 Havana Grand Prix in a similar Birdcage Maser. I distinctly remember that #7 was his racing number in that event, which turned out to be the last auto race in Cuba. The Birdcage model was constructed of 200 small tubes welded into a very light frame, which was both its vice and virtue. The engine in Sir Stirling's model was a 2.9 L four, slanted to right, producing over 200 hp. Moss won handily at the 1960 Havana GP against a long list of stellar contenders.*

*Not to be missed in the entire inventory is the 54-red Ferrari. When approaching this vehicle, 1948 Tipo 166 Spyder Corsa (serial #016-1), the visitor is alerted sternly by the descriptive plaque, which states: "History is littered with significant Ferraris. None has more importance than the car before you. The Tipo 166 was the first Ferrari to win a major race. This particular Tipo 166 was also the first Ferrari racing car to arrive in the United States." This indeed is the car that had won in Europe and in the US which Mr. Sam Collier piloted in 1950 at Watkins Glen, wherein he perished. That's why, among Ferraris, "None has more importance..."*

*The Revs Institute was founded in 2008 as a reflection of Mr. Miles Collier's determination and to serve as a center of scholarly study. The tireless mission of the Revs, according to Mr. Collier is "Above all, providing the automobile with a platform that demonstrates the sheer power and influence that this great, modern invention has profoundly contributed to our culture and history." And as the Revs Institute evolves in the 21st Century, it emphasizes that it "seeks to serve as a platform for the next century of automotive innovation on and off the track."*



***1948 Ferrari Tipo 166, the first racing Ferrari to arrive in the US.***

*After a few hours at the Revs, I couldn't absorb any more. The depth of each car, the painstaking effort to link all details to known history, the fact that all cars are fully functional and street legal, the curiosity and questions that each car raises leaves the visitor exhausted. In my estimation, it would take at least a half-dozen tours just to begin to comprehend the value of the artifacts and histories available here. Oh, the REVS acronym? That means Researching the Evolution of Vehicles in Society.*

*Visitors need to plan in advance. The Revs is only open three days a week – Tuesday, Thursday and Saturday, and they must call ahead and reserve tickets. This policy is to avoid overcrowding the facility and diminishing the experience.*

*It's not an exaggeration to suggest that the Revs is by itself a destination. Find out why the Revs Institute has been rated as the best automotive museum in the USA by Road & Track magazine.*

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***Luis A. Martínez is a Track Anthropologist for Victory Lane Magazine, Porsche Club of America – Club Racing News, Motorsports Marketing Resources, The Frontrunner (Finger Lakes Region - Porsche Club of America) and Genesee Valley Chapter BMW Car Club of America.***

# Opening Day at Watkins Glen 042719

Text and photos by Luis A. Martinez



## **Brave drivers-riders in the storm**

*Normally, Watkins Glen International sets the date for Opening Day for the season. In recent years, the date has been early in April which increases the likelihood of snow, wind or rain. As a Club, we decided to wait a few more weekends and requested Saturday April 27 – to no avail. The weather on our chosen day was very windy with sleet and driven snow at 34F. We gathered at 10am at Kershaw Park parking lot in Canandaigua, as we've done for years, but couldn't even have a stand up meeting in the*

*buffeting wind, snow and rain coming off Canandaigua Lake. We then saddled up and Member Mike Sullivan led about 12 cars in a circuitous southeasterly route to reach the Track. The weather improved somewhat while we drove such that we could see some bucolic scenes. The Finger Lakes Region can be breathtaking, and I think it eclipses Napa / Sonoma Valley. When we arrived at The Glen 11:30am we had plenty of time to stand around in the cold, snowy air. We noticed that the BMW Club had rented the facility for the weekend and they were trying to get some track time, but the conditions were treacherous. At noon, our Pace Car Driver, Art Peck, led us around the track for a total of 4 laps. We really enjoyed the ride and we look forward to our next event at The Glen for the Porsche Clash on Saturday, June 1. Don't miss it!*

**On the third lap we stopped at the Start/Finish for photos**



**Official Toyota Pace Car in background**

# Taking It To The Streets

by Dom Pullano

Porsche is rapidly bringing to production an all-electric powered vehicle. Many other car companies already offer these battery powered transporters with very limited driving range. The Holy Grail of course is range and a quick charge. This is what Porsche is striving for. And now it's becoming evident that overlapping this technology is the self-driving car. There are some estimates that these vehicles will become available by 2022 from Audi, Volvo, Tesla, and GM. On top of all this we have ride sharing. The interest in automotive technology, and means of transportation has never been higher. However the result of all this is a decline in auto ownership, licensed drivers, and traditional cars. Why is this? Well that's where The Doobie Brothers song comes to mind in "Taking It To The Streets"

I found as much enjoyment I have when I drive my car it's just as much fun getting out of the car and visiting with other Porsche owners. "Coffee and Cars" is a great way to take it to the street, get out of the car and see what we got. Jerry Seinfeld has his internet show "Comedians in Cars Getting Coffee". He basically took his act to the streets picking up a famous comedian in a unique classic car. Seeing the famous cars was the hook while enjoying the banter between the two kept you watching.

This is the benefit of our group. The Porsche of course is the hook that gets you in. You come back for the interaction, the relationships, and the experiences. I'm sure we all have random encounters with other Porsche owners either locally or when travelling. The conversation always includes a story on the first Porsche owned, service needs, and upkeep. In chance encounters I met one Porsche owner that had a friend who sold a 356 to Jay Leno. I met a cigar store owner who had his 911 engine signed at Parade by Ferry Porsche.

So maybe by just taking it to the street you'll find yourself part of a hardcore breed of driver. It can still be a part of social interaction that never gets old. I would hope the interest in driving and car ownership starts to improve because it's truly a means to an end. I'm still waiting to find someone who can lower the decibels and raise the temperature in my '83 911SC Cab!

## New Online Registration for PCA Events:

### ClubRegistration.Net

Beginning with the FLK Region Anniversary Celebration at The Porsche Clash this year, we will expand on the use clubregistration.net for event registration. Clubregistration.net is an on line service used by numerous PCA Regions and other car clubs as a consistent means of signing up for various club activities. In many cases, the events are driver education or racing, but the site is also used for tours and social events, some with fees and some without. At times, the web site is referred to in the short form: clubreg.

First time users will set up an account with a login ID and password. This can be done at any time, even if not in regard to a specific event. After that, the registrant logs in, finds a certain event listed, and registers. If a fee is involved, payment is made with a credit card or through PayPal.

Beyond initially setting up the registrant Profile, we should also complete the Edit Vehicles and Edit Memberships items under My Account so that the site has additional helpful information to include in rosters. So, if you haven't already, please navigate to club registration.net and set up your account so you'll be ready to go the next time we use clubreg for event sign-up.

More information here: <https://pcaucr.org/wp-content/uploads/2012/11/UsingClubRegistration.pdf>

The screenshot shows the ClubRegistration.Net website interface. At the top, there is a navigation bar with links for 'ClubReg Store', 'Track Insurance', 'Cassafacts and More...', 'Driving Tips', 'Membership', and 'Contact Us'. Below this is a circular logo for the Finger Lakes Region PCA. The main content area displays the following information:

**Finger Lakes Region PCA  
Glen Club Meetup at The Clash 2018 (Social)**

Registration Closed

**Event Information**

Registrar: mhsong@pca.com  
Location: Wilkes Glen International  
Event Dates: 08/02/18 - 08/02/18  
Registration Dates: 01/02/18 12:01 AM (0094) [Link] - 08/04/18 12:00 PM (0088) [Link]  
Description: Hospitality in the Glen Club at WGI during The Clash, Zone 1 club racing. Sponsored by Finger Lakes Region.  
Add'l Payment Info: Nil  
Refund Policy: The event fee is not refundable.  
Indemnity Policy: Release forms will be signed before admission to the track grounds.

**Event Fees**

Entry Type	Fee	Description
Glen Club Meetup	\$50.00	per person

**Event Files**

PCA\_GlenClub\_Flier\_2018.pdf [Link]  
WilkesGlenRace.pdf [Link]

UP NEXT....  
FINGER LAKES  
REGION PCA

June 1

***23rd Anniversary Celebration  
Finger Lakes Region  
Glen Club***



**Porsche Club of America  
Finger Lakes Region  
CALENDAR 2019**

*“Let’s be on the water...”*

<b>Jan. 16</b>	<b>Finger Lakes Region Executive Meeting</b>
<b>Jan. 26-27</b>	<b>IMSA WeatherTech Championship, Rolex 24 Hour Race, Daytona</b>
<b>Feb. 2</b>	<b>Finger Lakes Region Annual Planning Meeting, Canandaigua, NY</b>
<b>Feb. 16-17</b>	<b>PCA National Tech Tactics East, Easton, PA</b>
<b>March 16</b>	<b>12 Hours of Sebring, Sebring Raceway, FL</b>
<b>April 13</b>	<b>FLK Region First Monthly Coffee &amp; Cars, Leo’s, E. Rochester, NY</b>
<b>April 20</b>	<b>Porsche Only Swap Meet, Hershey PA</b>
<b>April 27</b>	<b>Finger Lakes Region Spring Run, Watkins Glen Opener</b>
<b>May 11</b>	<b>FLK Region Coffee &amp; Cars, Leo’s E. Rochester, NY</b>
<b>May 17-19</b>	<b>PCA Zone 1 - 48 Hours HPDE, Watkins Glen</b>
<b>May 27-28</b>	<b>Lou Betstadt Memorial HPDE, Watkins Glen, Niagara Region</b>
<b>May30-June2</b>	<b>Zone 1 Porsche Clash at Watkins Glen International Raceway</b>
<b>June 1</b>	<b><i>23rd Anniversary Celebration - Finger Lakes Region, Glen Club</i></b>
<b>June 12-13</b>	<b>Advanced HPDE, Watkins Glen, Niagara Region</b>
<b>June 22</b>	<b>Finger Lakes Region Dinner, Glen Iris Inn, Letchworth State Park, Castile, NY</b>
<b>June 27-30</b>	<b>Sahlen’s 6 Hours at the Glen, IMSA Weathertec Sports Car Series</b>
<b>July 21-27</b>	<b>PCA Parade in Boca Raton, FL</b>
<b>July 19-20</b>	<b>IMSA WeatherTech Sports Car Championship, Lime Rock Park, CT</b>
<b>July 23</b>	<b>Finger Lakes Region Meet Up Bushnell’s Basin Car Show</b>
<b>July 28</b>	<b>Finger Lakes Region Show, Taste &amp; Tour, Fox run Vineyards</b>
<b>Aug 30–Sep1</b>	<b>Blancpain World Sports Car Challenge, Watkins Glen</b>
<b>Sept. 5-8</b>	<b>US Vintage Grand Prix, Watkins Glen International Raceway</b>
<b>Sep. 23-24</b>	<b>OctoberFast HPDE, Niagara Region, Watkins Glen</b>
<b>October ---</b>	<b>Finger Lakes Region Fall Tour &amp; Meet Up - TBD</b>

# FINGER LAKES REGION PORSCHE CLUB OF AMERICA MEMBERSHIP NEWS

**Welcome to our new members:** Peter Green, Thomas Meighan & Scott Thomas April, 2019  
 John Archer & Brendan Wood March, 2019  
 Jennifer Heine & Gary Yaw January, 2019

**Congratulations to:** Richard Chappell & Juan Doan *5<sup>th</sup> Anniversary*  
 Neil Freson & Arthur Salo *10<sup>th</sup> Anniversary*  
 Tim Wilson *15<sup>th</sup> Anniversary*

**FINGER LAKES REGION  
PORSCHE CLUB OF AMERICA  
PROFILE**

AGE OF OUR PORSCHEs	NUMBER OF PORSCHEs
Less than 5 years	14
Less than 10 years	22
Less than 15 years	42
Greater than 20 years	49
The Gap	14
<b>Total Number of Active Member Cars</b>	<b>105</b>

MEMBERSHIP PROFILE	NUMBER OF MEMBERS	%
Less than 3 Years	26	25
Less than 10 Years	63	60
Over 10 Years	43	40
<b>TOTAL NUMBER OF MEMBERS</b>	<b>106</b>	

## VOLUNTEER AND GET INVOLVED!

**CATEGORIES OF INTEREST**

- Concours
- Drivers Education
- Rally
- Autocross
- Meetings
- Membership
- Writing
- Technical Events
- Social Events
- Speakers
- Tours
- Photography
- Sponsorship
- Tech Inspection
- Trophies
- Art
- Web Assistance
- Equipment

**LEVEL OF INVOLVEMENT**

- I like to be responsible or in charge. I'm a planner, a doer!
- I'm great when I'm given an assignment and good direction. I'm a good committee person.
- I prefer to work behind the scenes. I'm a team player.
- I have some time to give but I don't know where I'd fit in or who to ask.
- I have limited time but want to give something back to the club

Name \_\_\_\_\_

Phone (day) \_\_\_\_\_ (evening) \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Email \_\_\_\_\_

**Comments:**

**Mail to: Mike Hortiatis, 42 Chelsea Park, Pittsford, NY 14534**

## The Exchange

### Advertising Guidelines

Publication of paid advertising in the Frontrunner does not constitute the endorsement by this publication or the Finger Lakes Region of the products or services set forth therein. The Frontrunner reserves the unqualified right to approve for publication all advertising submitted.

### The Exchange Guidelines

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 email to: [Veloz36@rochester.rr.com](mailto:Veloz36@rochester.rr.com).



**Race car for sale:** 1988 Porsche 944 Turbo, full roll cage, interior white metal, two racing seats and harnesses. Fast and lightweight. Too many options to mention. Turnkey racer. Many more photos available: \$7,900. Write or call Luis: 585-766-9536  
[Veloz36@rochester.rr.com](mailto:Veloz36@rochester.rr.com)

## Finger Lakes Region Elected Officers and Volunteers



### President

Dom Pullano

[dpullano@rochester.rr.com](mailto:dpullano@rochester.rr.com)



### Vice President

Vice President

Neil Freson

[nfreson@aol.com](mailto:nfreson@aol.com)



### Secretary

John Malvaso 585-737-3095

[jam@fsisys.com](mailto:jam@fsisys.com)



### Treasurer

James Butler

P.O. Box 93

Pittsford, New York 14534

[porsche914@frontiernet.net](mailto:porsche914@frontiernet.net)



### Membership

Mike Hortiatis

42 Chelsea Park

Pittsford, NY 14534

[Mike.hortiatis@gmail.com](mailto:Mike.hortiatis@gmail.com)



### Safety Officer

Art Salo

[Arthur.salo@rochester.edu](mailto:Arthur.salo@rochester.edu)



### Newsletter Editor

Luis A. Martinez

P.O. Box 242

Pittsford, NY 14534

[Veloz36@rochester.rr.com](mailto:Veloz36@rochester.rr.com)