

THE FRONTRUNNER



OFFICIAL NEWSLETTER FINGER LAKES REGION | PORSCHE CLUB OF AMERICA



FALL 2023

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On the Cover: Dave and Molly Rochelle bought their 1975 914 2.0 from Auto Atlanta in 2017. They flew there with intention of driving her back, but ended up having the car shipped. Over time they have fallen for the quirks, character, charm, and even the defects of a 48-year old car. Dave and Molly learned about the history of the car, and have been in touch with the original owners (bought new in Connecticut) who shared a photograph of them leaving their wedding in it. It was originally Zambezi Green; they hope to restore it to that color. The car has been owned on the East Coast and has traveled West at least to Colorado; then it went on display in a Florida architect's office. He sold to Auto Atlanta where David and Rochelle found it. They finally have the car running pretty well – they have really enjoyed this past season touring the Finger Lakes on many weekends.

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PRESIDENT'S MESSAGE



Dear Finger Lakes Region Members,

Our 2023 season is coming to a close. During the year we had 22 new members join our region. Some have become active members enjoying some of our scheduled events. That is tremendous growth for our region. Some of the new members said they joined because of the number of various events we offered this year and the good things they heard about our club.

This year's event calendar contained some new events that haven't been offered in previous years. In July we had our Show and Taste event at the Wagner Winery on the East side of Seneca Lake. This was a new location for this event. We had a great turnout and everyone thought it was a great venue. We look forward to having this event at this venue again next year. In August we had a Lunch Cruise event on the Canandaigua Lady. This was a two hour cruise, with lunch, on Canandaigua Lake. It was a beautiful day that all 20 participants enjoyed. The Captain of the boat shared interesting facts about the lake and the surrounding area that most of us never knew before. Also in August we had our first members and family picnic at the Seneca Lake State Park in Geneva. We had about 23 members and family attend. One of the highlights was the cornhole tournament that Charles McLaud and his father won. They each received a nice championship trophy. In September, a few of us attended the Wings and Wheels Car show that was held in Hammondsport NY at the tip of Keuka Lake. We all had a nice time checking out the cars and airplane events. I even introduced myself and our region to some Porsche owners in hopes they will join our region. Also in September we had our annual Leaf Peep'in Luncheon at the Elmira Country Club. We had 22 attendees for this event. I conducted a Porsche trivia quiz while we waited for our lunch to be served. There were 22 questions on the quiz. Ron Levanduski won a nice Porsche Design water bottle with a winning score of 18 correct answers. The ECC venue is a classy place and they have done a great job servicing us over the last three years. I created two great Drive Tours for this year but unfortunately they both were rained out. I will be scheduling them on next year's calendar.

As you all know, this is an election year for the Region's Officers positions. We have asked the membership if anyone would be interested in volunteering for any of the open positions but we didn't receive any interested nominations. The region is lucky because all the current Officers are willing to volunteer two more years to manage our region. An email was sent out on October 10th requesting our primary and affiliate members to please vote for our Officer candidates by November 15th. Luis Martinez shared the following voting results from 2012. The PCA Finger Lakes leadership team received a record total of 46 ballots when our primary and affiliated membership was less than 160. Since our current primary and affiliate membership has now grown to 220, I would like to report that at this writing, a record breaking number of 47 votes have been received during this year's election. That is 21% of our total membership that voted. So thank you again for showing your outstanding support and appreciation for the officers who are volunteering their time to manage the successful operations of our PCA Region.

I also want to encourage all club members to consider getting more involved, either as a club officer, chair position, committee member, or in one of the other volunteer positions. This club will only continue to grow with the help of active membership. It's not that hard. If interested in seeing the volunteer openings, please go to our volunteer website page at FLK.PCA.ORG/volunteer/

Enjoy the drive,
Paul Corter
Finger Lakes Region I PCA
President



¡A Toda Velocidad!*

Fall 2023

By: Luis A. Martínez

The Autumn Leaves

Get out your rake! We are at that fluid juncture where one day is warm, spectacularly sunny and we can ride our drop-tops with the universe above us. But the next day it's miserably windy, cold and wet. Such is the transition in late October. But don't let it keep you from continuing to relish the wonderful memories while enjoying your Porsche. But in the next few weeks - mothball your ride!

There were many events on our calendar this 2023 season. And there were many who turned out for them. Our membership is at an all-time high, so if we attend events we are even more likely to meet like-minded Porsche enthusiasts, share our stories, admire the unique characteristic of each class and scan several generations of artistic automotive design and technology.

Some of you turned out to track events with me at Watkins Glen International. The Ferrari Club of America permits passengers in the right seat for hot laps with qualified Track Instructors. Back in May, and again in September, my son Bradley and I, who have many years of experience as track instructors, took several of our readers as passengers for some fast laps around the historic course. They all loved it and had no idea what it was like to go so fast, brake so hard and turn so sharply at speed. All you have to do to participate is put a note in your calendar for mid-May and Labor Day Weekend in 2024.

We should all thank our president, Paul Corter and his leadership team, for putting together a great number of events on our Club Calendar. And we are grateful that FRONTRUNNER has been graphically organized by Grant Corter. We welcome his expertise and suggestions. And 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!



Accelerating into Turn 9 at Watkins Glen International, 2022.



Ticket To Ride

By: Dom Pullano

The year was 1998 and it was the 50th anniversary of Porsche. There were numerous celebrations of this event throughout the world and an historic one was on the 18th hole of Pebble Beach in California. This of course was the Concours d'Elegance with Porsche sending a number of their historic cars never before leaving Germany to this event. Let's fast forward 25 years to 2023. It is now the 75th anniversary of Porsche and the celebrated Concours did not highlight Porsche but the city of Monterey certainly did.

Rita and I planned this trip with past and now current FLK PCA members Bill Mattle and Shirley Carlberg. They also reside in Florida and Bill who has attended many car auctions reserved seats to a Mecum auction. Amazing vehicles were auctioned with multi million dollar winning bids. Ferrari, Lamborghini, Mercedes, as well as Porsche were all well represented. For some reason I kept getting outbid.

I checked my PCA calendar and saw that the Monterey PCA had an annual car show during concours week. The cost was \$40 to park and no entrance fee. The four of us agreed this was an ideal event to attend and it did not disappoint with a sea of Porsche's not just being displayed but also parked. And the benefit of PCA showed itself as we entered the lot, I showed my PCA card and our fee was waived.



There were Porsche's of every type all over. We had a hard time deciding on a path to take as 911's, 356's, targas, cabs, turbos, Boxster's, 914's, and more of every vintage, color, and configuration possible were in our path. Okay, this was Porsche heaven for those who can't get enough of German engineering. And we all know the classic Porsche design, but the infinite number of wheel types, interior designs, colors, fenders, wings, gives a Porsche lover an overload of choices. It was really entertainment on wheels.

The Concours d'Elegance, for anyone who has never attended is a world class, amazing event. The cars are unique, historic, rare, and pristine. The emphasis of this show was pre-World War II vehicles. The condition of each car in the competition was more suited to a persons living room and not their garage. Cars were entered from all over the world and from every continent. I did prefer the post World War II cars which were not as prevalent as they included more of the performance cars that tend to drive a sports car Porsche owner. And yes the Ferraris' on display were spectacular. A sea of Italian rosso is a staple at this event.

The whole week is full of events. We were only able to attend a few as there were auctions going on that included the legendary 959. There was also an historic drive event called the "Tour d'Elegance". Also the city of Monterey is transformed into the auto capital of the world. Yes, and without prejudice Porsche's did dominate. Prancing horses, Bavarian Werks, the Brits, and American muscle were all well represented. This is a bucket list event. And once you are there it will be your Ticket to Ride.





Victory is Fleeting

Sahlen's Six Hours of The Glen June 25, 2023

By: Luis A. Martínez

Watkins Glen International, New York, June 25, 2023 - In this series of endurance sports car racing, the Sahlen's Six Hours of the Glen is an event in the IMSA (International Motor Sports Association) WeatherTech SportsCar Championship calendar. As of June 2023, the IMSA WeatherTech Series had already held four other events: the Rolex 24 Hours of Daytona, the Mobil Twelve Hours of Sebring, Acura Grand Prix of Long Beach, and the Motul Course de Monterey Powered by Honda at Laguna Seca, CA.

This year's annual Six Hours of the Glen, a race presented by Sahlen's Packing Company since 2003, attracted a full capacity entry list of 57 racing cars. That's quite a traffic jam on track because this entry list was only 4 cars less than the one in Le Mans, France, where the track is 5 miles longer (8.467 v 3.37 miles at the Glen). With so many cars on the same lap, and with substantial approaching speed differentials between GTP prototypes and GT Daytona sports cars it's an overwhelming task just keeping it clean for six hours through racing traffic.

Fans of IMSA and WeatherTech endurance racing know the problem this entry list presents and they really show up to support the series. Coming to see all the excitement early on Sunday morning of June 25 was a line of cars a half-mile long entering Gate 2 at the track from NY Rt. 16.

The history of endurance racing events extends back over many decades to the first race in the village of Watkins Glen, NY in 1948. After the many iterations of racing events over 75 years, racing at Watkins Glen has only missed three years (1982, 1983 and 2020). This event has settled on a protocol of six hours of continuous racing over the current (long) course of 3.37 miles at Watkins Glen International. The clockwise course at The Glen is unique because of elevation changes of up to eleven stories (115 vertical feet) and a compilation of 11 turns. It is considered by many as a horsepower course with fast sweepers and a few second- or third-gear corners. The track is 3-wide in several places which allows for hyper competitive 'drag races' on short and longer straights. But unlike many other wide-open tracks on large terrain, this track has 'blue bushes', hard metal on both sides and at the end of some corners painted the unmistakable light blue - which means - you're racing at Watkins.

Corey Lewis, driving the #1 Paul Miller Racing BMW M4 GT3, expressed his respect for The Glen: *"This is daunting track. I have to pinch myself going through the Tunnel [where the walls of the track seem to close in quickly approaching Turn 3] where so many Formula 1 champions have been. I'm a history buff so I love the Glen - the stories, the photos, Seneca Lodge - it makes me think about what it was like in the early times when Formula 1 was here, all the names that used to drive here, influential drivers and teams and cars. Glen is one of my favorites, and the family and friends can come and camp here. I always try to ground myself about where I am. It's very, very cool, and with family, it's very personal and historical.*

Lewis then reflects on the changes that have taken place over the years. *"I personally loved the old school feel of the track before it was repaved [in 2016]. The character may have dropped off, like on the northeast of Sebring. It's the history, and Watkins was that way before they repaved it. The track is much more faster, the Esses are now a no-brainer, and you're going up the Esses, it's breathtaking, people don't realize how quickly you're going up those steep hills. Then you jump through the 'bus-stop' hitting all the bumps on both sides, then hauling the mail around the Carousel, racing downhill into the left hander T6. Watkins is special."*

During the customary “Fan Walk,” ticket holders have an opportunity to flood the pit zone with family and young children in tow and take selfies next to current and wannabe living legends. Among living legends stands out an 86-year-old walking empire - The Captain. Mr. Roger Penske is the most approachable, welcoming and gentle man on the circuit. Penske makes eye contact with all who recognize him; he stops and has a photo taken with children, then continues and shakes hands with each of his two pit crews for the 6 and 7 cars, the Penske Porsche 963's, as well as with the 5 car, a partner team in the JDC Miller Motorsports Porsche 963. Drivers with broad smiles in their flame-retardant suits are appreciated by their adoring fans. Some drivers display their humility and respect for what it means to achieve the opportunity to drive in this historic, epic event - they kneel down in fervent prayer in public. The loudspeaker beckons all to turn their attention to the American flag, remove hats, listen to a public prayer followed by a female singing the Star-Spangled Banner. At the precise moment, fireworks go off and at the end everyone cheers. The crowds are then dispersed to make ready for the formation lap.

This year commenced an 11-race season on the IMSA calendar, and the top contender class is the new Grand Touring Prototype, or GTP. Daytona Prototype International, DPi, was retired as a class in the WeatherTech Sports Car series at the Motul Petit Le Mans at Michelin Road Atlanta in October of 2022. GTP entries for 2023 are factory racers with powerful internal combustion engines (ICE) propelling the rear wheels with about 600 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. The technology enabling GTP entries is much more complicated than that found in street hybrids. IMSA directed the use of an identical hybrid system by all manufacturers of 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.

At the Six-Hours, there were 57 entries in five classes. The nine cars in the GTP series for the USA represented Acura (2 entries), BMW(2), Cadillac (2) and Porsche (3, two factory and one partner team). In Europe, the sanctioning body, World Endurance Racing, includes LMDh entries from Peugeot, Toyota and Ferrari (which won the 24 Hours of Le Mans in June). Lamborghini will be added in the USA in 2024. 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 (9 entries) and Le Mans Prototype 3, LMP3 (10). Then in the classes GTD Pro (9 entries) and GTD (20) there are cars that most people would recognize with brands like Acura, Aston Martin, BMW, Corvette, Ferrari, Lamborghini, Lexus, McLaren, Mercedes AMG and Porsche. The race preparation specifications for all cars in GTD Pro and GTD 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 GTD car and get better results. GTD Professionals merit their own class and are likely to finish ahead of the GTD drivers, even with cars adhering to the same specifications, although it doesn't always turn out that way.

Ohio native and GTD driver, Patrick Gallagher, was piloting the #96 Turner Motorsports #96 BMW M4 GT3. He knows the Glen to be a track with ‘a ton of grip.’ Gallagher explains *“It’s a smooth racetrack so you can be super committed. Unlike other tracks that have a lot of elevation, the Glen has a ton of grip and it’s a ton of fun in a downforce GT3 car. But when you get into traffic and the air comes off the car - that’s when you notice it, when you lose downforce then you know it.”* How did Gallagher attack the Glen course using the Turner BMW M4 GT3? *“I think our car does make a lot of downforce, and the track lends its hand to our car in terms of handling, even though other cars are faster due to the BOP [Balance of Performance]. We just focus on being stable through the faster corners, making the runs into the passing zones.”* What special driving strategy did Gallagher use for the Glen? *“It’s a six-hour race so you gotta know where you are in the length of the race. It’s a crazy race there because of the cars [57 on the opening lap], it’s crazy in traffic.”*

What makes the beginning of this series all the more exciting is that during the first four races we have seen four different overall winning teams: Mayer Shank Racing with Curb Agajanian (Daytona), Whelen Engineering Cadillac Racing (Sebring), Penske Porsche (Long Beach), and Cadillac V-Series R (Laguna Seca). What was the outcome in the Six Hours? It proved very interesting.

In endurance racing drivers must stay as close to the leader of their class as possible. A lot of unexpected incidents can manifest. This is especially the case in heavy traffic at the beginning of the race 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 (LMDh in Europe), come up on them with closing speeds of over 20 mph, or 200mph. Add to this that at those speeds every driver is defying the laws of physics, working incessantly to maintain some tire connection with the pavement.

There was a lot of advance publicity heralding the Porsche GTP entry. Looking back at the Rolex 24 Hours of Daytona in January 2023, where the Penske Porsche 963 made its debut in GTP, an official publication, PORSCHE MOTORSPORTS 2023, distributed by the Dr. Ing. h.c. F. Porsche AG had a headline proclaiming the aspirations of the 963 GTP model - *“Start Into a New Era - Porsche Aims for the 20th Le Mans Victory”*. It explained that the new GTP Porsche 963 has 16,705 individual parts. It also explained its intent to be as dominant, in the World Endurance Championship (WEC) and IMSA, as its predecessors some 40 years ago were with the Porsche 956 and 962.

At the Glen, this year's 360-minute race started with the green flag waving at 10:41am New York time on Sunday morning for the top three classes - GTP, LMP2 and LMP3. Porsche driver Nick Tandy was holding P1 and led the pack into Turn 1 in the 6 car, the Penske Porsche 963 GTP rocking a livery reminiscent of the red/white stripes of the first Porsche overall Le Mans winner in 1970. But the situation quickly tangled when the 24 car, the BMW M Team RLL got sideways and collided with the blue bushes exiting Turn 1. The driver, Augusto Farfus, tried to nurse the injured BMW back onto the track but was missing parts; Farfus stalled facing traffic and was blocking the line to enter Turn 2 while the flagger was waving yellow furiously. Unfortunately, the Starter did not know the circumstances and waved Green to the second wave of 23 GTD Pro and GTD cars who accelerated into the apex of Turn 1, rounded the 90-degree corner only to find the 24 car perpendicular to the entry into T2. While all the GTD cars cleared past the scene, this situation caused a 10-minute Full Course Yellow (FCY). The 24 car was not running after that shunt leaving eight GTP entries on track.

With track temperature 113F, ambient air at 83F, and humidity 65% there were numerous FCY's in the first few hours, thinning the field and causing changes in strategy for the front runners. Another GTP casualty, the 7 car Penske Porsche, was jacked up in the paddock and not running at the end.

Only 27 minutes into the six-hour race Jason Rabe was able to avoid a multicar rollup entering Turn 11. In his debut at the IMSA WeatherTech series, Rabe came out of the left hander T-10 and into the right hander T-11 piloting the 54 car, MLT LMP3 when the 20 car, High Class Racing LMP2, spun clockwise on the exit. Another LMP3, the 17-car tapped the 20 car on the rear but kept going leaving the 20 car sideways and closing the exit for Rabe who locked it all up for a complete and safe stop. Rabe then backed up on the marbles, turned hard right and then straight into the entry for the front straight for the next 5 hours. How did Rabe feel about his debut with the IMSA series? *“I always wanted to race a prototype in the six-hour, like way back in the IMSA Camel GT series. Always loved the Glen. It all started with me camping out of my car to see the Indy car weekend. I ran Formula 2000 at the Glen, a Van Diemen, super quick. I feel good about how I did at the Six-Hour after many years in other support series. I checked all the boxes that are important to me for my resume: racing on a Sunday [instead of in the support series on days prior to the feature race], the IMSA WeatherTech series, doing a six-hour enduro at Watkins, being competitive in an LMP3 prototype in WeatherTech, avoiding some wrecks and no rookie mistakes.”* Rabe has been very active coaching and driving sports marques and on many tracks. He reminds others about Watkins: *“The G-loads are incredible there, so that was really special. There's so much grip, but using precision, not using all the curbs, you have to be delicate there, for sure in the 'bus stop' [chicane], and trusting the grip, trusting the downforce - coming off the brake and rolling speed everywhere, and braking so late and deep. I love pack racing, 5 or 6 cars, and that plays to my strength.* Rabe acknowledged that most cars turned their quickest laps in the testing sessions; Rabe was quick - with a low 1:42 but with all the traffic the lap times are not optimal.

The last 40 minutes of racing had the Media center journalists fixed on the monitors above, with the 6 car Penske Porsche with Mathieu Jaminet in hot pursuit of the 25 BMW GTP entry with Connor De Phillipi at the wheel. Jaminet slowly diminished the gap to P1, lap after lap, closing in on De Phillipi and finally weaved through convenient traffic into the overall lead.

During the last few laps, with 3 minutes and 36 seconds left in the six hour race, a serious accident occurred involving the 95 car with Bill Auberlen at the wheel of the Turner Motorsports BMW M4 GT3. Auberlen was exiting Turn 10 when he hit the inside wall and the car bounced across the track and on its roof, but ending upright. This called for what would be the last FCY, so the Penske Porsche 963 with Mathieu Jaminet finished two more laps under yellow and won the Sahlen's Six Hours of the Glen. This was the second win for Porsche after Long Beach, and it placed Penske Porsche as the points leader in the IMSA WeatherTech championship.

Victory is Fleeting (continued)

At 4:43 in the afternoon, the results of the 2023 Six Hours saw Mathieu Jaminet unfurl the checkered flag with co-driver Nick Tandy standing on the 6 car, the Penske Porsche 963, and later climbing to the top step of the podium as the overall winners. GTP's inaugural season has seen all four marques (Acura, BMW, Cadillac and Porsche) and five different teams (Meyer Shank Racing with Curb-Agajanian, Whelen Engineering, Porsche Penske, Cadillac Racing and BMW M Team RLL) mount the top step of the podium which now features tight championship races for all three titles - driver, team and manufacturer.

Of 57 cars that started, 44 were still running 6 hours later; 13 did not finish. This year's winning car traveled a total of 201 laps and 693.45 miles in 6 hours. This equates to an average speed of 115.5mph but that average includes conditions like Full Course Yellow (driving slowly) and pit stops (not moving at all).

IMSA has posted the following results:

In GTP

Class and Overall winner: #25 BMW M Team RLL, Connor De Phillipi, Nick Yelloly

In LMP2

Class winner: #04 CrowdStrike Racing by APR, George Kurtz, Ben Hanley, Nolan Spiegel

In LMP3

Class winner: #74 Riley Ligier JS P320, Gar Robinson, Felipe Fraga, Josh Burdon

In GTD (finished ahead of GTD Pro)::

Class winner: #12 Vasser Sullivan Lexus RC F GT3, Frankie Motecalvo, Aaron Telitz, Parker Thompson

In GTD Pro:

Class winner: #14 Vasser Sullivan Lexus RC F GT3, Jack Hackworth, Ben Barnicoat

The Porsche marque had nine possibilities for a podium finish among 57 cars - three in GTP, one in GTD Pro and five in GTD. After all the carbon emissions settled, only one podium standing materialized for Porsche - the Wright Motorsports Porsche 911 GT3 R #16 finishing third in the GTD class.

What happened to the overall winner - the Penske Porsche 963, the 6 car with Mathieu Jaminet? Porsche learned the day after the race that victory is fleeting. On Monday June 26, Porsche Motorsports International Race Report acknowledged that they lost by less than a millimeter; they published the following:

"Though there was time for celebrations in the Porsche Penske Motorsport Team, the post-race analysis showed that the front skid pad of the Porsche 963 #6 was below minimum thickness. This deviation occurred due to damage throughout the race and did not offer the vehicle a performance advantage. The vehicle was penalized and the team has accepted the decision of the IMSA. Therefore, the Porsche 963 #6 was relegated onto the last position of the GTP class. However one thing is sure: Nick Tandy and Mathieu Jaminet had shown an incredible performance in Watkins Glen."

How much out of regulation was the skid pad of the 6 car? Less than one millimeter. IMSA records now reflect that the overall winner of the Sahlen's Six Hours of the Glen for 2023 is the 25 car, the BMW M Team RLL (Bobby Rahal, David Letterman, Mike Lanigan) with Connor De Phillipi and Nick Yelloly driving. This is BMW's first prototype win in 23 years.

"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





MEMBERSHIP REPORT

Congratulations to:

5th Anniversary

Chris & Cynthia Urcioli

Curt & Gina Abertalli

Karlis Sillins

Dave Rochelle

Molly Mulligan

Daniel Stoddart

Antonio Diaz

Dale Rehkopf

10th Anniversary

Tim & Jordan Wise

James Romano

John & Barb Wallace

20th Anniversary

Peter & Donna Papandrea

Bert & Josephine Robles

25th Anniversary

Ian & Art Morrell

John & Elaine Frank

John Basile

30th Anniversary

David & Teri Pitbladdo

40th Anniversary

Alexandre and Carol Galskoy

Valentine Wolfe

FINGER LAKES REGION PCA **NEW MEMBERS**

Richard West	Daniel Elner	Ronald Stover
Evan Adelman	John & Maria Siracusa	Ashley Diaz
Mark Fitch & Charmaine Connell Fitch	Sam Nichols	Daryljean Reed
Halli Sparks & Norbert Steiger	Gregg Caruso	Leonard McCallum
William Mattle and Shirlee Carlberg	Nancy Middlebrook	

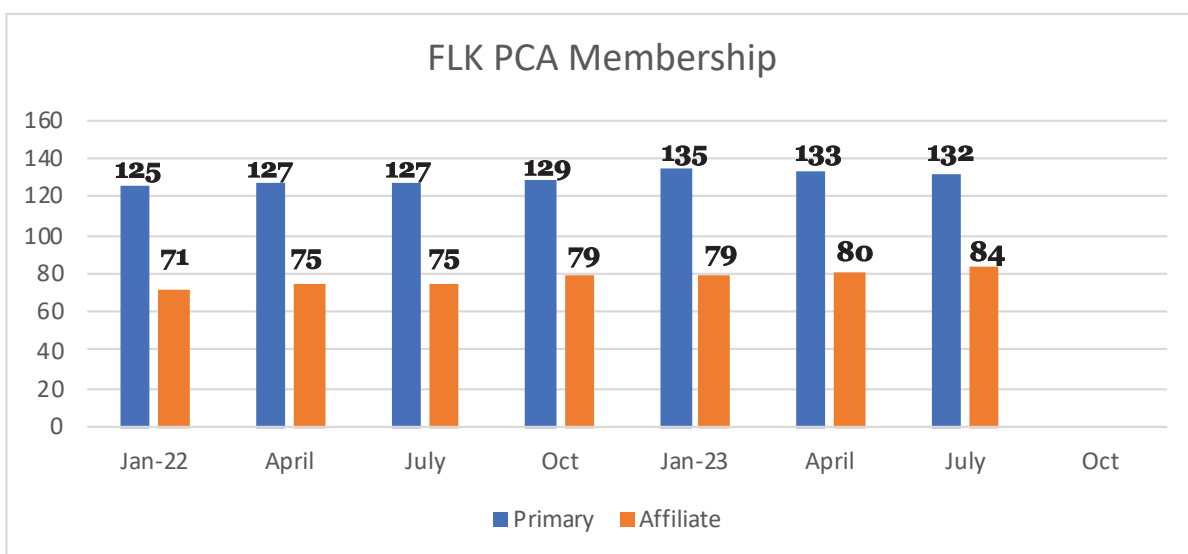
WELCOME TO OUR NEW MEMBERS

JUNE - SEPTEMBER 2023

FINGER LAKES REGION PCA **MEMBERS' MODELS**

(first car listed in database; some members have more than one Porsche)

356 - 1	928 - 3	Cayenne - 3
911 - 58	944 - 6	Macan - 5
912 - 3	968 - 1	Panamera - 2
914 - 3	Boxster - 27	Taycan - 2
924 - 1	Cayman - 20	



Note: At the national level, in 2023, the Porsche Club of America has added approx. 750 members per month.



Charity Report And Recommendation

By: Gini Albertalli

Once again, Finger Lakes Region PCA members have been very generous to area organizations.

On April 22, 2023 thirteen members met at Watkins Glen International to drive three pace laps around the track. The funds collected from this event go to the RACE foundation, a donor advised fund of NASCAR Foundation. The monies collected benefit needs of local underserved populations with a focus on youth-oriented support in the counties of Yates, Schuyler, Steuben and Chemung counties.

Our major fundraiser this year for FoodLink was a great success. FoodLink addresses food insecurity in our region's counties of Wayne, Ontario, Yates and Seneca. FoodLink set up a website with an option to donate a specific dollar amount or purchase virtual groceries. Our members generously donated a total of \$1535. It is ironic that these Finger Lakes counties produce so much food, yet between 8 and 9.9% of the population experiences food insecurity.

We traditionally tithe 10% of our bank account balance to organizations in our region that have special needs. This year we donated \$250 to the International Motor Racing Research Center in Watkins Glen, NY as we have done in many previous years. Their mission is to collect, preserve and share the global history of motorsports and to draw in new generations of motor racing fans.

On July 20, 2023 Steuben County Habitat for Humanity suffered the loss of their main source of income due a fire at ReStore. ReStore is a nonprofit home improvement store open to the public and sells gently used or unwanted furniture, building supplies, home décor, tools and hardware. All proceeds go to support the mission of Steuben County Habitat for Humanity to assure that every man, woman and child have a simple, durable place to live in dignity and safety. The organization has built or rehabilitated 34 homes for 120 people since 1993. They are currently working on two homes and were counting on the funds raised by ReStore to complete that work. To help with the fire recovery effort we donated \$400 to the Fire Recovery Fund for Steuben County Habitat for Humanity ReStore.

I appreciate all who donated to the fundraiser, participated in track day or provided ideas about the best use of our annual tithe. The organizations who benefited from our donations send a thank you!

ZONE 1 Presidents Fall 2023 Meeting Highlights

By: Paul Corter FLK Region President

This year's Fall Meeting was held on Sunday, October 29, 2023 via a Zoom call. This meeting was not well attended with only 10 Zone 1 Presidents attending and 9 not attending. There were 4 Zone 1 officials in attendance with 10 officials absent.

Zone 1 Highlights of the meeting were:

- A. 48 Hours (DE)** Watkins Glen did not have a date for us for 2023 - our 'regular' date was taken by HSR Vintage Racing as part of Nascar's purchase of HSR. We have been advised that we also do not have a date for 2024. This is a 47 year old event.
- B. Clash at the Glen Club Race: June 13-16 2024** - tasks are underway in preparation for the 2024 Clash. As was the case in 2022, this year's event also conflicted with the Porsche Parade event week. The Parade is slated for July in 2024, so no conflict is expected.
- C. Autocross: August 26-27 2023:** It was reported that this year's event was a success. It was held at the Devens Air Force Base in Ayer, Massachusetts. There is a possibility that Devens is seeking to phase out autocross events due to noise complaints from local residents, so we are looking for an alternate site; perhaps in Kingston area or another possibility could be Pocono raceway for 2024.
- D. Fall Getaway:** Organizer couldn't make the meeting. Details may be forthcoming on plans for a 2024 getaway.
- E. Concours & Rally:** This year's event was held Saturday, June 10, 2023 at the Malcom Pray Achievement Center Museum in Bedford NY and was very well received, with over 40 cars ranging from 356's to Taycans. The 2024 date and venue is TBD.
- F. Boardwalk Reunion - October 14, 2023** - The 4th annual event was a great success in spite of the weather. While initial signups exceed 400 entrants, ultimately 275 Porsches drove the boards, led by the featured cars; the 944's. The featured cars for 2024 will be 911's "on the fours"; 1964, 1974, 1984, 2004, 2014, 2024 and will lead the parade to the Boardwalk. Registration opens on August 1st. Next year's event will be October 19, 2024. Photos and details on this year's event are available at www.boardwalkreunion.org

I asked Rico if he could see if National could open up the PCA membership search programs so at least the Region Presidents could find members who are outside our normal region. I shared the issue I had with an out of region member signing up for one of our Drive Tours that was cancelled due to weather and I had no way of contacting that person to inform him of the cancellation. The member contacted me that morning after arriving at the event's starting location to find no other members.

To see more great photos go to our website

FLK.PCA.org/archives



BOGO at Lime

FCP Euro Northeast Grand Prix presented by Liqui Moly July 22, 2023

By: Luis A. Martínez

Lakeville, CT - Approaching any track event, one thinks ahead about the crowds and where to park. This includes those of us with Media chores because some carry bags and equipment - cameras, telephoto lenses, computers, heavy batteries, chargers, etc. We think about where to park, but IMSA competitors approaching track events think about where to pass. This year's Foreign Car Parts Euro Northeast Grand Prix at Lime Rock Park presented by Liqui Moly took place in "the bullring", a tight one and one-half mile course with seven corners. Drivers wonder - whence the pass? What's the optimal way to execute a pass in this short and very busy course - Lime Rock Park?

One team found an effective formula - qualify out front and stay out front. Ross Gunn, of the racing team Heart of Racing, took the 23 car, Aston Martin Vantage GT3, to P1 on Friday July 21 and set a new lap record at 00:50.593 with an average speed of 104.884 mph. That would prove to be the formula for success without explicitly answering the question - whence the pass?

All things aligned amazingly that weekend, even the summer weather. Here's the CEO and President of Lime Rock, Dicky Riegel: *"Even as we were very blessed by great weather, it was the hard work and preparation of our staff, series, promoters and partners that made the FCP Euro Northeast Grand Prix presented by LIQUI MOLY weekend so amazing. We can't remember the last time the hillsides and parking lots were so full!"* Indeed, the crowds were evident and their interest and excitement bode well for the IMSA WeatherTech Championship series.

This annual IMSA event emerged as a detached round of GT cars only from among IMSA's WeatherTech SportsCar Championship classes. There are two IMSA events this year that showcase GT cars. One was at Lime Rock and the next one is at Virginia International Raceway on August 27. At Lime Rock GTDPro had five entries and GTD had 15 on grid, a total of 20 competitors. By not having any LMP2's or 3's covering pavement on each lap the hope was that there would be more passing opportunities. On Saturday morning during Fan Walk the results of qualifying on Friday were evident. All five GTDPro entries were on grid ahead of the GTD's - although only 2:039 seconds separated the P1 car from the 20th racer on grid.

Ross Gunn, driving the 23 car to P1, said to IMSA's John Oreovicz *"Sprint races are notorious for being very important for qualifying, so hopefully we can take advantage of the track position."* That would prove prophetic. Gunn's compatriot in the Heart of Racing's GTD class, Roman DeAngelis found a qualifying time of 00:51.283 for P4 on the GTD grid. DeAngelis would use this opportunity to catapult ahead during what turned out to be 168 laps (about 250 miles) of racing.

Heart of Racing has faced numerous problems this season. Prior to Lime Rock, Heart of Racing had enlisted a serious commitment from the team's mechanics who did significant work on the 23 car after a shunt and DNF at Canadian Tire Motorsport Park just two weeks before.

The green flag flew at the bullring on Saturday at 12:10pm for the start of 160 minutes of racing - a long sprint. Gunn charged into Big Bend and stayed at P1 through the first lap. Holding the lead on track for 31 initial laps and through the ensuing pit work would prove to be the elixir for the lack of passing opportunities.

The 9 car, Pfaff Motorsports Porsche 911 GT3 R with Klaus Bachler and Patrick Pilet, led for 12 laps until a double yellow reshuffled the deck. The full course yellow (FCY) lasted until lap 51 when the 23 car jumped out front again on lap 48.

Around 1:30 pm, on lap 93 past the halfway point, Gunn came in and Alex Riberas took over. Navigating carefully from 14th overall towards the front, Riberas clawed his way back to 2nd overall in lap 103. Then the second and final FCY was called when Brendon Iribe, driving Inception Racing's #70 McLaren 720S GT3 EVO went off exiting the Diving Turn and DNF'd at the tire barrier. This FCY sealed the fate of the front four runners beginning in lap 106. The 23 car was in P1 followed by the 14 car, the Vasser Sullivan Lexus RC F GT3 with Jack Hawksworth and Ben Barnicoat. Then in third was the #9 Porsche 911 GT3 R (992) of Klaus Bachler and Patrick Pilet. In fourth overall was the #3 Corvette Racing's C8.R GTDPro with Antonio Garcia and Jordan Taylor. Those four were nose to tail for 62 consecutive laps to the checkered flag - lap 168.

It is obvious from analysis that the 23 car of Ross Gunn and Alex Riberas governed the front row for 80% of the time on track. This is their first time on the top step of the podium this year. The dominance of the leading entries in each of the two classes is ample evidence of the problem posed by bringing blindingly quick cars to a short track with seven turns. So much to risk in exchange for the lead - a shunt or DNF is a vexing proposition. Would we add to that concern the constraints of Balance of Performance which approximate the cars to within .05% of each other's optimal performance, to arrive at the explanation of 62 laps with no change in the overall leader?

Meanwhile, in the GTD class, there was more diversity in P1, beginning with the 32 car of Team Korhoff Motorsports Mercedes AMG GT3 EVO with Mike Skeen and Mikael Grenier who led 45 laps at the start, and then again laps 99 and 100. Ultimately, the 32 car finished on the 168th lap but 15th overall. Three other GTD contenders were noted at the lead but it was the car that started 9th overall and 4th in GTD who clinched the trophy in GTD - the 27 car, Heart of Racing Team's Aston Martin Vantage GT3 with Roman DeAngelis and Marco Sorensen. The 27 car with DeAngelis first came to P1 on lap 67 until 94, and then again from 106 to the end in 168, arriving at another P1, this one in GTD, and 5th overall.

During the last 20 minutes of the race this writer was at the Pit Box for Heart of Racing. The mood was optimistic but restrained. No one wanted to "jinx" the potential double trophy result by claiming victory any time before the checkered. As the first five cars in the overall lead (the 23 car first in GTD Pro and the 27 car leading GTD and 5th overall) the tension was evident in everyone's face. But their experience in racing prevented them from celebrating even one second too soon. Not even to the white flag did they yield to their sentiments - but then with the checkered flying they exploded in joy, first for Riberas in the 23 car and then 14 seconds later for Sorensen's first in class win in the 27 car.

The Heart of Racing Team, Aston Martin and Ian James, team captain, celebrated a fantastic win on his 50th birthday. In a podium grabbing BOGO, they won both classes of the IMSA WeatherTech SportsCar Championship at Lime Rock Park's FCP Euro Northeast Grand Prix. After the race, driving teammate, Alex Riberas, was grateful to Gunn in the post-race interview: *"It's great that Ross handed me the lead at the second half of the race."* Of 20 cars that started, 17 were still running 2 hours and 40 minutes later; three did not finish. This year's winning car traveled a total of 168 laps and 247 miles in 160 minutes.

IMSA has posted the following results:

In GTDPro:

Class winner: #23 Heart of Racing Aston Martin Vantage GT3, Alex Riberas, Ross Gunn, Total Distance 247.632 miles, Total Time 160:25.371 minutes.

Second Place: #14 Vasser Sullivan Lexus RC F GT3, Jack Hawksworth, Ben Barnicoat

Third Place: #9 Pfaff Motorsports Porsche 911 GT3 R (992), Klaus Bachler, Patrick Pilet

In GTD:

Class winner: #27 Heart of Racing Aston Martin Vantage GT3, Marco Sorensen, Roman DeAngelis

Second Place: #92 Kellymoss with Riley Porsche 911 GT3 R (992), Julien Andlauer, Alec Udell

Third Place: #77 Wright Motorsports Porsche 911 GT3 R (992), Trent Hindman, Alan Brynjolfsson



Treasurer's Report

Third Quarter Ending September 30, 2023

By: Laura Butler

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

Our cash balance per book at the end of December 2022 was \$6,311.85. During the nine months ended September 30, 2023, we had cash receipts of \$6,206.76 and cash disbursements of \$6,025.88.

Therefore, there were Receipts in excess of Disbursements of \$180.88.

Cash at December 31, 2022 (Book)	\$6,311.85
Total 9 Month Receipts through September 30, 2023	\$6,206.76
Total 9 Month Disbursements through September 30, 2023	(\$6,025.88)
Cash at September 30, 2023 (Book)	\$6,492.73

Notice of Election Results

By: Neil Freson

Voting in the 2023 election of officers for the Finger Lakes Region (FLK) PCA concluded on November 15. Forty-nine (49) ballots were submitted for a voter turnout rate of 22%.

Votes were cast as follows:

Office	Candidate	Votes
President	Paul Corter	49
Vice President	Craig Urciuoli	49
Secretary	Neil Freson	49
Treasurer	Laura Butler	49

Ballots were counted by Dom Pullano, Past President FLK, acting as substitute teller because the active Secretary was on the ballot. Thereby, the four (4) positions of Elected Officers for Finger Lakes Region (FLK) PCA are filled for calendar years 2024 and 2025.

Elected Officers & Volunteers



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Past President
Dom Pullano



Treasurer
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Visit our website for news, photos and latest events calendar

FLK.PCA.org