

Hudson Champlain Region Porsche Club of America



AIR*COOLED ADVERTISER

Winter 2014



©2013 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of all traffic laws at all times. *Fuel economy based on EPA estimates. Actual mileage and range will vary.



Things in the rearview mirror: Worries, other drivers, gas stations.

The new Porsche Cayenne Diesel redefines what it means to be an SUV. It comes equipped with a 3.0L V6 Turbo Diesel engine with common rail injection system that turns out 406 lb.-ft. of torque giving you exhilarating acceleration and superior towing capabilities. Even with all this power it remains remarkably fuel efficient – 29 mpg highway and a range of up to 765 miles* in a single tank. It sets new boundaries in a category all its own. Porsche. There is no substitute.

The new Porsche Cayenne Diesel.



Porsche of Clifton Park
205 Route 146
Mechanicville NY 12118
(518) 664-4448
www.porscheofcliftonpark.com

Porsche recommends **Mobil 1**



PORSCHE

Contents

Officers and Committee Chairman	4
From The President	5-6
From the Editor	7
Michelin's Laurens Proving Grounds	8-9
Porsche Experience Center	10
Porsche Macan	11
Let's Get Technical	12-13
Member Anniversaries	14
Calendar of Events	15-18

Advertisers Index

New Country Porsche of Clifton Park	2
R&D Automotive	19



On the Cover:

The interior of the new Macan. (Photo Courtesy of PCNA)

Display Ad Rates

Full Page Inside	\$55
Half Page	\$40
Quarter Page	\$35
Business Card	\$30

The Air-Cooled Advertiser is published quarterly by the Hudson-Champlain Region Porsche Club of America (HCP-PCA).

Postage rates are paid at Clifton Park, NY. This newsletter is available by paid subscription to members of HCP-PCA as part of their annual dues and to others at the rate of \$45.00 per year.

The staff of The Air-Cooled Advertiser reserve the right to edit material submitted for publication.

Club Officers

- President:**Ken Blass
17 Drowne Road
Old Chatham, NY 12136
518-469-0645
secretary@hcp-pca.com
- Vice President:**Jim Morgan
3 Perry Lane
Cambridge, NY 12816
518-677-0881
vicepresident@hcp-pca.com
- Secretary:**Lydia Marlow
9 Chauncy Court
Burnt Hills, NY 12027
518-399-2047
secretary@hcp-pca.com
- Treasurer:**Will Waldron
51 Winne Rd
Delmar, NY 12054
518-439-8308
treasurer@hcp-pca.com
- Past President:**Keith Antal
past.president@hcp-pca.com

Committee Chairman

- Activities:** Sue Corahactivities@hcp-pca.com
- Autocross:** Chris Klapperautocross@hcp-pca.com
- Charity:** Sharifa Perrycharity@hcp-pca.com
- Historical:** Steve Weinsteinhistory@hcp-pca.com
- Membership:** Karen Blassmembership@hcp-pca.com
- Newsletter:** Will Waldronnewsletter@hcp-pca.com
- Safety:** Timm Baldaufsafety@hcp-pca.com
- Track:** Chris de Graffenriedtrack@hcp-pca.com
- Webmaster:** Mick Daviswebmaster@hcp-pca.com

From the President

I am pleased and humbled to have been elected club president to serve you for the next two years.

As I assume my new role, it is fitting that we first pause to thank Keith Antal for his excellent work as President for the past two years. His leadership has seen the club reach a new high in membership and embark upon new activities and programs. I look forward to Keith's continuing involvement on the Executive Board in his new role as Past President.

The club also has benefited from the work and dedication of an outstanding board of directors and committee chairpersons, who have donated countless hours of their time to make all of the events that club members enjoy possible. Our thanks go to: Bill Meckley, Vice President, Dee Albert, Treasurer, Aaron Ambrosino, Past President and Newsletter Editor, Lydia Marlow, Activities Chairperson, Chris de Graffenried, Track Chairperson, Chris Klapper, Autocross Chairperson, Linda Gorthy, Membership Chairperson, Steve Weinstein, Historical Chairperson, Mick Davis, Webmaster, Timm Baldauf, Safety Chairperson, and Karen Blass Charity Chairperson, as well as myself as Board Secretary. The board has also been supported by the excellent work of three committee members: Andy Dorman, Registrar, Van Svenson, Chief Instructor and John Shaffer, Track Mentor, as well as the assistance of the many other volunteers who were recognized at the annual dinner.

Your new incoming executive board consists of myself as President, Jim Morgan, Vice President, (Jim has served as club Registrar in the past), Will Waldron, Treasurer, (Will is the Photo Editor at the Times Union and has run his own photography business), Lydia Marlow, Board Secretary, (As mentioned above, Lydia is our past Activities Chairperson) and Keith Antal as Past President. Early January the new executive board will meet to review the candidates for committee chairperson positions and vote in those new chairpersons.

As we look forward, it is not too late for you to get involved. If you would like to serve as a committee chairperson, assistant or just volunteer to help out with a given program, event, activity or drive, please contact me, or any of the new executive board members and discuss the positions and your particular area of interest. Board/committee involvement is both rewarding and interesting.

2014 looks to be another fantastic year for the Hudson Champlain Region and for PCA. We have increased the number of planned Driver Education (DE) - track days this year, so there is even more opportunities for you to enjoy the experience of driving your car on the track. We have booked 4 days at Lime Rock and 4 days at Watkins Glen for 2014.

There is absolutely nothing like driving on the track to get to know what your Porsche can do. And it's the only way to do it in a safe and controlled environment where you don't have to worry about seeing red flashing lights in your rear view mirror.

We are also hoping to have an expanded Autocross season this year. Participating in our club-sponsored events (held in the Albany area) and in

Zone 1 autocross events are a fun and inexpensive way to enjoy your car and test your car control skills against those of other club members.

We are planning another full year of activities and events again for 2014. All should be interesting, fun and a great way to get to know and socialize with your fellow club members.

In 2013 we held 6 Dine-and-Drives. They included visits to: a burlesque show at Café Paradiso, Brotherhood Winery, Northeast Classic Car Museum, Bennington Museum & the Ice Cream Man, The US Military Academy at West Point, and a fall foliage drive through the Catskills.

The Club also held its 4th Annual Weekend Get-a-Way. A parade of Porsches traveled to the Finger Lakes and enjoyed a weekend of fine dining, wine tasting, exploring. The group hiked the amazing Watkins Glen Gorge, enjoyed a private chartered cruise on Seneca Lake, learned about glass making during a private guided tour of the Corning Museum of Glass, and then had an opportunity to take some hot laps around the track at Watkins Glen International.

Of course no year would be complete without our annual picnic at Thatcher Park and Annual Dinner (The 2013 dinner was held at Wolfert's Roost Country Club) and finally our annual Holiday Party. Again this year we set new attendance records at both the picnic and the annual dinner.

And you should feel good about being an HCP/PCA member. In 2013 the Club and its members donated to a number of worthwhile charities, including: Catholic Charities of Schuyler County (Watkins Glen), The Northeast Regional Food Bank, The Humane Society of the Capital Region, Coats for Kids/YWCA of Troy, Make-a-Wish of the Capital Region and Toys-for-Tots. For 2014 we hope to do even more.

Whether you are a new member or have been in the club for decades, this is your club. Become involved. Come to our dinner meetings and social activities. Experience the track. Get to know your fellow members and Enjoy Your Club.

Ken Blass
president@hcp-pca.com

From the Editor

After nine years as the editor for Hudson Champlain region's newsletter, the Air-Cooled Advertiser, the time has come for me to step down and focus my energies on my other PCA responsibilities.

Our newsletter has seen much change over the last nine years; having been revived from a short hiatus of being out of print, to a full color print edition, to an online only version. Our newsletter has always been a source of pride for our region. Having been the first full color newsletter published back in the eighties to winning the National Newsletter Award (the Paul Heinmiller Trophy) twice, once in 1981 and again in 1984. It has been an invaluable source of information for our members about what is going on in our region, our Zone and nationally within PCA.

I would like to thank all the members who have submitted articles, photos and suggestions to improve the look and content of our region's newsletter. I would also like to thank those members who have sent emails letting us know how much they enjoy the newsletter each quarter. A huge thank you to all of our advertisers for their support. Lastly, I must thank my wife Amelia for all her help editing and proofreading the articles that were published. Once again she has quitely volunteered her time to help me and our club.

As I am sure everyone is aware, it is the volunteers that make not only our region, but also PCA special. Without members volunteering their time and efforts, the simplest tasks in our club could not happen. I am encouraging everyone to consider volunteering to help our club. You don't have to make a large commitment, helping with a single event, a drive, an autocross, a driver's education event can make a world of difference. You will be amazed how rewarding it can be, how much fun it is, and you will surely meet new friends along the way.

It has been an honor and a pleasure to oversee the Air-Cooled Advertiser for so many years. I hope you had as much enjoyment reading it as I did working to produce it. Thank you.

Aaron Ambroisno

Michelin's Laurens Proving Grounds

I recently had the good fortune to be invited to visit Michelin's Laurens Proving Grounds near Greenville, South Carolina. Built in 1975 on over 3300 acres, Laurens Proving Grounds is one of three tire testing facilities that Michelin operates around the world. There are nine testing tracks located on the property, which are used to test all aspects of their tires including wet and dry handling, road noise and off-road capabilities. The tires tested also vary greatly from passenger and sport car tires to tractor-trailer tires and even tires for large farm tractors.

Our day started with a classroom session where we learned about the different types of car tires Michelin produces. We also learned of the engineering and testing that goes into them. Lastly we met our three driving instructors and discussed the driving exercises that we will be participating in that day. However being a driving instructor was not their only job at the proving grounds. All three instructors are test engineers whose job it is to put Michelin's tires through their paces. By the way if you want a job as a test driver, like I do, make sure you have an engineering degree or don't bother filling out the application.



The first exercise was on their quarter mile wet skid pad that demonstrated the importance tread depth plays in the wet handling characteristics of a vehicle. Our test cars were identical Toyota Camrys. The first was fitted with half tread depth tires on the front and full on the rear. The second Camry had full tread depth tires on the front and half on the rear. We were instructed to pull out onto the wet skid pad and reach 50 mph while try to stay as close to the inside yellow line as we could. I went out in the first Camry with the half worn tires in front and the new tires in the rear. What I experienced was mild under-steer and the rear tracking solidly behind us. After two laps I came in and switched cars.

Going out in the with the new tires in front and half worn tires in the rear I knew what was about to happen, the question was when. As I approached 50 mph, without warning the car swapped ends so quickly I did not have time to put in any steering correction. The lessons learned from this exercise is always rotate your tires so they wear evenly. If you only change out two of your tires make sure the new tires are mounted on the rear.

Our second exercise was on a wet autocross style course where we would test all season tires versus summer tires. The weapon of choice was a 3 series BMW. One car was fitted with summer tires while the other was fitted with all season tires. There was no surprises here, as I knew what to expect. The summer tire would out perform the all season tire, and that is exactly what happened. Although I have to admit I was quite impressed with the handling capabilities of Michelins all season tire in the wet.

The third driving exercise played off the one we just completed. They rolled out a Toyota minivan on OEM all season tires, along side a BMW 3 series on a very inexpensive summer tires. We would run the same wet autocross course. My initial reaction was the summer tire, even though a very

inexpensive brand of tire on a 3 series, must outperform a minivan. I hopped in the minivan and headed on to the course. Other than some mild understeer, the tires handled the wet very well and reaching the limit of the tires adhesion they reacted progressively and predictably.

After finishing my run in the minivan I moved to the BMW and went for a few laps. What I thought would be the faster car despite the cheaper summer tires turned out to be the complete opposite. The BMW had copious amounts of oversteer and would engage the ABS under moderate braking. The car was very unpredictable and the stability management system was activating constantly. The only way to drive these tires was to slow down and not over drive them. This gave the advantage to the minivan in terms of lap times. So the take away from this exercise is not to buy a minivan over a BMW. Don't skimp on one of the most important components, the tires that hold your car to the road.

The final exercise of the day was a dry autocross where we drove two V6 Ford Mustangs back to back. One Mustang wore a set Michelin's Pilot Sport A/S 3 and the other, a comparable Continental Extreme Contact DWS tire. I found the Continentals to be lacking in turn in response and they felt soft over all. This was attributed to the stiffer sidewall construction of the Michelin versus the Continental. The Michelins were superior in grip, allowed corners to be taken at a higher speed and braking to be done later. However there were folks in my group who said they liked the Continentals better than the Michelins. This exercise is somewhat objective because it is based on feel. I would have liked to have the cars equipped with timing equipment to see which tire was truly faster. My money would have been on the Michelins.



Before we returned to the classroom for a final debriefing, we were treated to a few hot laps in a well prepared Corvette C5 ZR6 running Michelins Pilot Sport Cup R compound tires. These tires had more than enough grip to put the 400+ horsepower down to the pavement. The car was very well setup and would easily be pushed into a four wheel drift as the car passed the apex to track out. I have run these tires in the past on both a 911 and a Cayman and have always like the grip and feedback they offered. So I was not surprised on how well they felt on a front engine rear wheel drive car.

After the conclusion of our hot laps we returned to the classroom where one last surprise awaited us. We were given a sneak peak at the latest generation R compound tire, the Michelins Pilot Sport Cup 2. The tire we had in our hands was the one developed specifically for the Porsche 918 Spyder. This tire has larger tread blocks and fewer sipes, giving the tire much better grip than the previous version. I am looking forward to getting set of these for track use.

As we left for the day we walked past a row of tires that lined one of the walls in the hallway. Among the tires was a large off-road truck tire, a Formula One race slick, a Tweel Airless Tire that uses polyurethane spokes, and most impressive a tire that was used on the Space Shuttle Atlantis.

Porsche Experience Center

I After breaking ground on the Porsche Experience Center in August, Porsche Cars North America (PCNA) is making progress on the 53-acre facility located in Carson, Calif. The Center will overlook the Porsche Test Track, which offers drivers a variety of track configurations and surface conditions on which Porsche road cars can be studied, along with the human performance of the drivers themselves.

To celebrate the construction progress, yesterday Porsche unveiled a new look for the iconic Muffler Man fiberglass statue, located off the 405 freeway. He now proudly wears a Porsche racing suit and serves as gatekeeper for the Experience Center site.

The new complex will feature the Porsche Human Performance Center and sports science lab, offering customized programs to maximize personal fitness and wellness for race car drivers and endurance athletes. The world-class facility will also include a business and conference center; family-friendly café; upscale restaurant; and, trackside viewing, dining and conference spaces that will be available for car clubs and corporate clients to reserve for events.

The complex will be home to Porsche Motorsport North America (PMNA), who is moving their current operations from Santa Ana, Calif. PMNA sells production-based race car models to customer teams in North America and provides them with parts, service and expertise in between races and at the track. For the first time ever, Porsche will also be able to provide factory-backed classic car restoration and maintenance services at the new facility.

The Porsche Experience Center has already been a boon to the local economy, as the luxury automaker has invested \$28.7 million and created 310 jobs during the project development phase. Once operational, the facility is expected to result in the creation of 135 additional jobs and generate \$22.5 million in economic activity each year for Southern California.

Porsche broke ground on the Carson facility in August 2013 and anticipates that construction will be completed and facility operations will commence during the fourth quarter of 2014. A second North American Experience Center is also under construction in Atlanta, part of the company's new U.S. headquarters.



Photos Courtesy of PCNA



The Macan

The much anticipated Porsche Macan compact SUV, the fifth model line for Porsche, was ceremoniously unveiled to a massive international audience during a press conference at the L.A. Convention Center in Petree Hall today. The Macan was the brightest but not the only highlight that Porsche brought to Los Angeles. The new 911 Turbo Cabriolet, 911 Turbo S Cabriolet, the Panamera Turbo S and Panamera Turbo S Executive, and the 918 Spyder also took a bow to the many journalists either as world premieres or North American debuts.

With the Macan, which comes in two models, Porsche has unmistakably created the first sports car in the fast-growing compact SUV segment. The Macan S, powered by a 3.0-liter twin-turbo V6 engine with 340 hp, can accelerate from zero to 60 mph in 5.0 seconds. The Macan Turbo's 3.6-liter twin-turbo V6 produces 400 hp and makes the car sprint from zero to 60 mph in 4.4 seconds.

The Macan possesses all the qualities that have made compact SUVs so popular around the world: a practical, flexible interior; the visibility and sense of security that comes with extra ride height; and the ability to traverse rough roads with ease, said Matthias Mueller, President of the Executive Board of Porsche AG. The Macan's agility, grip and steering precision are easily the best in class and the 400-horsepower Macan Turbo is certainly the most powerful in its segment, he added.

The 2015 Porsche Macan models will arrive at U.S. dealerships in late spring of next year, with pricing set at \$49,900 for the Macan S and \$72,300 for the Macan Turbo.

Additional world debuts for Porsche include the twin-turbocharged 3.8-liter 911 Turbo Cabriolet and 911 Turbo S Cabriolet models, which can reach a top track speed of 195 mph and are listed at \$160,700 and \$193,900, respectively. The cars reach dealers in early 2014. The top-of-the-range Porsche Panamera Turbo S and Panamera Turbo S Executive models are also on display in Petree Hall, following their world debut at the Tokyo Motor Show earlier today. The Panamera Turbo S and Turbo S Executive models are priced at \$180,300 and \$200,500 respectively and arrive in early 2014 as well.

The plug-in hybrid Porsche 918 Spyder also makes its auto show debut in North America, offering an unprecedented combination of performance and efficiency. With the 887-hp output of a super sports car, and the virtually silent propulsion of an electric vehicle, the model can sprint from zero to 60 mph in less than 2.8 seconds. First deliveries will take place in the first quarter of 2014.



Photo Courtesy of PCNA

Let's Get Technical

Recently I have been asked to discuss fuel, a topic which seems to be relevant to most drivers today. Even to the drivers that have never given much thought to it other than price. You don't have to be a performance enthusiast to realize that things are changing. The US government has passed laws in the past ten years that have changed the regulations concerning the gasoline we burn as fuel in our cars. Over time, (especially in the next ten years and beyond) these regulations will continue to change the fuel available at our local gas stations. This article will touch on some pros and cons to this inherent direction we are headed.

As the regulations dictate, fuel available to regular consumers at retail gas stations must contain a percentage of ethanol depending on your region and state. Usually the rating is E10 or E15, which signifies the fuel contains ten or fifteen percent ethanol respectively. This is true for over 95% of gas stations around the country. Ethanol is a refined corn based alcohol type fuel. There are some serious political and economic motivations that have led to the push for the use of ethanol as a fuel additive in this country. Not exactly sure how these motivations came to be, but my best guess from what I have found is that these motivations started back in the good ol'days around the turn of the century when gasoline prices began to increase over the dollar per gallon mark. By 2005 these motivations had become law and have continued to change the fuel we have available to us. In theory, ethanol use reduced the demand for gasoline which in turn reduced the demand for foreign oil for the purpose of stimulating the US economy. This may have helped in the short term but we have yet to see the long term effects.

So far, what many are noticing are some negative side effects of this fuel additive or alternative. For one, engine efficiency is reduced resulting in most vehicles to have lower gas mileage when compared to ethanol free gasoline use. In new cars some of this is counteracted by the higher fuel mileage rating requirements, but none the less the fact remains all cars would have better mileage with the non-ethanol gas. So with reduced mileage per gallon we see more consumption, counterproductive to the goals of the regulations perhaps.

Another side effect is fuel system degradation over time. Vintage and classic car enthusiasts have noticed this more so than those that only have experience with new cars' fuel systems. Rubber and plastic components react adversely to the ethanol, which increases maintenance costs. Because of the organic nature of the corn based fuel, it also has a natural tendency to attract water, which is public enemy number one when speaking of internal combustion engines and their various types of fuel delivery systems. Water in the fuel system causes corrosion throughout the system ultimately leads to a loss of fuel octane value from phase separation causing higher combustion temperatures and premature or advanced wear inside the engine. Many newer cars have advanced computer control systems to counteract some of these side effects making tiny adjustments to better deal with the poor fuel

quality. However the older vintage and classics have simpler fuel systems and less computing power if any at all and therefore need more hands-on adjustment than they used to. Octane boosting additives may help a bit, but only with part of the problem since the water is not eliminated. This is even worse for vehicles that get limited use, like most vintage cars. The ethanol will separate from the gasoline inside of the tank if allowed to sit for an extended period of time, sometimes as little as two weeks. Fuel stabilizers like Sta-Bil help to reduce the effects but only to some extent. The only way to reduce the negative effects is retune the older engines for reduced power and/or efficiency. Plainly put, any amount of ethanol in your fuel is worse than none. The only way to eliminate these effects is to eliminate the ethanol all together.

Fortunately, there are still some gas stations out there that offer ethanol free gasoline. It seems more have been offering ethanol free as we have become more educated on these side effects and demand has increased. No matter what you drive, it is in your favor to seek out this ethanol free alternative as often as possible. Of course with high demand and low supply there is a premium in cost, but it is clear that over time the increased fuel cost will be far less than having to replace prematurely worn parts in your engine and fuel system, especially on most vintage or classic vehicles. A quick Google search for ethanol free gasoline should help you find the local gas stations that offer the good stuff in your area; the higher octane the better. I hope this helps to keep your cars running at their best. Maybe if everyone realizes the upside, perhaps demand will increase enough that ethanol free will become more readily available, at least until we all end up driving whirring little electric cars before too soon.

Believe it or not, there is a lot of research out there that shows that the energy used in ethanol production is actually higher than that contained in the fuel itself and it doesn't burn as clean, so it might not be as good for the environment as we were originally led to believe. Just some food for thought. As always, I greatly appreciate your questions and feedback and can be easily reached at BavarianRocketScience@gmail.com. Thanks for reading and happy motoring!

Tom Dobush

Member Anniversaries

30 Years

Michael Desimone

15 Years

Evon Antonio

Willard Bridgham

Russell Heggen

10 Years

Angelo Fiacco

Jonathan Gillibrand

Michael Early

5 Years

Chip Corah

Kevin Ploss

Andrew Harvey

New Members

Curtiss Austin

2009 Cayman S White

Brett Devine

2003 911 C4S Gray

Donald Ely

2006 911 Black

Vincent Fantozzi

2002 Boxster

Paul Gordon

2012 Panamera4S Black

Robert Kuelzow

2004 911 Turbo Blue

Neal Lipschutz

2014 Boxster S Red

Louise Macuirles

2008 Boxster Blue

Jeff Schneider

1986 Carrera Red

Michael Tumbarello

1992 968 Blue

Barbara Young

2013 Cayenne White

David Atkatz

2010 Boxster Gray

Harold Bigalow

2013 Boxster S

Scott Dubois

2007 Cayman S

Bernard Mantha

2005 Carrera Black

Christian Trujillo

1988 911 Black

Robert Zakrzewski

2003 911 Turbo Yellow

Lutz Goesser

2014 Cayman S Gray

Charles Manuel

1983 944 White

Frederick Harris

1958 356

Calendar of Events

January 2014						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

January

Monday, January 6th

Monthly Meeting 7:00 p.m. hosted by
AutoHaus Motors, 768 Saratoga Road, Burnt Hills

Calendar of Events

February 2014						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

February

Monday, February 3rd

Monthly Meeting at 7:00 p.m.

Location to be announced

Calendar of Events

March 2014						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

March

Saturday - Sunday, March 1st & 2nd

Tech Tactics at the Porsche Training Facility in Easton, PA

Monday, March 3rd

Monthly Meeting at 7:00 p.m.

Location to be announced

Calendar of Events

April 2014						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

April

Friday - Saturday April 4th & 5th

Drivers Education event at Lime Rock Park, CT

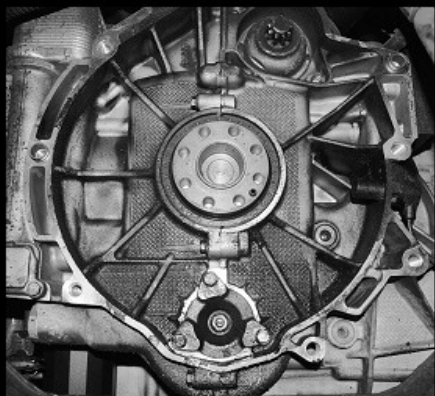
Monday, April 7th

Monthly Meeting at 7:00 p.m.

Location to be announced

**Convenient Location
30 years of Expertise
Superior Customer Service**

**Luxury Concierge
Family Operated
Superior Customer Service**



IMS Bearing Upgrade

packages available for

996 Carrera

&

986 Boxster

AUDI BMW MERCEDES-BENZ MINI PORSCHE VW

**Bavarian
Rocket
Science**

.com

R&D AUTOMOTIVE

16 TIVOLI ST.

ALBANY, NY 12207

**Labor Rate
STILL ONLY
\$95/hr**

518 - 598 -1273

BavarianRocketScience@gmail.com



**WE DO
IT ALL!**



**13 Delta Way
Clifton Park, NY 12065**