

# THE FRONTRUNNER



OFFICIAL NEWSLETTER FINGER LAKES REGION | PORSCHE CLUB OF AMERICA | FALL 2022



**NEW  
LOOK!**

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**On the Cover:** Picture of the late Tom Stegbauer and his wife Betsy next to their 2014 Boxster S at this year's Track Day at Watkins Glen. Tom passed away on October 7<sup>th</sup>. He was part of the Region's Social Chair Team along with Betsy. They did a great job working with us to develop this year's event calendar. Tom will be greatly missed by all.

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# PRESIDENT'S MESSAGE



Dear Finger Lakes Region Members,

I would like to thank everyone who has helped make my first year as FLK Region's President a memorable one. We started our year with a well-attended membership meeting where the Board of Directors shared an informational presentation educating everyone about what PCA National, Regional, and Zone has to offer. We gained our first ever Charity Chairperson when Gini Albertalli volunteered at the event.

We added some new event venues for the year thanks to our new Social Chairs, Tom and Betsy Stegbauer. Most were well attended and enjoyed by everyone. Our annual track day event at Watkins Glen International Raceway was a great success. We had 20 cars participate this year and the weather was perfect.

We had our first ever membership driven charity event. Gini Albertalli worked with Tom and Betsy Stegbauer to organize the Southern Tier Food Bank Charity Event. Gini did a great job organizing the event with the Food Bank. Our goal was to raise \$1000.00 and thanks to our generous membership we surpassed it by \$50.00. Gini will be developing another membership driven Food Bank event next year focusing on the Northern Tier of our region.

We had a very good turnout for our last event of the season which was the Leaf Peepin Fall Luncheon at the Elmira Country Club. This was our second year at this venue and ECC again did an outstanding job. We did something new by introducing a fun Porsche Trivia Quiz while we waited for our meals. It was a list of 20 Porsche related multiple choice questions with the winner receiving a prize. Neil Freson and Charles McLaud tied and a tie breaker determined the winner with Neil Freson winning a nice PCA black with gold plating coffee mug. Check the website [Photo Archives page](#) for event photos.

We are working to bring back a couple driving tours for next year. I'm working on one and received a few tour outlines from Doug and Bea Archer which will be tailored for our use. We no longer have a Drive Tour Chair and it would be great if a member would like to help the Region by volunteering for this position. If anyone is interested please email me and I will share the job description and responsibilities.

Next year we plan to get back to delivering our newsletter "THE FRONTRUNNER" Quarterly. We have contracted with a professional who will work with Luis Martinez to develop and publish the quarterly newsletter. Look forward to new enhancements to our newsletter starting with this edition.

Unfortunately we are losing our Membership Chair, Mike Hortiatis. Mike served as Membership Chair for almost 12 years. The BOD held a Farewell Dinner for Mike and his wife Michele on November 10<sup>th</sup> honoring his service to our region. We all wish Mike and Michele well while transitioning to their new location.

On a sad note, the region lost two members this year, Geza Hrazdina in June and Tom Stegbauer in October, the evening before the Leaf Peepin Fall Luncheon that he and his wife Betsy planned. Both were active members that enjoyed PCA and our region very much. They will be truly missed.

Finally, the BOD will be meeting early December to finish open items, discuss opportunities, and conduct a Lessons Learned exercise hoping it will be beneficial in making next year's events even better. I hope all of you are enjoying and utilizing our new website. Please visit and check out the Photo Archives page of all the events from this year. <https://flk.pca.org/>

Enjoy the drive,

Paul Corter  
Finger Lakes Region I PCA  
President



# ¡A Toda Velocidad!\*

## Fall 2022

By: Luis A. Martínez

With Thanksgiving now in our side mirror we can look ahead to Christmas and New Year's - and then wait.

That's right. Wait.

The longest season starts with the Hair of the Dog on New Year's Day as we search the Fridge for the makings of a Bloody Mary to cool our jets from partying the night before like it was 1999. Sitting on our couch for the next few months after New Year's we will endure the ennui of shoveling snow and the entirety of March Madness. This long winter season ends when we trundle out, with our winter tires on our Cayennes, to Watkins Glen International for Opening Day all the while pretending that it's actually spring - which in Upstate NY is defined as only 3 snow squalls for every traveled mile.

But focusing on the here and now there is still time, Porsche-lists, to do something about the four-legged terrors that lurk about your garage and unattended barns storing your dream car during those long winter nights. Yes, the rodent population will be literally starving unless they find vacuum hoses and electrical cables to chew on, and they have a particular affinity for those items branded with Shh-TUT-gart trademarks. What can we do to avoid a catastrophic non-starter in April? A well secured garage space with sufficient mouse traps or live traps will help. But if you

pull the tags off your ride and leave it in your garage for a long winter's nap, there are some precautions you should observe. [Here is an article that you can consult to winterize your car:](#)

In addition to the tips in the article, I recommend that you buy two or three boxes of moth balls. Each box should contain two bags of mothballs. Place two bags in the trunk of your car, two in the interior (or even four) and two in the engine compartment. Why? Because rodents are unlikely to build a nest and eat your vacuum hoses and wiring harness sitting next to a bag of mothballs and a pile of dryer sheets. That's the cheapest insurance against rodents. In the spring, just throw all that stuff away, the smell will not linger long.

I am excited to report that this edition of the FRONTRUNNER has been graphically organized by Grant Corter. His graphic expertise and artistry are welcome as we strive to produce a publication worthy of your time. We remind you that you can participate as a contributor to the next FRONTRUNNER with your photographs and a short article on your favorite Porsche experience. Please take a look at our Calendar of events, and come out to our next event!

**\*At Maximum Speed!\***



My office at every track event (2003 996).



Here is an article that you can consult to winterize your car





# Track Mates – Steve and Mary at the Clash

## Porsche Clash at Watkins Glen International Annual Club Racing Event | June 2022

By: Luis A. Martínez

**“After a few years of going to the races and crewing for Steve, I would help with tires, changing brake pads, so his friends started saying, Hey! When are you going to race? So I started thinking about it.”**

**Watkins Glen, NY** - “Mom! You gotta do this!” Steve and Mary Schindler had been married 25 years when their children encouraged Mom to join Dad, Steve, on track with her own car. Mary Schindler explained: “After a few years of going to the races and crewing for Steve, I would help with tires, changing brake pads, so his friends started saying, Hey! When are you going to race? So I started thinking about it.”

Walking through the garage at the annual Porsche Clash at the Glen, I was looking for a story topic when a red Boxster pulled in and the driver started exiting the car. As the driver peeled off the helmet it became obvious that it was a woman. I approached the driver, and we started chatting. I introduced myself and the driver, Mary, remembered having seen me in previous events. Moments later another car, a Cayman S, pulled into the garage next to Mary’s car. She explained that it was her husband, Steve.

As the three of us chatted between their qualifying and sprint runs, I kept asking myself - how many instances of husband / wife racers are there? I knew of a few examples of ‘his and hers’ cars in the PCA and in the Ferrari Club of America, but only in High Performance Driver Education (HPDE, or DE for short). But in door handle-to-door handle competition? I couldn’t think of any. As it turns out, after searching for other examples - a husband wife team is quite unusual. So how did Steve and Mary get all this started?

Growing up in Annapolis, Steve mentioned that when he was younger, he liked the mechanical aspects of cars but did not follow racing or drivers or any car makes in particular. Mary had grown up in California where she had

seen a great many interesting and even exotic cars. In 1986, when Steve and Mary were engaged, he found a 944 that met his needs for a reliable but sporting ride. Steve adds: “I had a Porsche 944 years ago, before we were married, when we were engaged. Drove that for a year or so, sold it, bought a house, had kids. Then I got the bug to get another car, like a Boxster or so. So I talked to a Porsche guy, and he told me about PCA and he said I could take it to the track. I said, “The track? Really? You can do that?”

He told me about PCA and how to find events and stuff. So I bought that Boxster in the Fall of 2007, then started tracking it in '08, first at Loudon (New Hampshire) which near us, then Lime Rock, the Glen, New Jersey, Mt. Tremblant, Virginia International Raceway, Calabogie and others. We have four kids so Mary was focused on that. As they were getting older I took each of my oldest kids to the track. When our youngest turned 18, every Christmas I gave them each a gift, like a ticket to the track. When Mary was finally willing to give it a try, it took me five years to talk her into it, but we all knew she would love it. Then she started coming out to the track. During the first 5 years, I went up through the ranks from Green to Yellow to Instructor (PCA North Country Region). Then I decided to try Club racing so I could be a better Instructor. So five years in I started racing, now I’ve been racing about 10 years. Mary went up through the ranks, too, became an Instructor after a few years. We’ve been passionate about it ever since.”



**Mary Schindler has learned to find the sweet spot in her Boxster S, #992, at the Glen, PCA Clash, 2022.**

Asking Steve if they knew of any other husband-wife racing drivers, he replied: “There have been a couple of married couples doing DE, but I can’t think of any other married couple who are doing Club racing.”

Mary shares her perspective: “In 2012, I got a card for Christmas and it said “Louden - 25th Anniversary”. Usually, the kids only got cards and this was my first time getting one. I said, “Ok” because clearly Steve and the kids loved driving. They would come back and say, “Mom, you gotta do this!” So I went, I loved it! I followed Steve’s trajectory through the levels and became an instructor as well. I was also starting to think about racing. One day I was out on the track in our spec 996 and I came up behind another Spec 996 who raced and he let me by. We finished the session with me in front. Afterwards he told me: “You need to go racing, you were faster than me.” This was the nudge I needed so I said, Ok, cool! I’m racing next year! It was nice to have this validation as well as Steve’s.” Steve shared a similar observation: “I had a similar experience with one of the other DE drivers, while driving through a group and coming up to the lead car in Lime Rock. He was very encouraging and that really helped.” Steve is a CPA and an attorney. He has an estate planning, trust administration and tax practice in Rutland and Burlington, Vermont and Keene, New Hampshire. Steve has liked cars, but racing was not on his horizon. “I’ve always been a car guy, always loved the mechanical aspects of cars. But not much knowledge of NASCAR or different classes of cars or drivers. But now we are

pretty much Formula 1 fans these days, we saw the race up in Montreal, so we have that on our bucket list to pick up another F1 race. Our favorite driver now is Lewis Hamilton. He’s really good, a classy guy.” Mary’s interests were not necessarily about cars. “I wasn’t exposed to any driving or cars, in particular. It was really Steve and that first 944 we bought in 1986, driving a car like that that got me interested. We also started watching Formula 1 and Top Gear”.

In terms of track time in DE and eventually in PCA Club Racing, Mary adds: “Steve has been my guide, I have watched him progress. We go to DE and I watch him work his way through everybody in the group. Then he went racing and got even faster. He gets in the car with me and knows how to push me to be better. Racing is really different from DE. I’ve always heard if you want to be faster, go racing and I wanted to be faster! The more I get experience, the more I’m enjoying it. In New Jersey, at Thunderbolt race track I got to practice some race craft. In that event I didn’t have to be watching my mirrors for the faster GTB-1’s”. This is the first event I have done that I have not been one of the slower horsepower cars in the group.”

Mary shows how she uses race craft and tactics for adaptation under changing circumstances. “At the Glen race, my transponder wasn’t working. So I had to start from the back. Each session, I had to work to get around the cars I would been in front of had I had the time. They would come across in front of me entering a turn, they would block me, they were slowing me down. So, I used the GTB1’s by getting in between them to get around a couple of cars. I got behind one of them and in front of another used them to get around the slower cars. When I finished, I found that I had cut seven seconds off my lap time! That’s how much they were holding me up! At New Jersey’s Thunderbolt, I moved up quite a bit but then they had a quicker lap time so I had to start on the grid behind them. I had worked so hard to get around them and I had passed them. It was a great event for me to watch and learn where I could catch or outbrake, where I could take advantage going around their weaknesses. I had to commit to reach an exit point ahead of them - planning where I’m going to go, where they overbrake and I catch them, how long do I draft behind somebody on the front straight before I pass them to take the corner.”



**Steve and Mary Schindler at the PCA Clash, June 18, 2022, Watkins Glen International.**

photos credit:  
Luis A. Martinez

**“I’m a big fan of driving fundamentals done well, you start with the line, corner exit speed, corner entry speed, basically in that order – precision and smoothness. To me, the line is the line and the execution is the fundamentals done well.”**

Did Steve do any right seat coaching for Mary? “Absolutely!” Mary replies: “I’ve heard a number of times, when Steve and I ride together, that ‘There is no way that I can instruct my wife or my husband’, but having Steve in the car with me, he knows me, and he knows the car. You can’t take things personally and he is a huge part of why I drive the way I do and the success that I have.”

Have you each developed different driving styles? “I’m a big fan of driving fundamentals done well, you start with the line, corner exit speed, corner entry speed, basically in that order - precision and smoothness. To me, the line is the line and the execution is the fundamentals done well. I think Mary drives similarly. I’ve never spun the car or been off, I’m not someone who tends to spin the car, or have a style where the back end gets loose; some people are more comfortable with that. Mary, I think is the same way, I can’t think of anything about her driving style that is different, like she’s real aggressive here, or passive there, or brakes differently. Our cars are very stable, we have three cars, front engine car [BMW M3], mid-engined car, rear-engined car, and I drive them all the same, and I think she does, too.”

Mary adds her point of view: “When you start DE and you’re in Green, and you are running with the same people on the track and you make friends, you have a core group, and then they would ask me about Steve, I would say, ‘Go ask him for a drive!’ What I tell them, to anyone, what I love about Steve’s driving is when I’m in the car with him, he is so smooth on his inputs, those transitions - throttle to brake, brake to throttle. It’s just those transitions - that’s what I try to emulate. I suppose that’s why it’s not a lot different between us. That’s how he maintains that balance really, really well - I can feel the car responds to that, the car feels so planted and settled. I’ve been in a car with a lot of people. That’s my compliment to Steve.”

Do either of you work out for fitness, to maintain a fitness level for driving stints? “I have played soccer my whole adult life, so I have that.” Replies Steve: “Some years ago Mary introduced me to hot Yoga and hot Pilates, so I do that a couple of times a week. I tell people, when I wear my FitBit in the Yoga my heartbeat was 120 beats a minute, the soccer is 130 BPM and the racing was 140 BPM. People don’t realize how demanding it is in the car, so we stay fit.”

Mary responds on the importance of fitness: “I do the hot Yoga, the Pilates, swimming, stand up paddle board, skiing 5 days out of 7, hiking, for me exercising is just life. I do it, but now starting to drive, I think a lot about how this could benefit my driving, like the acclimation of hot Yoga and it’s really hot in the car in the summer. So we put high importance on working out.”

On the topic of logistics, Steve and Mary have to haul their two cars, tools and spares to their favorite tracks, which now include Sebring. It takes two full days of towing from Vermont to Sebring.



While their closest track is Loudon, they travel to many different tracks - New Jersey Motorsports Park, Lime Rock Park, then Mount Tremblant, Mosport and Calabogie (all in Canada), Virginia International Raceway and now towing to Sebring in February for that race. Mary adds “So we spread our time around, our favorite track is Watkins Glen. Tremblant is special. We have been to 15 different tracks.”

What kinds of cars do Steve and Mary bring to competition? Steve says: “We have three cars, a 2003 Boxster S which Mary races, which is a really good car to learn on. Then a 2006 Cayman S, which I have raced. We also have a 2002 996, but now with a new X-51 engine and a big wing it runs in Prepared J class. It’s a really great car, very stable, tends to understeer more than the Boxster or Cayman. At DE’s, we typically switch cars after lunch.”

We were at the Porsche Clash at the Glen when we met, so how did Steve and Mary do? Steve did well! “For qualifying, I set the track record for Spec Cayman, so that was the highlight for sure! Then the first Sprint, I won the race and stayed ahead of a couple of really good drivers. But in the second sprint I had a bad start and ended up third. Unfortunately, my track record only lasted a day, but just being there, the camaraderie. The track record was the highlight!”

Mary adds her observations at the Glen: “We’ve been struggling with some mechanicals with the Boxster, why it was underpowered and then with Covid, so to actually get to an event, feel good, and with a car that was actually running, first normal event after a few years, getting my head back into the racing game at the Glen. Then we went to New Jersey Thunderbolt and every star aligned! That was quite a breakout! I did ok at Watkins Glen and I am pleased with how the car drove and myself, even though my transponder wasn’t working at first. Then later in New Jersey, my results in my F-car, I stayed ahead of some guys, making my way through the crowd with my race craft. I had hit this new place and running in front of some people and I kept finishing higher than where I was starting! One of my mentors said I was consistently in those lap times in that range the entire time. So that was really even more important. And then in Tamworth, we switch cars after lunch, and someone was coming up to Steve assuming he was the driver and made the comment, ‘Oh, that was you, Mary?’ and then they find out I was driving it. ”Wow! Mary!” It’s a huge compliment to me - I’m just so tickled! ” Steve is supportive of Mary’s perseverance: “When the car was only spinning up to 5,000rpm and she stayed in there, she kept racing, it’s frustrating, but she hung in there, working hard.”

What’s next for Steve and Mary in PCA Club Racing? Steve has some ideas. “I’ve been doing this racing for 10 years now. In 2017, I was National Champion in Stock F, so that felt good! I typically do well in my racing. From 2018 to 2020, I was in Spec 996 and Prepared J. There aren’t many cars in those classes, but there are lots of cars to race with in other classes so it’s been fun. In 2021, I started with Spec Cayman, but the car wasn’t sorted so 2021 was a challenge. 2022 was better, I set the track record at the Glen which was nice. We have the Boxster, 996 and Cayman. I am not sure which car I’ll drive in 2023, but it will be fun regardless.” Steve adds why he still likes racing after all these years:

“I really just like being out there, but still improving, and for the first time in 10 years, I took a sprint off on a Saturday in New Jersey. For the first time I didn’t do a race and instead I helped Mary with her race, I helped her get out and really just enjoyed watching her race. So it was everything I hoped and more! I’m not chasing after anything, I’m just enjoying the friends and the travel and the racing.”

Mary thinks that racing is absolutely a ball! “I just want to continue to improve. Driving itself is challenging but racing is even more challenging. I have mostly done individual sports all my life, and yeah, there are cars around me, but I just like that - it’s me and the car. I just gotta go and figure it out and do my best - I just can’t wait to back to the track!”



Luis A. Martínez is a Track Anthropologist for Victory Lane Magazine, Porsche Club of America – Club Racing News, Motorsports Marketing Resources, Der Gasser (Riesentoter Region of Porsche Club of America), The Fronrunner (Finger Lakes Region - PCA), Genesee Valley Chapter BMW Car Club of America and the International Motor Racing Research Center

# Zone 1 & 2

## Boardwalk Reunion

By: Paul & Chris Corter

My wife Chris and I decided to attend the 3rd Annual Boardwalk Reunion located in Ocean City New Jersey. This year's event was held on Saturday, October 15 and presented by Porsche Cherry Hill with Hagerty and Pcarmarket as sponsors. This was a one day event with the car show on the Boardwalk and drinks, dinner and dancing following at the Flanders Hotel. We were concerned that the remnants of hurricane Ian might cause a wet event on the boardwalk but the weather was a perfect mild sunny weekend.

We were contacted by fellow PCA members we met at the 2020 Treffen we attended at the Greenbrier Resort in West Virginia that September. They asked if we were going to the Boardwalk Reunion and said we were. They were also going and we planned to meet for dinner on Friday night. That was the first time we saw them since 2020.

Chris and I made reservations at the Watson's Regency Suites which was two blocks from the Flanders Hotel where the after car show activities were taking place. Our friends were also staying at the same hotel, which made it convenient. We arrived around 2:45PM on Friday the 14th and checked into our room. Our friends were scheduled to arrive at 5:00pm so we decided to check out the boardwalk until 5:00. We walked to the boardwalk and strolled up and down it to get familiar with the layout. We watched a lot of people surfing the waves that late afternoon. The waves were just right to attract the many surfers that late afternoon.

We walked down the boardwalk and exited on the street the Flanders Hotel is on just to find its location and learn the direction back to our hotel. We were almost back to the hotel when we saw our friends 911 along with two other 911s pull into the parking area of the hotel.

We joined our friends at 6:00 pm and met the other two members from their Virginia Beach Region that traveled with them to the event. We walked a few blocks to a Greek Restaurant and had a nice meal and spent the time catching up on things since we last met in 2020.

The next day we had to drive a few miles to the OCNJ Municipal Airport where registration and Porsche staging took place. The goal for this event was to have 400 cars register.

There were 360 registered Porsches for this event. We registered and collected an event tee shirt I ordered. We walked around the staging area talking to other enthusiasts about their cars until it was time to leave for the boardwalk. We left in groups of 35 cars driving a few miles back to the boardwalk with traffic being managed by the local police for our benefit.

We entered the boardwalk at 14th street and formed two parallel lines reaching all the way down to 6th street. Once we were perfectly lined up and properly spaced, we were given the ok to exit our cars. The car show officially was good to go around 11:45 am. Chris and I were hungry and found a great pizza place with plenty of sitting room. After enjoying a nice lunch we walked the boardwalk viewing all the wonderful cars, shopping in the stores, and having a Rita's gelato for dessert. We attended one of three tech sessions held at the event. The session was 'How to Photograph Your Car'. The car show lasted until 4:00pm at which time we were to report back to our cars for an organized exit from the boardwalk.

We returned back to our hotel where we freshened up then met our friends to walk to the Flanders hotel for the evening's festivities. We had a nice buffet dinner with an open bar and dancing until 10:00 pm. It was a very well organized event where we reconnected with friends, showed our car, got to see other great looking Pcars, and had a very nice social event to end the day. Chris and I stayed a couple of days longer to explore the surrounding areas in Cape May and Atlantic City.





**Various photos showcasing cars at the Zone 1 & 2 Boardwalk Reunion.**

*photos credit: Paul & Chris Corter*

**Check out the following YouTube videos of the event.**

[“Porsche Boardwalk Reunion 2022”](#)

[“The Porsche Club of America 3rd annual boardwalk reunion”](#)



## Congratulations to:



# MEMBERSHIP REPORT

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**FINGER LAKES  
REGION**

**PORSCHE CLUB  
OF AMERICA**

### **5th Anniversary**

*Tom Knapp  
Gary Wilcox  
Charlie Yow*

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### **10th Anniversary**

*William Connor  
Mark Holdren  
Anne Schneiderman*


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### **15th Anniversary**

*James Harloff*

FINGER LAKES REGION PCA			NEW MEMBERS		
Brendan Larrabee	11/25/22	Michael Huntly	7/13/22	Ron Levanduski*	5/10/22
Patrick Turbett	10/22/22	Joe Barone	7/10/22	Kristian Hochberg	4/12/22
Frank Dipane	9/22/22	John Kaemmerlen	6/16/22	Vincent Fryer	4/6/22
Mike Moser	8/20/22	Hadi Sattari	8/8/22		
Ron Halpenny	8/4/22	Joe Tierno	5/3/22		

**WELCOME TO OUR NEW MEMBERS AND TRANSFERS\***  
**APRIL – NOVEMBER 2022**

FINGER LAKES REGION PCA		CLUB PROFILE
AGE OF OUR PORSCHEs	NUMBER OF PORSCHEs	
Less than 5 years	12	
Less than 10 years	37	
Less than 15 years	47	
Greater than 20 years	51	
The Gap	31	
<b>Total Number of Active Member Cars</b>		<b>129</b>

FINGER LAKES REGION PCA		MEMBERSHIP
MEMBERSHIP PROFILE	NUMBER OF MEMBERS	PERCENTAGE
Less than 3 years	44	34%
Less than 10 years	80	62**%
Over 10 years	49	38%
<b>Total Number of Members</b>	<b>129**</b>	<b>100%</b>

# 2022

# Community Giving

By Gini Albertalli, Charity Chair

Each year Finger Lakes Region PCA invests in our communities to support others with significant needs. The difficulties of the pandemic continue to leave a mark on individuals and organizations in our region. Due to the generosity of our members, we increased our contributions to communities this year.

It is sometimes difficult to imagine, as we drive around the lush fields and productive farms in Finger Lakes counties, that there are many individuals living in this area who are food insecure. Food Banks fill the gap. On August 20, 2022 we held our first charity fundraiser at the Corning Country Club and surpassed our goal to raise \$1050 to donate to the Food Bank of the Southern Tier. Due to the Food Bank's purchasing strategies, this is enough money to purchase 6300 pounds of produce. On August 25, 2022, we presented our donation to Vince Caparelli, who provided members with a tour of their amazingly efficient warehouse and food distribution facility.

In December we made three additional donations to organizations in our area of \$250 each.

The International Motor Racing Research Center in Watkins Glen, N.Y. collects motorsports history and draws in new generations of motor racing fans. Our donation will help the museum continue to provide visitors with resources for serious research and displays, photographs and video that capture the excitement of motor racing of interest to visitors of any age. Individuals and families may visit the museum, which is open all year, at no charge.

Our second donation was made to Happiness House to benefit individuals in Wayne County. Services span from birth to end of life and include Early Intervention (0-2) Integrated Preschool Education (3-5), Autism, Occupational, Speech and Physical Therapy, Evaluation, Residential, Adult Day Program for individuals with Traumatic Brain Injury, Recreational and Family Support and much more.

The third donation went to Schuyler County Habitat for Humanity to help build a house for a family, who otherwise could not afford their own home. The house is two miles from Watkins Glen International Race Track. All summer, volunteer builders heard cars on the track as they worked on the house. The generosity of club members is appreciated by all the organizations we donated to this year.

The impact of the pandemic will be felt for many years in areas of education, health and family resources. We will continue to thoughtfully extend our Club's support to those in need.





Top: **Gini Albertalli presenting funds raised to Vince Caparelli with attending FLK members**  
Bottom: **Attending FLK members holding our new Charity Fund Raiser Event banner**



# PORSCHE AT PETIT LE MANS



Pfaff Motorsports has been very successful this season with their Porsche factory drivers - (Australian) Matt Campbell, Formula 1 driver Felipe Nasr (Brazil) and Mathieu Jaminet (Belgium). At the end of the Petit Le Mans at Michelin Raceway Road Atlanta, the 9 car had won the IMSA manufacturer's championship in the GTD-Pro class. The customer team Pfaff Motorsports secured the title, with Matt Campbell and Mathieu Jaminet crowned the new driver champions.



# Michelin Raceway Road Atlanta October 2022

By: Luis A. Martínez

**Braselton, Georgia, October 1, 2022** - This racetrack is loved by fan and driver alike. Opened in 1970, Michelin Raceway Road Atlanta track is embedded in the rolling hills of Georgia, northeast of Atlanta. With 2.54 miles racetrack involving 12 turns, it's a tricky venue that must be navigated while often in heavy traffic. Forty three professional entries qualified for the 25th annual Petit Le Mans. Of the 43 entries, there were three Porsche competitors - one qualified at the GT Daytona - Pro, GTD-Pro, class and two others in GT Daytona, GTD.

The Porsche race cars which participated in the Petit Le Mans are fundamentally the same racers as prepared from the factory. The livery is chosen by the private owners, but under the skin they are very much the same as required to meet and stay within the IMSA regulations and the Balance of Power constraints. The BoP has the objective of creating as much parity in raw performance as possible across all the marques - Acura, Aston Martin, BMW, Corvette, Ferrari, Lamborghini, Lexus, McLaren, Mercedes Benz AMG and Porsche.

## The three Porsches were:

- Pfaff Motorsports (Canadian team) Porsche 911 GT3.R, car #9 in GTD-Pro, with Porsche factory drivers Matt Campbell (Australia), Matthieu Jaminet (France) and Formula 1 guest driver Felipe Nasr (Brazil).
- Wright Motorsports Porsche 911 GT3.R, car #16 in GTD, with Ryan Hardwick (USA), Jan Heylen (Belgium) and Zacharie Robichon (Canada).
- Team Hardpoint Porsche 911 GT3.R, car #99 in GTD, with Rob Ferriol (USA), Katherine Legge (UK) and Nick Boulle (UK).

The current version of the Porsche sports racing cars, the 911 GTD.R's are technically and powerfully more advanced than the previous 991 version. From one article we learn that the new 992 generation is superior to the previous 991, with technical specifications as follows: *"Compared to its predecessor, the new 911 GT3 R features a larger engine producing up to 565hp, a more constant aerodynamic performance and an optimized vehicle balance."* In more detail:

## GTD-Pro and GTD classification parameters:

**Concept** Single-seater customer race car; homologated for the FIA GTE category; homologation basis: Porsche 911 GT3 (992 series)

**Displacement** 4,194 cm<sup>3</sup> (4.2 L)

**Power** About 565 hp (depending on BoP setup)

**Transmission** Porsche six-speed sequential dog-type transmission

**Layout** Water-cooled six-cylinder boxer motor in rear position (behind rear axle)

**Weight** About 2,755 lbs (depending on the BoP)

The reader might ask, so if the car set-up requirements for GTD-Pro and GTD are virtually the same, what's the difference in classifications? The difference is "Pro" drivers. There is a complex classification of drivers which, when mated to car classifications, creates the subtle difference. In theory, the Pro drivers in the same type of car as the GTD drivers should finish ahead of the GTD drivers. That's the theory. But it didn't turn out that way.

At the end of the 10 hours of racing, there were five GTD cars that finished ahead of the first GTD-Pro entry. This was due to a complicated restart after a long double yellow (full course) for an accident. The first Porsche to see the checkered flag was fourth in GTD and 21st overall, the 16 car, Wright Motorsports Porsche. The second one, finishing in 3rd place in GTD-Pro and 25th overall, but behind five other GTD competitors, the Pfaff Motorsports Porsche clinched the Manufacturer's Championship for 2022 in this series. The third Porsche to finish was the 99 car, the Team Hardpoint Porsche that came in 12th in GTD class and 37th overall. This was a relatively small number of Porsches, compared to many other races I've attended, but on the positive side - it makes for a cornucopia of marques to please a great variety of spectators who can compare and contrast across many makes and models.

There was also a spectacular bolide on exhibit among all the eye-popping cars on-site - the new PORSCHE 963 - which is a top contender in 2023 for the most coveted trophy in sports car racing - the 24-Hours of Le Mans in France. What's so special about this car? The 963 is Porsche's hat in the ring of the most sophisticated, most expensive and fastest class of sports cars - the new GT Prototype sanctioned by the International Motor Sports Association (IMSA), the Automobile Club de l'Ouest (ACO) and the Fédération Internationale de l'Automobile (FIA). The specifics of this new classification are too intricate to explain here (you can read more about it in my piece - **IMSA Transitions from DPi to LMDh/GTP**) but suffice it to say that, in person, these cars are more majestic and imposing than those in Formula 1. But I digress.

Briefly, unlike the GTD and GTD-Pro sports cars which are built in large numbers for private customers and plainly resemble showroom equivalents, the Porsche 963 is a one of a kind, or very limited production sports prototype racing car designed by Porsche and built by Multimatic in Canada to compete in internationally sanctioned series. These include the Hypercar and GTP (Grand Touring Prototype) classes in the FIA World Endurance Championship and IMSA SportsCar Championship, respectively. The 963 will compete against equivalents from other marques like

## PORSCHE AT PETIT LE MANS (continued)

Acura, BMW, Cadillac, Ferrari and maybe others. The 963 name harkens back to the Porsche 956 and Porsche 962 that raced in the 1980s, which also competed in American and European racing series. The car was first exhibited in Europe at the 2022 Goodwood Festival of Speed. It sports a livery of red, white, and black in keeping with historic examples.

A few days after the exhibition of the 963 at Road Atlanta on October 1, the 963 was transported to Daytona International Speedway for testing and further development. An article points out that *“The [Porsche 963] race car, built according to the Le Mans Daytona hybrid [LMDh] regulations, is expected to cause furor and*

*score victories in the FIA World Endurance Championship WEC and the IMSA WeatherTech SportsCar Championship from 2023.”* It has also been announced that Porsche’s racing partner since 1971 is none other than The Captain - Roger Penske: *“The works [Porsche factory] drivers Dane Cameron (USA), Matt Campbell (Australia) and Mathieu Jaminet (France) shared duties at the wheel of the hybrid racing car. In the presence of experienced American team founder Roger Penske (The Captain), the team improved the setup of the Porsche 963 and refined the interaction between the engineers, drivers and mechanics.”* Readers can attend the debut of the 963 at the season-opening event for the 2023 IMSA Championship - the Rolex 24 Hours of Daytona on January 28-29, 2023.



**“During late summer of 2022 the Porsche factory have announced their factory Le Mans Daytona hybrid (LMDh) quickly renamed Grand Touring Prototype, GTP, for the 2023 IMSA and WEC season, returning to top class racing in 2023.**

*Photo credits for this segment:  
AJ Bristol Images*

There is so much to chat about concerning the 963 that, as others have already done, I could easily devote 3,000 words to it. But I'll spare my readers the agony. Instead, I will let the images from my colleague, AJ Bristol, give you a distant glimpse of the ingenuity of man - the Porsche 963. Thanks to the skills in photography of AJ Bristol, the following are all his images taken on site on October 1, 2022 at Michelin Raceway Road Atlanta.

#### REFERENCES AND FURTHER READING

[https://motorsports.nbcports.com/wp-content/uploads/sites/3/2022/10/00\\_Championship-Points-Provisional.pdf](https://motorsports.nbcports.com/wp-content/uploads/sites/3/2022/10/00_Championship-Points-Provisional.pdf)

<https://motorsports.porsche.com/international/en/article/2022/10/05/cars-behind-the-scenes-963-daytona>

<https://motorsports.porsche.com/international/en/category/cars/911-gt3-r-992>

<https://newsroom.porsche.com/en/2022/motorsports/porsche-911-gt3-r-generation-992-customer-racing-car-premiere-29201.html>

**On public display at Michelin Raceway Road Atlanta on October 1, 2022, Dr. Ing. h.c. F. Porsche AG shows the fastest competitor from Stuttgart – the Porsche GTP for 2023.**



# In Memoriam

By: Paul Corter



## **Geza Hrazdina** **March 16, 1939 – June 2, 2022**

Geza and his wife Minou joined our region March 21st, 2017. They owned a Blue 2006 911 Carrera S cab. I believe I first met Geza and Minou at an event where we had dinner at the Seneca Lodge restaurant. My wife and I sat across from them and enjoyed our conversation. I instantly determined this was a man of special character, especially hearing his accent for the first time. My wife and I continued to enjoy their company at other FLK events until the Covid pandemic ruined most of 2020 for all of PCA.

Once Covid issues settled down and we became more active again I noticed not seeing Geza and Minou at any of our events. We were praying it wasn't health related. The region then found out that Geza passed away in June. He was a proud member of FLK Region and often tested the limits of his prized 911 at Watkins Glen. Geza and Minou were active members who really enjoyed attending as many of our events as possible and enjoying the ride and the fellowship.

His family held a Celebration of Life gathering which was well represented by FLK members. It was held at Geneva on the Lake where we socialized and heard nice stories about Geza by friends and family.

He was quite the fisherman and loved being at the Lake. His wish to have his ashes spread in Seneca Lake was honored by his family.

Geza was born in Letenye, Hungary on March 16, 1939. After the 1956 Russian Invasion of Hungary, and spending time in a prisoner camp in Yugoslavia, he eventually left his beloved country in 1958.

He received his master's in Agricultural Chemistry in 1963 and his doctorate in Agricultural Biochemistry in 1966. After working at Cornell University for 15 years he was promoted to full Professor of Biochemistry in 1981. At Cornell he served as Faculty Council Rep. and co-Chair of the Cornell Genomics Initiative that transformed the life sciences on campus in the late 1990s - early 2000s. He served with the Cornell International Institute of Food and Agricultural Development Eastern European Program from 1991 until his retirement.

Friends remember him as generous, a man of "high integrity in every aspect of his life," a "real gentleman", "an optimist who found the good side of any situation", "adventurer", and "wonderful friend". Geza will be truly missed by the FLK Region.



## **Tom Stegbauer**

**August 23, 1950 – October 7, 2022**

Tom and his wife Betsy joined our region October 11, 2020. They owned a 2014 Silver Boxster S and this year added a red 2009 911 and a 944 show car. Tom was just starting to enjoy the 911 before he became ill in May. Tom and Betsy registered for the Pocono Parade where they were looking forward to presenting their 944 in the Concours d'Elegance. Unfortunately Tom's illness prevented them from attending. Tom fought hard and started to recover to the point he was able to attend the Charity Event for the Food Bank luncheon at the Corning Country Club and the following presentation of the donations at the Food Bank location. This was dear to his heart since he and Betsy were members of the Corning Country Club and volunteered at the Food Bank.

I met Tom and Betsy at the 2021 FLK Track Day event where we and a few of us gathered for lunch at the Kookalaroc's Restaurant afterwards. My wife and I got to know Tom and Betsy via that day's fellowship. Tom and Betsy were very eager to help in any way they could at our events. They even asked me if I was willing to move our fall luncheon event to the Elmira Country Club because they were members and could make the arrangements. That turned out to be a successful event at the new venue. I asked Tom and Betsy if they would like to be FLK's new Social Chairpersons starting in 2022. They jumped at the chance and we worked closely together to define this year's calendar of events. Tom was

a big help at this year's membership meeting by supplying presentation content about their trip to the PCA Ameila Island Werks Reunion. Tom was one of the presenters at the meeting and helped set up. Betsy helped my wife register attendees when they arrived. Tom and Betsy enjoyed the track day event and a few more events until Tom took ill. Betsy kept Chris and I updated on Tom's situation and things were looking good until he starting failing. Tom and Betsy organized this year's Leaf Peepin' Fall luncheon at the Elmira Country Club. On Tuesday before the event, Tom emailed me asking how the RSVP numbers were so he can let ECC know what the attendance will be. I let him know we weren't there yet and not to worry and that I'll let them know by Thursday afternoon.

On Saturday morning of the event Betsy informed me that Tom passed away at 9:30pm Friday night. That news made the event very special and sad at the same time. Tom was a doctor and hospital administrator who worked in various locations from the west coast to the east coast. He and Betsy moved to Elmira because they were from the Finger Lakes Region and Tom was the Administrator of the Bath VA Hospital until his retirement. Tom was also proud to be a member of FLK Region and PCA and will be truly missed by all.

# Treasurer's Report

3rd Quarter Ending September 30, 2022

By: Laura Butler

Below is a summary of our activity for the first nine months of 2022, ending 9/30/22.

Our cash balance per books at the end of December 2021 was \$7,163.17. During the nine months ended September 30, 2022, we had cash receipts of \$3,841.71 and cash disbursements of \$3,912.32. Therefore, there were expenses in excess of receipts of \$70.61.

Cash at December 31, 2021 (Book) **\$7,163.17**

Total 9 Month Receipts through September 30, 2022 **\$3,841.71**

Total 9 Month Disbursements through September 30, 2022 **(\$3,912.32)**

Cash at September 30, 2022 (Book) **\$7,092.56**

## 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 emailed to: Luis37Martinez@outlook.com

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