

THE FRONTRUNNER



OFFICIAL NEWSLETTER FINGER LAKES REGION | PORSCHE CLUB OF AMERICA



SPRING 2023

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On the Cover: Dan and Laurel Parzych ordered their 2022 718 Cayman S from Porsche of Buffalo in November of 2021. Dan explains “I grew up in the Buffalo area and always wanted to pick up a new Porsche there. Laurel’s only requirement was that it be a manual transmission, everything else was up to me. From day one I was set on Python Green, and I am very happy with the color. I didn’t add many options as I wanted to keep it as “non-electronic” as possible for this day and age. Finally it arrived and we picked it up on September 12th, 2022. How strange that when I bought my first new Porsche (1986 944 Turbo) it was also delivered on September 12th, just 36 years earlier. We just turned 2000 miles on it, enjoying every minute of it. If anyone was wondering, yes, Laurel drives it a fair amount, and I think her throttle foot is heavier than mine!”

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Editor: Luis A. Martinez (Luis37Martinez@outlook.com)

Advertising Rates:

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

PRESIDENT'S MESSAGE



Dear Finger Lakes Region Members,

Our 2023 season has started out very well. On April 16th, we had our annual New Members Meeting Luncheon at the 41 Lake Front Hotel in Geneva. Again, the venue did a great job managing our requirements. We had 38 members/co-members attend the meeting. This has been the largest attended meeting since I have been a member. We all enjoyed a nice lunch, fellowship, and received historical and current information about how PCA National, Zone1, and our Region offers opportunities to its members. This information was presented by the FLK Board of Directors, who did a fantastic job. New members were recognized and welcomed into the region and they received a region logo coffee mug.

The following weekend we had our Watkins Glen Lap Day event on Saturday, April 22. We had a very good turnout with 13 cars braving the weather. The rains held off in the morning and early afternoon allowing us to enjoy a dry track during our three lap experience. We then had 10 cars (17 members/co-members) travel to Kookalarocs Restaurant for a nice social luncheon. I want to thank Luis Martinez for coming to the event and being the lead car behind the pace car. Luis teaches us how to properly navigate the track by having us follow his lead. Fortunately the rains held off until after our luncheon was over.

In February the BOD sent out a membership survey to find out what type of events better appeal to your needs. 41 members took the time to respond to our survey. Thank you for participating in this important survey. We have created the 2023 Events Calendar based on the results of this survey. We have planned our Show, Taste & Tour event at the Wagner Winery and brewery. There are also two additional non-region sponsored car show events listed on the calendar. Take a look and if you are interested in participating we could form a group that represents our region. Also planned for the first time is a FLK Family Picnic that will be held at the Seneca Lake State Park, Geneva NY. Besides having food and fellowship, a cornhole contest will be part of the fun. If you have a cornhole game that we can use, please let me know. I'll be bringing my game with my truck so I can also transport your games so you can drive your PCar. We will also be having at least two Drive Tours this year. The region hasn't had any drive tours since Covid and it's about time we get back on the road. One tour will start in the Horseheads, NY and the other tour will start in Geneva, NY. We have also planned a Lunch Cruise on the Canandaigua Lady in early August.

I think we have created a very exciting calendar of events for 2023. We have done our best to address the needs of our members and hope you will be joining us at these future events. Go to the website Calendar and click on the events so you can see the supporting details of each event. FLK.PCA.org/calendar-2/

Enjoy the drive,

Paul Corter
Finger Lakes Region I PCA
President



A handwritten signature of Paul Corter in black ink. The signature is written in a cursive, flowing style.

¡A Toda Velocidad!*

Spring 2023

By: Luis A. Martínez

We are now beyond late Spring and officially summer. The forsythia, tulip and daffodil blooms are over. The Lilac Festival is was popular and the PGA Championship at Oak Hill drew international audiences. Most of us have removed the mothballs from our cars in winter storage. Well, maybe not all readers followed my advice last fall to use mothballs as rodent repellent if you're storing your car for 6 months, as I do. We will visit that topic again in 6 months.

Many of you attended our Finger Lakes Region Membership Lunch in Geneva. Many then drove three laps at Watkins Glen during the Track Opening day on Saturday April 22. There was also a good turnout on Saturday June 17 at the Jack Daniels Club at Watkins Glen International Raceway to watch at least 250 battle hardened Porsches (and only Porsches...) as their racing drivers fight for the coveted trophy of the Clash at the Glen.

For those of you who like to travel, sports car events are always taking place in warmer climates. This year's schedule for IMSA (International Motor Sports Association) has already held several events, the most recent being the Sahlen's Six Hours of the Glen on Sunday June 25. There are many more events where you can follow professional sports car racing, and Porsches in particular, by visiting the IMSA schedule, results and livestream at imsa.com

Thanks to our president, Paul Corter and his leadership team, there are many dates on the calendar where we can meet as Porsche enthusiasts and build a great many friendships and memories.

FRONTRUNNER has been redesigned by Grant Corter. His expertise and artistry are welcome as we strive to produce a publication worthy of your time. We remind you that you, too, can participate as a contributor to the next FRONTRUNNER with your photographs and a short article on your favorite Porsche experience.

Take a look at our Calendar of events, and come out to our next event!

At Maximum Speed!



With Alex and Brad at the Rolex 24 Hours of Daytona in January 2018 - Luis shares memories of attending this epic event many times. The first one, which Luis will always remember, was with his Dad in 1999.

Photos of The Month



PORSCHE CLUB OF AMERICA

Each month we highlight PCA members Porsches, right here on the PCA National website Photo Gallery page. We would love to see your Porsche images that you photographed.

Please consider sharing those images with fellow PCA members. Send them in! (We prefer high resolution images, .jpg and 8MB max.) Send a few words describing your photo and be sure to include your name, your Regional Club name, and your PCA member number. Please mention if you're a member of a PCA Special Interest Group (SIG). We'll note that too! Remember - "It's not just the cars, it's the people."

Send the requested information and your photo to John Novotnak (POTM@pca.org) - Photo Editor Thank You!



You can find a better view of this on the National Website

pca.org/photos-of-the-month

Western NY MG Car Club's 50th Annual Sports Car & Auto Festival 2023



SAVE THE DATE



Sunday August 27th

Gates Open 9am - Judging 12noon - Awards 2pm

Rush Fire Department Field

1971 Rush Mendon Rd, Rush 14543
near where Routes 15 & 251 meet

Great Cars of all makes, Food, Music & Fun for whole family!

For more information go to www.MgCarClub.com

2023 Calendar of Upcoming Events

- | | |
|---------|--|
| July 16 | Show, Taste and Tour Luncheon at Wagner Winery |
| July 29 | Driving Tour to National Soaring Museum and Hill Top Inn for dinner. |
| Aug 5 | Lunch Cruise on the Canandaigua Lady |
| Aug 12 | Cars & Coffee - Leo's Bakery & Deli - East Rochester |
| Aug 12 | Cars & Coffee - Maple Lawn Dairy, Southport NY |
| Aug 20 | FLK Region Family Picnic at Seneca Lake State Park Geneva, NY |



Porsche Penske Motorsport celebrates historic first win with the Porsche 963

16/04/2023 Nick Tandy and Mathieu Jaminet win the thrilling sprint in Long Beach Victorious duo takes the lead in the drivers' championship Teammates Matt Campbell and Felipe Nasr secure podium result with third Pfaff Motorsports achieves third in GTD-Pro with the Porsche 911 GT3 R Round four of the IMSA championship on May 14 at Laguna Seca The new Porsche Penske Motorsport factory race team celebrates its first victory with the Porsche 963 hybrid prototype. At round three of the IMSA WeatherTech SportsCar Championship, the No. 6 car driven by Nick Tandy and Mathieu Jaminet came out on top after a gripping race. In the 100-minute sprint through the streets of Long Beach, California, their team colleagues Matt Campbell and Felipe Nasr took the flag in third place with the No. 7 car. In the GTD-Pro category, Pfaff Motorsports scored a podium result with the Porsche 911 GT3 R.

Stuttgart. In glorious sunshine and set against the stunning backdrop of the Pacific coast, the IMSA series treated fans to an extremely entertaining show on the narrow street circuit in Long Beach. Hollywood could hardly have staged it better. The two Porsche 963 fielded by Porsche Penske

Motorsport had started the race from positions six and eight. In the first lap, the two ca. 680 hp cars benefitted from a collision among the leading pack in the early stages and inherited second and fifth place.

The first stint drivers, Nick Tandy from the UK and Brazilian Felipe Nasr, fended off fierce attacks from their rivals and brought the two Porsche 963 into the pits midway through the race for a scheduled service and driver change. There, the new Porsche Penske Motorsport factory team opted for a daring strategy: Unlike the rest of the competition, instead of changing the tires on both vehicles, the squad put its trust in the excellent durability of the Michelin tires. The time gained in the pits propelled the two United States based hybrid prototypes to the front of the field.

While Frenchman Mathieu Jaminet confidently turned his laps, his brand colleague Matt Campbell had his hands full in the final phase. The No. 7 car came under repeated attacks, which the Australian cleverly and resolutely countered or fended off. A minor collision, however, caused slight damage to the rear. Moreover, the tires deteriorated rapidly over the last ten laps. With nine minutes left on the clock, Campbell lost two positions initially but reclaimed third place after an accident involving the No. 10 Acura in a battle with the leading Jaminet. Ultimately, the race ended behind the safety car.

"What an exciting and fantastic race," said a delighted Thomas Laudenbach, Vice President Porsche Motorsport. "It was a spectacle from the first to the last lap. Our team chose an optimal strategy and did a perfect job with the pit stops. Our drivers gave their utmost and drove flawlessly without exception despite coming under enormous pressure. This performance was deservedly rewarded with our first victory. Many thanks to everyone in the team, our employees in Weissach and all our partners who made this success possible. I'm sure today's victory will give our team extra motivation in the FIA WEC as they head into Sunday's race in Portugal."

The FIA WEC effort, headquartered in Germany, would go on to have a third place finish at the Portuguese round.

"This day will go down in the history of our team. The first victory with the Porsche 963 is incredibly important to us," says Jonathan Diuguid, Managing Director Porsche Penske Motorsport. "We put in so much energy and work to be able to celebrate such a success. Our strategy was certainly risky, but it paid off. We owe this triumph to every single person in the team. What Matt Campbell did in the battle for second place at the end was awesome. He had the sister car's back in the important final phase. I'm enormously proud of the entire team!"

Pfaff Motorsports customer team scores podium with the Porsche 911 GT3 R

The GTD-Pro class race was equally as thrilling to the last moment. Thanks to a strong team effort and

flawless drives, the Frenchman Patrick Pilet and Klaus Bachler from Austria secured a spot on the podium for Pfaff Motorsports. The No. 9 car fielded by the Canadian team reached the flag in third place. In the GTD class, the identical models campaigned by Wright Motorsports and Kellymoss by Riley finished without drama in positions ten, twelve and thirteen.

Thanks to this victory in Long Beach, Tandy and Jaminet have taken the lead in the drivers' championship. In the GTP-class manufacturer's classification, Porsche ranks third. Round four of the IMSA WeatherTech SportsCar Championship will be contested at WeatherTech Raceway Laguna Seca on May 14. The race on the legendary Californian circuit is a two-hour, 40-minute round.

Drivers' comments after the race

Drivers' comments after the race

Mathieu Jaminet, driver, No. 6 Porsche Penske Motorsport 963.

"What a terrific feeling! We're all very relieved. When the Acura appeared in my rear-view mirror towards the end, I knew he was going to attack – after all, I was on the back foot with significantly older tires. He tried to out brake me in the first corner. I immediately realized he wasn't going to make the corner and took evasive action while he landed in the tire barriers. That was some real nail-biting stuff at the end of the race. Now, we're celebrating the Porsche 963's first victory!"

Nick Tandy, driver, No. 6 Porsche Penske Motorsport 963.

"It was clear to us before the start that we couldn't win the race based on our pace. We didn't have the fastest car. So, we thought through all possible strategies before race day and agreed not to change the tires. That's the beauty of sprint races in the IMSA series: there are always many conceivable scenarios and sometimes a gamble pays off. We didn't know whether the tires would last the distance, but it worked out. We also owe our victory to our colleague Matt Campbell, who put in a terrific performance in the battle for second place. That was a super strong effort from him! The first victory for the Porsche 963 feels fantastic. It's a well-deserved reward for everyone around the world who put an incredible amount of work into this project."

Matt Campbell, driver, No. 7 Porsche Penske Motorsport 963.

"I'm delighted for my colleagues in the number 6 car. Victory at last for the Porsche 963. That's just so cool. I gave absolutely everything in the battle for second place, but in the end, I couldn't quite fend off the competition due to our deteriorating tires. At least we got over the line in third place. It was a great day."

Felipe Nasr, driver, No. 7 Porsche Penske Motorsport 963.

"A super victory for the team, the first success with the Porsche 963 – we couldn't have dreamed of a better result. We had to start from quite far back and catapulted ourselves to the front of the grid with a perfect strategy. Of course, we also benefitted from the incidents involving the other cars. But still, we were flawless and squeezed the most out of today."

Klaus Bachler, driver, No. 9 Pfaff Motorsports Porsche 911 GT3 R.

"Patrick put in a very strong first stint and handed the car over to me in second place. I managed to withstand the pressure from the Corvette behind me for a long time. However, things turned a bit chaotic in turn six when we were overtaken by a GTP car. My rival took advantage of this opportunity and pulled alongside me. He got past and I didn't get a chance to attack afterwards. Overtaking is really difficult at Long Beach. I didn't take any risks and brought the podium result home. Those were important points today in terms of the championship."

Race results

Race results

GTP class:

1. Campbell/Nasr (AUS/BR), Porsche 963 #7, 78 laps
2. Yelloly/de Phillippi (UK/USA), BMW #25, 78 laps
3. Tandy/Jamiet (UK/F), Porsche 963 #6, 78 laps

GTD-Pro class:

1. Hawkworth/Barnicoat (UK/UK), Lexus #14, 73 laps
2. Garcia/Taylor (E/USA), Corvette #3, 73 laps
3. Bachler/Pilet (A/F), Porsche 911 GT3 R #9, 73 laps

GTD class:

1. Sellers/Snow (USA/USA), BMW #1, 73 laps
2. Sørensen/de Angelis (DK/CDN), Aston Martin #27, 73 laps
3. Montecalvo/Telitz (USA/USA), Lexus #12, 73 laps
10. Brynjolfsson/Hindman (USA/USA), Porsche 911 GT3 R #77, 72 laps
12. Metni/van Berlo (USA/NL), Porsche 911 GT3 R #91, 71 laps
13. Udell/Bleekemolen (USA/NL), Porsche 911 GT3 R #92, 71 laps

Full results on <http://imsa.alkamelsystems.com>.

Further information, film and photo material in the Porsche Newsroom:newsroom.porsche.com

The Twitter channel [@PorscheRaces](https://twitter.com/PorscheRaces) and Instagram [@porsche.motorsport](https://www.instagram.com/porsche.motorsport) as well as [@porsche.penske.motorsport](https://www.instagram.com/porsche.penske.motorsport) provide live updates from Porsche Penske Motorsport with the latest information from racetracks around the world.



PORSCHE CLUB OF AMERICA

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If you're driven to sail, book your cruise through the PCA concierge team by calling 1-833-679-2188, or register online by scanning the QR Code.



Roatan, Honduras



Cozumel, Mexico



Costa Maya (Mahahual), Mexico



Belize City, Belize



MEMBERSHIP REPORT

Congratulations to:

5th Anniversary

Curt & Gini Albertalli
Chris & Cindy Urciuoli
Karlis Silins
Dale Rehkopf
Antonio Diaz
Molly Mulligan
Dave Rochelle
Dan Stoddart

10th Anniversary

Tim & Jordan Wise
John & Barb Wallace
James Romano

15th Anniversary

James Harloff
Wendy O'Brien

20th Anniversary

Peter & Donna Papandrea
Bert & Josephine Robles

25th Anniversary

John & Elaine Frank
John Basile Ian & Art Morrell

35th Anniversary

Ron Levanduski
Rob Swarthout
Dom & Rita Pullano

40th Anniversary


Gilbert & Katherine
McCurdy

FINGER LAKES REGION PCA **NEW MEMBERS**

Robert Gehl	12/11/22	Paul Middlebrook	1/06/23
Paul Schroeder	12/04/22	Daniel Parzych	1/05/23
Donna Schroeder	12/04/22	Laurel Parzych	1/05/23
Gregg Griebel	12/02/22	David Pitbladdo	3/06/23
Amon Perry	12/11/22	Cory Mcallister	4/02/23

**WELCOME TO OUR NEW MEMBERS
DECEMBER 2022 – APRIL 2023**

FINGER LAKES REGION PCA **CLUB PROFILE**

AGE OF OUR PORSCHEs	NUMBER OF PORSCHEs
Less than 5 years	11
Less than 10 years	37
Less than 15 years	50
Greater than 15 years	82
Total Number of Active Member Cars	 132*

FINGER LAKES REGION PCA **MEMBERSHIP**

MEMBERSHIP PROFILE	NUMBER OF MEMBERS	PERCENTAGE
Less than 3 years	47	36%
Less than 10 years	86	64*%
Over 10 years	47	36%
Total Number of Members	133	100%

Lap Day at Watkins Glen International Raceway April 22, 2023

By: Paul Corter



(Left to right) Past president of FLK, Dom Pullano and Luis Martinez had a good time lapping the Glen.

Our second event of the season was very successful. Luis Martinez reserved a 12:00 noon time for our club to drive 3 laps around the race track on this day. We do this every year in April after our annual members meeting. Each time we do this the weather can be very fickle. My first time attending this event the weather was gorgeous. Other times the weather has been rainy, snowy, windy, sunny and a little of each on the same day.

This year the weatherman said there will be rain but later in the afternoon. The weatherman was correct for a change. We had 13 cars join us for this event even though the day could have been rainy. I think more members would have showed if there was no rain in the forecast. We lucked out and had a nice dry track for our event this year.

We all gathered at the staging area and lined our cars up behind each other and waited for the pace truck to arrive to start the event. While waiting, we all exited our cars and socialized while talking and looking at each other's cars. I walked around and took most of the photos of us socializing and then while we ended our laps at the finish line for some photo ops. Check out all the pictures of the event on the website's Photo Archive page.

The pace truck driver arrived and conducted a drivers meeting so we all understood how to properly navigate the track and what to do if we had a problem with your car. He also told how to line up at the finish line for our photo ops. Once the pace truck driver drove around the track to make sure there wasn't any debris he returned to lead us off onto the track. One thing he mentioned that I never heard before was to look out for any wild life on the track. It's not uncommon to see deer, groundhogs etc. on the track at times. That all we need is to hit an animal while driving the track.



To see more great photos go to our website

FLK.PCA.org/archives

click on “2023 Watkins Glen Track Day”

Lap Day at Watkins Glen International (continued)

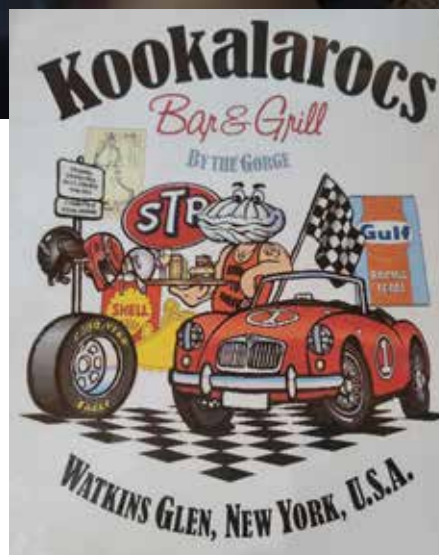
Luis Martinez is always the lead car for our group positioned right behind the pace truck. Luis is a certified driving instructor and a racecar driver who really knows how to navigate the track. So all you have to do is follow his line of driving in order to have a great experience driving your laps.

After we finished at the track, most of us headed down to Watkins Glen to enjoy a nice lunch at the Kookalaroc's Restaurant. The restaurant is a uniquely built building that has indoor and outdoor seating and nice menu selections. This was the third year our club has patronized Kookalaroc's after our track day event. The owner is always welcoming and has numerous racing banners hanging from

the ceiling as well as a PCA banner. We had 18 members enjoy a nice lunch and fellowship and we all even left before the afternoon rains started.



Neil Freson (Secretary) and his wife Kathy smile at the camera while enjoying food and drink at the very popular Kookalarocs restaurant.



Brumos Museum in Jacksonville Florida Visit

By: Joe Tierno



A 917 is being prepared for display.

Recently, I had the thrill of visiting the Brumos Museum in Jacksonville, FL. Also thrilling but in a bad way was driving from Hilton Head, S.C. to Jacksonville. The museum requires all reservations to be made online, there are no options such as calling, or emailing to ask questions. This may have changed since my visit in December.

Brumos Museum in Jacksonville Florida (continued)

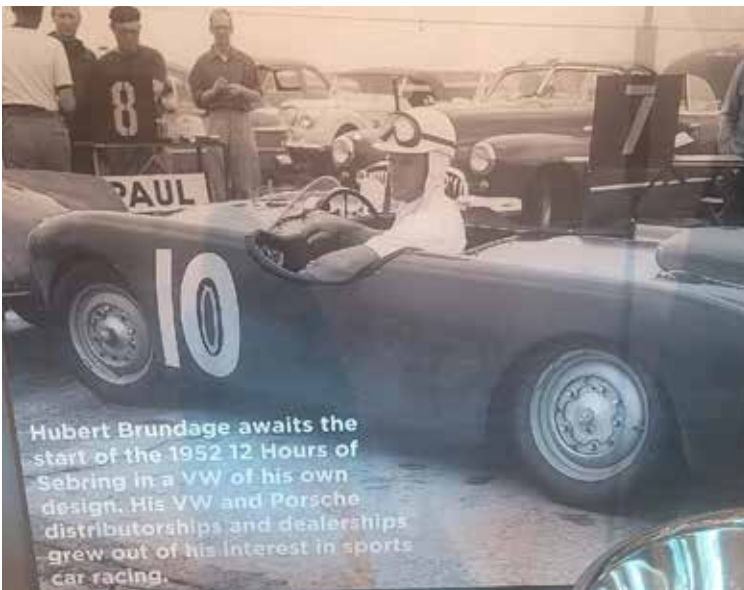
My carefully planned GPS settings were in place but I grossly underestimated the amount of traffic and knew at the pace I was traveling I would be late. I hate being late and have not worn a watch in at least forty-five years but always arrive on time. I felt doomed.

The only option was to go faster. My usual pace is to move to the slowest lane, adhere to the speed limit, and not get upset. But moving to the passing lane only made it worse as many drivers simply refuse to move to the right after passing. Do that in Germany and you will be run over!

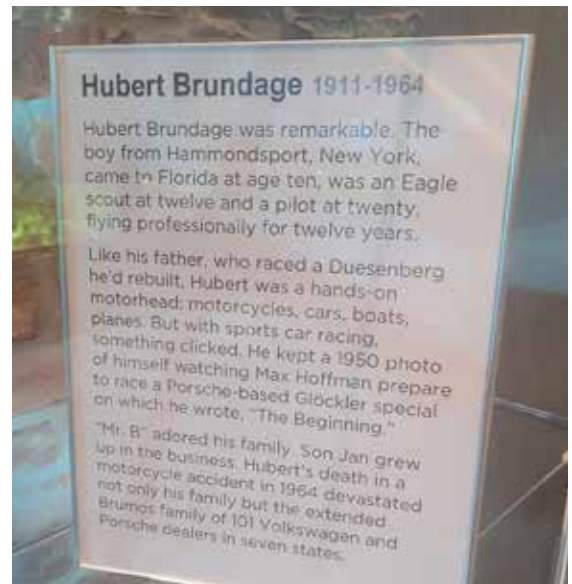
Traffic flow in the passing lane was a consistent 80 mph, which I hated, but if I wanted to be punctual, I had to follow the uber speeders at 90 mph. It worked. The gates automatically opened to the museum and I arrived at the reception desk with one minute to spare.

The friendly attendant said I hadn't needed to worry about being on time as they were still developing their system but wanted to use appointments in anticipation of greater crowds in the future. There was only one other patron in the building.

When you enter the building be sure to look to the left to see a plaque dedicated to Herbert Brundage, who was born in Hammondsport and still has family there, one of whom is a member of the Finger Lakes Region of the PCA.



Hubert Brundage is ready to start the first ever 12 Hours of Sebring. His VW special finished 11th overall, just behind Walt Hansgen in an MG TD and ahead of Fred Allen owner of F.A. Motors of Rochester, also in an MG TD.



Hammondsport natives Hubert Brundage and Glenn Curtiss were gifted visionaries.

The biggest surprise was the breadth of the collection, as you can see from the photos. The Miller collection alone is worth the price of admission but throw in a wide variety of Indy cars, and an exotic Alfa Romeo and it will be an hour before you see a Porsche. Then there are engines on display, a fabulous collection of model cars, photos displayed high on the walls highlighting the successes of the Brumos dealership.

Brumos Museum in Jacksonville Florida (continued)

Just before you make a turn left to enter the Porsche part of the museum, you are face-to-face with the restoration shop. You can see from the photos the eye watering collections awaiting maintenance. The two mechanics on duty were nice enough to engage me in conversation. When I mentioned something trivial about the history of the 917, they wrote it down, then lowered the rope and invited me to pose next to the beautiful beast.



(left) A glorious 1939 Alfa 8C2900 stunning in its performance and beauty.

(right). Porsche 959 twin turbo beast, every bit the supercar as the Alfa was in its day.

After seeing so many wonderful cloned Brumos cars on the track, it was exciting to see the genuine cars that I so admired when I saw them race in the early days. They are all there. Make sure you make your way to the viewing area above the Porsche display as it will give you a wonderful perspective to take pictures (thankfully allowed).

I don't usually buy trinkets, geegaws, or doo-dads at any car events but I made an exception. The lone gentleman on duty and I had a conversation for about fifteen minutes as I was the only person there. He was unpacking some merchandise that had arrived that morning and showed me a very well-made, distinctive polo shirt. It was way too pricey for me (\$80) and would be stained the first day I would wear it.

There was no Brumos or Porsche logo, just the number 59 on the back of the collar. I felt guilty not buying something but when he told me I would have the second-ever shirt, I bought it. In my closet, it still hangs waiting for a time when I have the nerve to wear it.

If you have any interest in a stellar auto museum, you must visit the Brumos Museum, but call ahead and ask about the hours.

To see more great photos of the museum go to our website

FLK.PCA.org/archives

click on "Joe Tierno's visit to Brumos Car Museum Nov. 2022"

AUTOMOTIVE STICKER COLLECTION STORIES

By: Joe Tierno



Over the decades I have accumulated a number of automotive stickers and related items but no car to put them on. When I bought my 1976 Porsche 912E in 2021 it was in need of new paint. I had become attached to the patina and wanted to simply leave it alone. I eventually realized the downside to patina is it only gets worse. I relented and now have a freshly painted silver metallic car, and I am convinced it was the best option.

The dilemma is after I put a few stickers on the right rear window I realized they detracted from the timeless beauty. I wanted to rip them off! It was then that I realized every sticker on my car tells a story. My viewpoint is I can bring forward some great memories with each sticker. It gives me something to talk about with new acquaintances.

BARC

In 1958 four high school students from Binghamton, N.Y. were burning with passion for sports cars and racing. In a stick-and-ball world, we were outsiders. When we met, the chemistry sparked the formation of the Binghamton Automobile Racing Club (BARC). Dave Nicholas, Dave Zych, Steve Vail, and yours truly were the founders. Steve is no longer with us but the remaining three are still at it. It is pointless to expand on our history in this article so I would suggest www.barcboys.com to get a glimpse of the wonderful time in which we lived.

JAKE'S STABLE

Bob Bucher from Binghamton, was the biggest name in racing in our little world. The first step on his racing ladder was in a Jaguar XK-120, finishing up competing in the USRRC in a Lola T-70. His greatest success was winning the SCCA FM championship in a Porsche RSK. Sometimes during lunch break in high school, I would walk to his house just to see his Allard JR (a car that would make me weak in my knees). In later years I would see his RSK or Lola sitting at the curb or in his driveway.

His logo features a prancing jackass. It was on an Aston Martin that Bob shared with Sherm Decker at Sebring in 1961. Luigi Chinetti, Ferrari importer, and racing icon, was furious when he saw the logo, and threats were made. Nothing ever came of it.

MCLAREN, GULF, UOP SHADOW

Spankey Smith was a unique character in the racing world and was known by all the F1, Can-Am, and Trans-Am personalities of the day. He lived in Binghamton and took the BARC young adults under his wing. If not for him, we would not have the memories we have today. Spank had one of the first motorhomes and a brilliant personality, so it was only natural for pro drivers to visit him as none of them had a motorhome of their own. That is how we got to talk to the stars; it was very heady.

GERMAN GP 1963

For most of my time in the service of our country, I was stationed in Stuttgart and later Heidelberg. By 1963 I was making almost \$100 a month so I was flush with cash and ready to see some great racing. To this day, I hate borrowing anything, especially cars but to follow my dream I needed wheels, so I rented a large Ford sedan from a fellow GI. It was a very big mistake.

Gas was \$.25 per gallon at the PX so I loaded the trunk with four or five military gas cans and headed off. No, nothing exploded but I was in two accidents, one not of my doing, the other a colossal act of stupidity. It's a long story that involves a French mechanic at a Nurburgring gas station stuffing pumpnickel bread into my radiator. The two-day delay in returning to my base caused me to be technically AWOL (technically? ok I was AWOL, but it was the failure of my transportation). Being confined to the base for thirty days is the extent of my criminal record and is why I will never ask to borrow your car.

DAN GURNEY FOR PRESIDENT

There are probably tens of thousands of these bumper stickers circulating in the car community. I was stationed in Heidelberg, not far from the famed Hockenheim ring where the picture was taken. The sticker on my \$300 Mercedes was the result of a BARC member, Dave Zych. It was his idea. He did it first, and that is an undisputed fact. Each member of the BARC received one in the newsletter that Dave produced, the BARC Gazette. Decades later I brought up the topic to Brock Yates of Car and Driver. He said it was the editor, David E. Davis who appropriated the idea. There are no plans for having one on this car.



MORRIS GARAGE

If you are a fan of MGs, as I am, you know that the MG octagon stands for Morris Garages. The sticker on the bumper reads Morris Garage Maryland, NY. The Morris in this case is Gordon Morris, a BARC member along with his wife, Octavia (do you see the irony?). They were already avid collectors when Gordie decided to sell MGs. From his shop, his mechanic, Sherm Decker, a BARC and Jake's Stable member, would build the fastest MGAs on the east coast. This may come as a shock but Sherm was often able to beat or harass the top Porsche wheelmen of the day, especially at Lime Rock.

GERMAN AMERICAN SPORTS CAR CLUB

Stuttgart had a very active club that welcomed American servicemen. I was the only enlisted American member as the others were officers, some of them fortunate enough to have new Porsches. Officers and enlisted men never, ever met socially, even at car events, so I hung in the back and watched. I rode the trolley to some of the meetings or hitched a ride with a friend. The best part was meeting the Germans. One of them was a famous driver who had a restaurant but I can't remember his name. I would guess it was Hans Hermann. I remember a nice chat with a Porsche mechanic, racer, and engineer named Rolf Wütherich. He was the passenger in James Dean's deadly crash.



STUTTGART LICENSE PLATE

German junk yards are interesting. I needed something for my \$300 Mercedes 190A and easily found a place on the outskirts of Stuttgart not far from our base. The real prize was the Stuttgart license plate that the vendor threw in for free. That was sixty years ago and I have never had it on a car. I can remember what a pain it was packing it into my duffle bag that I carried with me on the troop ship home. So can you blame me for wanting to put it on my car? I know this may be a violation but I have been told by some of my friends, who live in the shadows of the law, that they are rarely enforced. Here is hoping I won't get caught.

NEW YORK LICENSE PLATE BARC 5

Frugality is what I do but I could not resist having a vanity plate that memorializes the car club we started in 1958. Each member would choose a number that meant something to them, usually their favorite driver. Jim Kimberly was my choice as his number five Ferrari 375MM (now owned by R. Lauren) was the most beautiful car of its day.

NUVOLARI

Some years ago at the IMRRC three of the workers cornered me, one with a video camera. I was flustered. I opened a package and it was a beautiful handmade ornament with Tazio Nuvolari's initials painted on a turtle. I knew the image well but was confused about why I was receiving it. The enclosed letter explained it all. Dr. Ernie Namagatsu, the famed collector and curator of the Ol'Yeller race cars, had purchased it from the IMRRC video presentation I had made about Tazio Nuvolari. Apparently, he enjoyed it enough to award me a special gift as he has done with others. It is a prized possession I will attach to the dashboard when I can figure how to do it properly.

PORSCHE 356A CHASSIS PLATE

On one lucky occasion, I was warmly welcomed into the inner offices of the Porsche factory. A former GI stationed in Germany and reigning GM champion Charley Kurtz made it happen. He was a serious, accomplished racer known to the factory. In a letter to me, he said that if I ever wanted to get a close-up of the factory I should tell them that I am there to act on his behalf in buying a Porsche 904. I could not go that far with the story but merely mentioning his name was enough.

I was allowed to look at the competition department from the doorway, which is more than I deserved. As a parting gift, I was able to take something from the trash, I quickly realized it was a blank chassis number plate. When I got home Spankey Smith (see above) took it to work at IBM where he was an engraver. The jokester put my name where the chassis number goes. At some point, I will find a discrete place to place it on the car and only show it to those who have a sense of humor.



STUTTGART LICENSE PLATE



NUVOLARI



NEW YORK LICENSE PLATE BARC 5/ MORRIS GARAGE



“Get Through the Night – Tomorrow We Go Racing!”

Rolex 24 Hours at Daytona 28-29 January 2023

By: Luis A. Martínez

Daytona International Speedway, FL - January 29, 2023 - The 61 st annual Rolex 24 Race sports car race attracted a full capacity entry list of 61 cars and yet another record crowd of avid fans. In fact, supplies of merchandise and programs designed and ordered in estimated quantities months before January were exhausted by Saturday morning of a two-day event. The crowds were impressive in the paddock and in the stands. The lines of hungry and thirsty customers triggered broad smiles for the food and drink vendors.

A feature of this year’s Rolex 24 is the debut of a new top class of sports racing prototypes - the Le Mans Daytona hybrid (LMDh as it’s known in Europe). This class is also known as Grand Touring Prototype (GTP) in ‘Merica. GTP entries are factory racers with powerful internal combustion engines (ICE) propelling the rear wheels with about 671 hp. But GTP’s also have electric motors delivering up to 40hp to the front wheels. However, under Balance of Performance constraints, the total combined horsepower cannot exceed 671 at any time. Yes, you read that right. The technology enabling GTP entries is much more complicated than that found in street hybrids. IMSA directed the use an identical hybrid system by all manufacturers of the GTP’s. The motor-generator unit (MGU), resting between the engine and the seven-speed Xtrac rear transaxle is sourced from Bosch and it produces a peak of 40 horsepower.

There were a total of nine entries in the top LMDh/GTP class doubling the number (from two to four) competing for the overall top trophy: Acura (2 entries), BMW (2), Cadillac-powered (3) and Porsche (2). In a panel interview, Roger Penske, The Captain, explained the importance of GTP: *“This is a message to the brand CEO’s [of Acura, BMW, Cadillac and Porsche] to help them build their brands. [Later this season] We’re going to have 12-15 cars running in the top class of racing.”*

Besides the nine factory prototypes running in GTP, there are four more classes of cars built to specifications for the IMSA WeatherTech sanctioned events. They include two more prototypes - Le Mans Prototype 2 (LMP2) and Le Mans Prototype 3 (LMP3). Then there are cars that most people would recognize with brands like Acura, Aston Martin, BMW, Corvette, Ferrari, Lamborghini, Lexus, McLaren, Mercedes Benz and Porsche in the GTD Pro and GTD classes. The preparation specifications for all cars in GTD and GTD Pro are the same. Readers may ask, then what is the difference between these two classes? The difference is the driver. Drivers are classified and rated by their performance as Bronze, Silver, Gold or Platinum. In theory, Pro drivers can drive the same car but get better results. Professionals merit their own class and are likely to finish ahead of the GTD drivers - even with cars adhering to the same specifications. But it doesn’t always turn out that way.

Philip Ellis, a GTD driver of the Mercedes AMG GT3, was the fastest car in GTD class at the Roar Before the 24. Wait, there is more. Ellis beat all the GTD Pro entries on his way to qualifying Winward Racing on the pole of GTD for the Rolex 24 Hours at Daytona, ahead of all GTD and GTDPro entries.

In a meeting at the Media Center convened with all GTP class team owners, Roger Penske recognized that his otherwise unmatched racing record doesn’t include a win in the Rolex 24. “It’s always a goal,” said The Captain.

This year's marathon race started at 1:41pm on Saturday afternoon. That means that the car that finishes more laps than any other in 24 hours - by 1:41pm on Sunday - wins this world renown sports car enduro. Why does that need explaining? Because many people have no idea that there are sports car races that last 6, 10, 12 and 24 hours, rain or shine, dark or daylight.

The attrition rate for a race of this length is considerable. Given that drivers have to stay as close to the leader of their class as possible, drivers cling to the lead lap in each of five classes for hours on end, which is very stressful. As a result, a lot of unexpected incidents can manifest. This is specially the case in heavy traffic and with speed differentials between classes that are quite significant. The slowest cars ("slow" in comparative racing terms), generally in the GT Daytona class, have top speeds of 180mph. The fastest cars, in GTP, come up on them at 200mph with closing speeds of about 20+ mph. Doesn't that appear significant? At those speeds every driver is defying the laws of physics and working to maintain some tire connection with the pavement. Experienced with the challenges of the racing for 24 hours and including longest night in racing, owner of the Rahal/Letterman/Lanigan Racing Team, Bobby Rahal advised his drivers about the perils of Saturday night driving: "Get through the night - tomorrow we go racing!"

The green flag of the 61st Rolex 24 flew at 1:45pm and quickly switched into a Full Course Yellow (FCY). Within the first lap, an LMP2 car lost its engine and had to be towed out of the course. During the FCY, Tom Blomqvist was leading the pack in the 60 car, the Acura prototype of Meyer Shank Racing (MSR) which started from P1.

Four hours later, at 5:40pm on Saturday, Colin Braun was piloting first overall in the 60 car, the MSR Acura. On the hunt right behind him was Mathieu Jaminet, in the No. 6 Penske Porsche, only 2 seconds behind. The top six front runners in GTP are just 5 seconds apart.

By the fifth hour the sun was below the horizon and headlights would be on for half the race. Louis Deletraz had a 6-second overall lead in the No. 10 Konica Minolta Acura, maintaining a great start for the Acuras with the No. 60 and Simon Pagenaud at the wheel in second place. Speed differentials got their attention; Colin Braun observed: *"There's such a speed difference with the GTP cars over the GTDs in the tri-oval and in the bus stop, you get in situations where you have no choice but to go somewhere with the momentum,"*.

With one quarter of the race behind them, at 9:40pm Jack Aitken had the No. 31 Whelen Engineering Racing Cadillac V-LMDh in the lead. Other class leaders were: LMP2 the No. 52 Oreca with Ben Keating, LMP3 the No. 33 Ligier with Lance Willsey, GTD Pro: No. 23 Aston Martin driven by David Pittard and GTD: Number 32 Mercedes driven by Mikael Grenier.

Just after midnight on Sunday morning, Colin Braun was powering ahead in the Acura No. 60 and grabbed the lead just as the 11th hour ended.

On Sunday morning, after 12 hours of driving in the dark, eight of the nine LMDh/GTP had throttled through the darkness with six of them within three laps of each other and three on the lead lap. With seven hours of racing remaining, the No. 01 Cadillac, with Renger van der Zande driving, was 12 seconds ahead of Tom Blomqvist in the 60 car, the Acura. Leading other classes were: in LMP2, the No. 04 Oreca, of CrowdStrike Racing, had a slim lead over the No. 35, with the No. 88 also on the lead lap. In LMP3, the No. 33 Ligier (Sean Creech Motorsport) was nearly a lap ahead of the No. 17 Duqueine (AWA). For GTD Pro, the No. 79 Mercedes-AMG (WeatherTech Racing) was leading with many others on the lead lap and the No. 3 Corvette was running second. In GTD, Winward Racing's No. 57 Mercedes-AMG and Heart of Racing's No. 27 Aston Martin were neck-and-neck and with two others on the lead lap.

At the 20th hour of constant racing, the 01 Cadillac with Scott Dixon driving was 50 seconds up on the No. 60 Acura, and the No. 02 Caddy was running third. Of the nine GTP cars that started, seven of them make up the top seven at this hour. Two are way behind: the No. 7 Penske Porsche (37 laps down, in 16th overall) and the No. 25 BMW (133 laps down, 51st overall). As for the rest of the field, in LMP2 the 04 car, Oreca from CrowdStrike Racing was leading among three lead-lap cars. In LMP3, Sean Creech Racing's No. 33 fell out with shifting issues, but returned to the track in third place, 17 laps off the pace of the No. 17 Duqueine. Leading GTD Pro we saw the No. 3 Corvette, with Jordan Taylor driving, who was 12 seconds up on the No. 79 Mercedes-AMG. As for GTD, it was a 60-second lead for the No. 27 Aston Martin, with Darren Turner at the wheel.

With only 4 hours remaining, the contenders for lead in every class were hoping, wishing for a full course yellow so they could surge to the front on the realignment. This had been a long stretch, with five hours and 45 minutes without a FCY. The record green flag stretch was 7 hours and 48 minutes in 2020, so the drivers were restless. Then it happened! A full course yellow when the 20 car in LMP2 went off entering the 'bus stop' and hit the tire wall. After the FCY, on the green flag, the 6 car, Roger Penske's Porsche 963 with Nick Tandy driving began a take-no-prisoner crusade to take 2 laps back from the leader. Tandy passed the lead car on green flag restart and now he was only one lap down from the lead lap. With 3 hours left in the race, the Penske Porsche 963 was on the hunt - just one lap down and nothing to lose.

After driving 22 hours, with only 2 hours to go, another FCY causes all entries to bunch up behind the Pace Car - to the chagrin of the leaders and the utter delight of the cars in the middle of the pack who get yet another chance to leap to the lead.

Another FCY appeared with only 45 minutes to go, again allowing the cars lagging within the same lap, or even one lap down, to get close to the five leaders of the five classes. With 33 minutes left the green flag was thrown but in the first lap they were going 4-wide into the infield so a carnage ensued causing another FCY.

Finally, at 1:40 p.m. the checker flag flew and ended the 61st grand epreuve at Daytona International Speedway. Meyer Shank Racing crossed the line first with Tom Blomqvist dominating the final hour in the No. 60 Acura prototype, giving the team a second straight win in the Rolex 24 at Daytona and three straight Rolex 24 rings for Helio Castroneves. Second overall was the No. 10 from Wayne Taylor Racing.

IMSA has posted the following results:

In GTP, Class and Overall winner: Meyer Shank Racing with Curb Agajanian, #60 Acura ARX-06 – Helio Castroneves, Colin Braun, Tom Blomqvist, Simon Pagenaud.

Runner-up: #10 Konica Minolta Acura ARX-06 – Filipe Albuquerque, Louis Deletraz, Ricky Taylor, Brendon Hartley.

Third place: #01 Cadillac Racing, Cadillac V-LMDh – Sebastien Bourdais, Renger van der Zande, Scott Dixon.

In LMP2

Class winner: #55 Proton Competition Oreca 07 Gibson – Fred Poordad, James Allen, Giammaria Bruni, Francesco Pizzi.

Runner-up: #4 CrowdStrike Racing by APR Oreca 07 Gibson – George Kurtz, Ben Hanley, Matt McMurry, Esteban Gutierrez.

Third place: #88 AF Corse Oreca 07 Gibson – Francois Perrodo, Matthieu Vaxiviere, Julien Canal, Nicklas Nielsen.

In LMP3

Class winner: #17 AWA Duqueine D08 VK – Wayne Boyd, Nico Varrone, Thomas Merrill, Anthony Mantella.

Runner-up: #33 Sean Creech Motorsport Ligier JS P320 VK – Lance Willsey, Joao Barbosa, Nico Pino, Danny Soufi.

Third place: #38 Performance Tech Motorsports Ligier – John DeAngelis, Christopher Allen, Connor Bloum, Cameron Shields.

In GTD Pro:

Class winner: #79 WeatherTech Racing Mercedes AMG GT3 – Cooper MacNeil, Jules Gounon, Maro Engel, Daniel Juncadella.

Runner-up: #3 Corvette Racing Corvette C8 R GTD – Antonio Garcia, Jordan Taylor, Tommy Milner.

Third place: Vasser Sullivan Lexus – Jack Hawksworth, Ben Barnicoat, Mike Conway.

In GTD:

Class winner: #27 Sanford-based Heart of Racing Team Aston Martin Vantage GT3 – Roman De Angelis, Marco Sorensen, Ian James, Darren Turner.

Runner-up: #44 GRT Magnus Racing Aston Martin Vantage GT3 – John Potter, Andy Lally, Spencer Pumpelly, Nicki Thiim.

Third place: #70 Inception Racing McLaren 720S GT3 – Brenan Iribe, Frederik Schandorff, Ollie Millroy, Marvin Kirchofer.

The above results are very disappointing for BMW and Porsche. The 25 car, a factory BMW in GTP finished 9th out of nine in class, 131 laps behind the leader. The sister car, #24 for BMW finished 15 laps down, 6th in class. The much heralded Penske Porsche 963 LMDh/GTP hybrids finished far back: the 6 car was 83 laps behind in 8th out of nine places and the 7 car finished in 7th out of nine cars, 34 laps down. For Porsche, there were 9 possibilities for a podium finish (in GTP, GTDPro and GTD) with nine total Porsche entries among 61 cars but none materialized, which may be a lamentable record for the marque.

Remember the notion that GTDPro drivers would likely finish ahead of GTD drivers - while using cars adhering to the same specifications? Well, the class winner in GTD finished ahead of the class winner in GTDPro. Ditto for P2 in GTD, who finished ahead of P2 in GTDPro. Last October we watched Meyer Shank Racing's Acura win the last Daytona Prototype international (DPi) race in Michelin Raceway Road Atlanta. This year's Rolex 24 became a repeat for MSR, its second consecutive victory in endurance classics, so they closed the DPi era in 2022 and opened the LMDh/GTP era in 2023. Helio Castroneves performed his classic trick - climbing the fence after becoming the second driver to win three consecutive Rolex 24 enduros. Peter Gregg had also won three, but they were in separate years (1973, '75 and '76, but there was no race in 1974). Castroneves is the first to grab the checkered three times in a consecutive three-peat.

Remarking on the success of the Meyer Shank Racing team, Tom Bloomqvist said: *"I think what's so special about this team is that we are a small team compared to some of our opponents, but the atmosphere, the way we work, enables people to get the best out of themselves, and I think that's why we're such high achievers,"*

The MSR team accumulated 783 laps (2,784.422 official miles) and led the race for 365 of 783 laps. As a result, relatively new Meyer Shank Racing are wearing two Rolex watches in only 3 years since their debut at IMSA WeatherTech SportsCar Championship in 2021. It's the 16th IMSA victory for MSR.

Of 61 cars that started, 41 were still running 24 hours later; 20 did not finish. This year's winning car traveled a total of 783 laps and 2,787.480 miles in 24 hours. This result is 89 miles shy of the record 2,876.48 miles completed in 2018 after 808 laps around the 3.56-mile infield course at Daytona International Speedway. At this 61st Rolex there were 13 Full Course Yellow incidents taking up a total of 86 laps. By comparison in the 2018 race there were a record low of only 4 FCY's covering 20 laps. That was a major contribution in the 2018 event in setting distance records.

Such is the surging interest in sports car racing in general - and the return of the GTP cars this year - that tickets to this year's 24-Hours of Le Mans, in France in June - sold out in only two days.

The thrill and exhaustion of this twenty four hour enduro was captured by Cooper McNeil, GTDPro class winner in the 79 car, the WeatherTech Mercedes Benz AMG: *"In the latter half of my stint I was thinking to myself, 'You know, I'm not having very much fun. This is a lot of pressure, this is hard, my body hurts, I'm 6-foot-5... it's not easy. But once the helmet goes on, all the rest goes out the window. You try to focus on the job and try not to hit anything.'"*

*"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), Genesee Valley Chapter BMW Car Club of America, Porsche Club of America Club Racing News and Racing History Today



Treasurer's Report

First Quarter Ending March 31, 2023

By: Laura Butler

Below is a summary of our activity for the First Quarter of 2023.

Our cash balance per book at the end of December 2022 was \$6,311.85. During the three months ended March 31, 2023, we had cash receipts of \$472.00 and cash disbursements of \$530.00.

Therefore, there were expenses in excess of receipts of \$58.00.

Cash at December 31, 2022 (Book)	\$6,311.85
Total 3 Month Receipts through March 31, 2023	\$472.00
Total 3 Month Disbursements through March 31, 2022	(\$530.00)
Cash at March 31, 2023 (Book)	\$6,252.85

Full Year Ending December 31, 2022

Below is a summary of our activity for full year 2022.

Our cash balance per book at the end of December 2021 was \$7,163.17. During the twelve months ended December 31, 2022, we had cash receipts of \$4,415.21 and cash disbursements of \$5,266.53.

Therefore, there were expenses in excess of receipts of \$851.32.

Cash at December 31, 2021 (Book)	\$7,163.17
Total 12 Month Receipts through December 31, 2022	\$4,415.21
Total 12 Month Disbursements through December 31, 2022	(\$5,266.53)
Cash at December 31, 2022 (Book)	\$6,311.85

Elected Officers & Volunteers



President
Paul Corter
pacorter@gmail.com



Newsletter Editor
Luis A. Martinez
P.O. Box 242
Pittsford, NY 14534
Luis37Martinez@Outlook.com



Vice President
Craig Urciuoli
curciuol@rochester.rr.com



Charity Chair
Virginia (Gini) Albertalli
valbertalli@me.com



Secretary
Neil Freson
nfreson@aol.com



Past President
Dom Pullano



Treasurer
Laura Butler
laurabutler@frontiernet.net



Membership
John Kaemmerlen
jtk3@rochester.rr.com

Visit our website for news, photos and latest events calendar

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