

Summer 2009



**Hudson Champlain
Calendar of Events**

July

Monday July 6th

Monthly Meeting 7:00
p.m. at Langan Porsche
2240 Central Avenue,
Schenectady, NY

Saturday - Sunday

July 18th - 19th

Hudson Champlain
Region's 50th
Anniversary Gala

Wednesday - Thursday

July 22nd - 23rd

Summer Drivers
Education with Central
NY Region at Watkins
Glen International
Raceway Watkins Glen, NY

August

Monday August 3rd

Monthly Meeting 7:00
p.m. Location to be
announced.

Sunday August 16th*

Drive to Howe Caverns
and a tour of the caves
in Howes Cave, NY

Friday August 28th

CVR & HCP joint Drivers
Education event at Lime
Rock Park Lakeville, CT

AIR COOLED ADVERTISER

Hudson Champlain Region 50th Anniversary 1959-2009

9/83

AIR*COOLED ADVERTISER



Hudson * Champlain

The Ferry Porsche Trophy on the
cover of the September 1983
Air Cooled Advertiser, which was awarded
to the Hudson Champlain Region for
winning Region of the Year in 1982.



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Display Ad Rates	
Full Page Inside ...	\$50
Half Page	\$35
Quarter Page	\$30
Business Card	\$25

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From the President

The following is taken from an article written for our 35th Anniversary. It gives a great history of our club from it's inception in 1959 to 1994. Enjoy.

"On June 15, 1959 a petition for charter was presented to Mr. Earl Kirschbaum, PCA National President for the purpose of making Hudson Champlain Region a Chartered Region of the Porsche Club of America. The petition requested that eight counties in New York, one in Vermont, and one in Massachusetts be chartered as the Hudson Champlain Region. The petition was signed by the officers Arthur H. Frederick, President, Dr. Frederick H. Hesser, Vice President, Lawrence J. Riley III, Secretary – Treasurer, and by the charter members Paul Gelber, William S. Mabey, William L. Graves Jr., James Mason, Donald A. Barvoets, Arthur Powers, and William Clarke. Other early members were: William McGraw, Robert Fertig, Jack Paul, Frederick Bradley, Maskell Weing, Donald McComb, Louis C. Roess, and Paul Heinmiller. Our Region Charter was Granted on July 27, 1959.

One of Hudson Champlain's first members went on to achieve a great deal of success in Nation PCA. His name was Paul Heinmiller. Paul was the editor of Porsche Panorama for a number of years during which PCA's National Publication claimed Hudson Champlain Region as home.

Under Paul's leadership, Pano was transformed from what was essentially a newsletter into what is now regarded as the finest publication of its kind in the world. Paul also held the offices of PCA National Vice President, PCA National Executive Vice President, and he was also nominated for PCA National President, a post he declined as it would have meant leaving his job as Pano editor.

During the first eight years, Hudson Champlain Region enjoyed a fairly high level of activity. Although the region was small in numbers, they did meet monthly and held events – many social

in nature. They also published a monthly newsletter. One of the presidents during these first nine years was Bob Bailly. Bob was president in 1967. At the time, he was involved in racing the Porsche as well. He began his racing with a Carrera 2 and drove that car from 1964- 1966. In 1966 he bought a factory prepared Trans Am 911 which was one the very first to be imported into the U.S. In 1968 when Porsche of America was the importer, the company sponsored five drivers. They were Bruce Jennings, Mike Downs, Jim Locke, Jim Netterstorm, and Bob Bailey, Hudson Champlain Region president. Although Porsche of America withdrew sponsorship after the 1986 season, Bob continued to race. He teamed up with Jim Locke and they drove a Carrera 906 for a couple of years. In 1972 Bob bought a factory prepared 2.2 liter Porsche which was the first of its kind imported into the U.S. Bob's best finish was in 1972 when he was first overall in the Camel GT IMSA race; however his proudest moment came in 1971 when he, with co-driver Jacques Duval finished the 24 hours of Daytona first in GT and 7th overall. They drove a 914-6 in the victory.

The region has had periods of activity and years of relative inactivity. In 1978 Hudson Champlain Region began a rejuvenation under the leadership of John Boles, who served two years as president. At that time, we began to have monthly meetings and events. Our newsletters, The Air Cooled Advertiser, began to be published monthly. In the fall of 1979 we began to publish a newsletter that became the envy of every region in PCA. Due to the extreme generosity of Frank Ambrosino, a club member who donated everything from the paper to the color printing, we produced a wonderful newsletter.

Every year at the annual Porsche Parade, a trophy is given to the region (Continued on pg 6)

Meeting and Tech Session at Langan



Members gather around a 2009 911 as Mark Bonesteel discusses many of it's new technologies.

A new Boxster and Cayman for everyone to inspect.



having the best overall newsletter in PCA. The Trophy is donated by the Porsche Audi Division of Volkswagen of America, Inc. and is called the Paul Heinmiller Memorial Trophy. Named after HCP's own Paul Heinmiller, who passed away several years ago, the trophy represents the highest achievement in newsletter editing in an organization known for publishing the finest newsletters of any automobile club in the world. In 1980, Hudson Champlain won that trophy with Jim Tompkins as Editor and Judy Boles as Co-Editor.

In 1982 The region received the Ferry Porsche Trophy, a trophy that is given to the outstanding region in PCA and is often referred to as the Region of the Year Award. It is based on growth, general improvement or maintenance of a high standards in activities, meetings, newsletters, and adherence to, of the furtherance of, the

objectives and ideals of the Porsche Club of America. We won that trophy during our 25th Anniversary Celebration.

Today, 10 years later, we strive to maintain high standards in activities, and meetings. We will continue to improve the Air Cooled Advertiser to present articles of interest to you our members. This club wouldn't be the success it is with out its membership. The Board of Directors will continue to plan exciting events to be held in the future. We need your help, become active and involved in your region."

No matter how the cars evolve and change over time, it truly is the people that make our region so special.

**Happy 50th Anniversary
Hudson Champlain Region!**

Aaron Ambrosino
president@hcp-pca.com

From the Chief Instructor

PCA drivers' education has earned a reputation for being one of the safer venues for gaining on-track experience due, in part, to very clear rules about passing. There are strict guidelines that must be followed by both the overtaking (following) car and by the overtaken (leading) car. This way, "both" drivers know what is expected of them, and both drivers understand the steps needed to complete a safe pass. One such example is knowing the locations of the "passing zones" – the straight sections where the pass will occur before entering the next corner.

The crux of the passing scenario is the: passing signal. This is a physical gesture from the leading driver to the overtaking driver, and it accomplishes two goals. First, it tells the overtaking driver that the leading driver is aware of his or her presence and will play an active role in the pass (more about this part in a minute). Second, the signal is an indication of which side of the car the leading driver wishes the overtaking car to go.

A signal where the driver in front sticks his or her arm out of the window and points with a finger over the roof towards the right (passenger) side of the car is a gesture that means: Hello car behind me. I see you and would like you to overtake me on the passenger's side of my car. I will adjust my speed accordingly so you can complete the pass and be in front of me for the next braking zone.

Boy! That's quite a mouthful for a movement that doesn't take more than a second or two to complete! But, in actuality, hand signals are a very effective way to communicate with others in a loud environment where things happen quickly.

Let's pause for a moment and revisit the last part of the hand signal translation –

the "I will adjust my speed accordingly" bit. This is very important, and, along with giving the passing signal, it is the most important responsibility of the driver that's being overtaken. Due to a variety of factors, ranging from car capabilities, tire selection, suspension setup, driver ability, and so on, the car that is overtaking might not have the horsepower to pass the front car without the front driver easing off the throttle a bit. The majority of tracks we use for DEs have more turns than straights – a car that can go faster around the curves will have a lower lap time, and thus will need to pass at some time, another car that has higher straight line speed, but less cornering speed.

Along with a clearly executed signal in the correct passing zone, the driver in the leading driver also has to plan ahead to determine "which" side the overtaking car should pass on (a reminder: over the roof for a pass on the right, and straight out the window for a pass on the left). The car that is being passed should stay "on line" coming up to the next corner – and should allow the overtaking car to pass "off line". For example, if the passing zone ends with a right hand corner, the proper "turn in" point will be at the left edge of the track. This means the leading car should stay to the left – and the overtaking car should pass on the right. If the passing zone ends in a left hand turn, then the overtaking car should pass on the left to allow the first car to stay on line at the right edge of the track.

Remembering and understanding these guidelines will maximize safety and give everyone the opportunity to have a great event.

I'll meet you at the apex!
Van Svenson

Seduction Part II

by Don Schneider

By now I had driven the car all summer and had booked as many as three events back to back each month going into Fall. I realized that the PS2s weren't going to get the job done anymore. My speed was increasing with seat time and all the modifications, so a switch to Pilot Sport Cups took place. I was very impressed with this tire on the Cayman – a major step up from the PS2s.

I ran the rest of the season unchanged. I had exceeded my first year goals as a driver and by far my vision of what modifications would be performed to the Cayman. I had met the track time and skill sets required by CVR for my white run group checkout and had passed the checkout with no issues. I used CVR's guidelines all summer because they had clearly defined seat time and driver skill requirements for advancement spelled out in their DE logbook. The car was getting serious interest and recognition at the events – most likely due to the fact that it seemed to be at every event especially in the late Summer and early Fall.

The down side to all the modifications was evident on our trip to New Jersey Motorsports on Columbus Day weekend. The car was now more of a track car than a road car. Ride quality was poor, at times almost criminal, bottoming out on expansion joints on the Interstate, etc. I really felt guilty driving it to and from these events worrying that I would damage the suspension or body structure. Not to mention the worry of “what ifs” at a track day. How do you get the car home or repaired? By this time I was driving at a level that began to really work the car aggressively so my concerns were becoming justified.

The next logical decision was to purchase a trailer. As luck would have it, Tim Baldauf knew of a real nice trailer for sale. I checked it out – the Porsche loaded on and off without a hitch – just what I needed! Only one small problem presented itself. I didn't want to pull the trailer with my company vehicle so this meant the purchase of a Hemi powered Dodge Ram. Now we have the transportation issue solved. One truck plus one trailer plus one Seductive Porsche Cayman S to tow around.

The first outing for the new outfit was the Fall closer for CVR at Limerock Park in November. With rain and cool weather the tow truck provided a safe, dry haven between runs; an all around smart move if you can justify it.

If this were a short story, the Cayman would have been cleaned up for winter storage and brought out of it's special, heated Cayman house in the Spring. Such is not the case! On my last trip to FarnbacherLoles to have an underdrive pulley installed, (hopefully to correct a power steering fluid overheating issue) I met with Spencer Cox who suggested a possible trip to Sebring in January with him as my coach. I contemplated long and hard on this one but after a discussion with Spencer in December, I decided you only go around once and this was a great opportunity. Learning a new track is something I enjoy, especially with the track being Sebring and driving with Spencer and the FarnbacherLoles track support would be a great experience.

In early January I dug out the trailer, loaded the Cayman, picked up my co-pilot Bruce Toothaker and headed to Danbury. Now that I was to have a coach I needed to have my driving data analyzed - so prior to the trip south another round of modifications

took place. An AIM MXL data Acquisition System was installed with brake pressure sensors and additional G force sensors. This is not a simple modification and I would not recommend this for a street driven car unless you are comfortable not using those pretty Porsche gages. There are simpler systems that may be less involved that perhaps would be more multi purpose. The next step was a Chase Cam/Race Cam package with remote start and G force meter.

These options are nice – no worries about forgetting to start your camera. Bruce started asking about an extra radiator and I was soon sold on this modification. Next came a short shifter, a grill kit to protect the radiators which is really important to keep all the track trash from not only plugging the radiators, but most likely destroying them eventually, American Star Shield paint protection, a Milltech cat back exhaust system, racing gear oil, a set of one off 19", super light weight, forged, custom made, CCW racing wheels fitted with Hoosier R6 tires and a race alignment for Sebring. Now Seduction was ready to head south for some fun.

Sebring exceeded my expectations in every way. Lots of fast cars and a challenging 3.7 mile, 17 turn track, The car never ran better and I learned so much from Spencer's

coaching. I also discovered a new dimension to the car and my driving ability. Anyone who has participated in any sport has those moments where you move up to another level. DE is no exception. This once again prompted more changes to the Cayman when it returned to Danbury. It was now time for a Limited Slip Differential and when the transmission was out, why not install a lightweight flywheel and Sachs clutch? I already had the Milltech exhaust but it really needed headers to breathe correctly so a set of Fab Speed headers went on next.

Caymans have a habit of sucking up oil into the intake under severe braking on left hand turns, so a 3.8 x 51 oil pan was installed with better windage traps. Next came replacement motor mounts, to improve handling by stopping the sudden weight shift in sharp turns caused by the design of the factory mounts. Last but not least, a new set of slotted front rotors to replace the cross drilled ones that had met their maker at Sebring.

So there ends the story for now. In February, less than a year after the first run at Watkins Glen, a novice driver in a stock Cayman S, like Dr. Jekyll and Mr. Hyde, turns into a track car with a driver that has logged almost three thousand track miles in 9 months! It is probably one of the most modified (Continued on pg 19)

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Drive to Olana



The Persian-style home of Frederic Edwin Church.

Everyone enjoyed the very informative tour of Olana.



Advanced Drivers Education



Van Svenson our Chief Instructor "at the apex" of the carousel at The Glen.



Don Schneider and Seduction coming out of turn 9.

Drive to Ben and Jerry's



The group gathers for the start of our tour. The best part . . . free ice cream at the end.

Everyone enjoyed the beautiful ride through Vermont. Did I mention the ice cream?



Annual Picnic and Concours



The judges inspect a boxster at this year's fun concours.



A perfect day for this year's Picnic and Concours at Thatcher Park.

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Dennis Landsberg
Gregory Nalewjka
Harold Poster



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Calendar of Events

July 2009						
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	

July

Monday - Saturday June 29th - July 4th

National Parade at the Keystone Resort Colorado

Monday July 6th

Monthly Meeting 7:00 p.m. at

Langan Porsche 2240 Central Avenue, Schenectady, NY

Saturday - Sunday July 18th - 19th

Hudson Champlain Region's 50th Anniversary Gala. More information and a complete schedule of events can be found at <http://hcp.pca.org/calendar.html>

Wednesday - Thursday July 22nd - 23rd

Summer Drivers Education with Central NY Region at Watkins Glen International Raceway Watkins Glen, NY

Calendar of Events

August 2009						
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					

August

Monday August 3rd

Monthly Meeting 7:00 p.m.

Location to be announced.

Sunday August 16th*

Drive to Howe Caverns and a tour of the caves
in Howes Cave, NY

Saturday - Sunday August 22nd - 23rd

Porscheplatz at the ALMS Race at Mosport, Canada

Friday August 28th

CVR & HCP joint Drivers Education event at Lime Rock Park
Lakeville, CT Registration available on www.clubregistration.net

Saturday - Sunday August 29th - 30th

Zone 1 Autocross Fort Devens, MA

*These dates are tentative and subject to change.

Calendar of Events

September 2009						
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			

September

Tuesday September 8th

Monthly Meeting 7:00 p.m.

Location to be announced.

Wednesday - Thursday September 16th - 17th

HCP Drivers Education at Watkins Glen International Raceway Watkins Glen, NY. Registration available on www.clubregistration.net

Thursday - Sunday September 17th - 20th

PCA Escape 2009 Dayton, OH More information can be found at <http://escape.pca.org/>

Sunday September 20th*

Our annual drive to the Ice Cream Man in Greenwich, NY

*These dates are tentative and subject to change.

Calendar of Events

October 2009						
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

October

Monday October 5th

Monthly Meeting 7:00 p.m. at
Langan Porsche 2240 Central Avenue, Schenectady, NY

**Please check our website at
<http://hcp.pca.org/calendar.html>
as we add new events.**

Caymans that is still street legal but has found its real home on the twists and turns of the track. The track is where all these changes come together to transform the Cayman from a great car to superstar status. At this point the car's potential far exceeds my own as a driver, so per the original plan this will be a year of intense learning and as much seat time as possible to tap the car's full potential.

This adventure has allowed my wife and I the pleasure of meeting so many interesting and wonderful people as well as allowing us to escape the day to day issues we all face. I can't begin to thank the multiple instructors that took their time to help me improve my skills. I'm sure I scared at least a few of them. Without their encouragement, none of this would have been possible. Hats off to all DE instructors for their dedication and devotion in helping others develop their driving skills. The team at FarnbacherLoles has been especially helpful with my project. I highly recommend them for technical support as well performing excellent quality services to your Porsche. I would be remiss not to mention the unwavering support of my wife who has encouraged this saga because she saw how much enjoyment it was bringing me, plus her enjoyment

meeting new and interesting people at these events.

I look forward to seeing all my friends at the track this spring and perhaps this little tale will encourage others to sign up and give DE a try. Just don't say I didn't warn you about what can happen once you slip on that helmet! I was warned by Aaron and others and here I am writing this story.

I would like to add a technical disclaimer and summation. Driving fast on a track has risks and I urge anyone modifying their car to add as much personal safety equipment as possible, before spending money on performance upgrades. Wear a Hans if you have a six point harness or equivalent device that can be used without a six point harness – it may save your life. All the modifications made to my car were the result of recommendations from professional Porsche racing people, not internet blogs or hearsay. I strongly advise anyone intent on modifying their car to seek out qualified technicians to advise and perform these complex modifications. All modifications will affect the factory feel of your car. Be prepared to accept a trade off, especially with seats and suspension changes. Most of all, enjoy your Porsche – they are wonderful cars.



A.J. Thurber
Sales & Leasing Consultant



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