

Spring 2009



# AIR COOLED ADVERTISER

Hudson Champlain Region 50th Anniversary 1959-2009

## Hudson Champlain Calendar of Events

### April

#### **Saturday April 4th**

New Member Luncheon  
at the Century House  
Latham, NY

#### **Monday April 6th**

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

#### **Saturday April 18th**

Service Clinic at Langan  
Porsche 240 Central  
Avenue, Schenectady, NY

#### **Sunday April 26th**

Drive to Olana State  
Historic Site in Hudson,  
NY. Then off to lunch and  
a visit to the antique district.

### May

#### **Monday May 4th**

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

#### **Wednesday - Thursday May 13th - 14th**

HCP Advanced Drivers  
Education at Watkins  
Glen International  
Raceway Watkins Glen, NY

#### **Sunday May 31st**

Drive to Ben and Jerry's Ice  
Cream for a Factory Tour in  
Waterbury, VT



A Dymag carbon fiber wheel  
on a 997 GT3RS.

Photo By Aaron Ambrosino



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# From the President

Punxsutawney Phil was right this year, six more weeks of winter. What a cold and miserable six weeks it has been. Now as the days get longer, the temperatures begin to rise, the snow is all but gone, and we are all anxious to take the cover off our cars and prepare them for this year's driving season.

Our activities co-chairs Scott Keller and Heather Coton have put together a fantastic schedule of events for 2009. This year they have added some great new drives to Howe Cavers, the Olana State Historic Site and Ben and Jerry's ice cream in VT. They have also keep a few of our favorites like our Annual Concours and Picnic as well as our Drive to the Ice Cream Man. This year's schedule has been posted to our web site so please log on and see which events you can join us for.

I am excited to announce some great new changes and additions that have taken place to commemorate our 50th Anniversary. For those who missed it on the front cover of the newsletter, **We Have A New Club Logo!** Our new logo outlines the counties of New York and Massachusetts which makeup our region, along with the coat of arms from the city of Stuttgart which also appears in the center of the Porsche Logo. Thanks to the hard work of club member Ken Blass and Blass Communications for working with the club to create this great new logo. Only for 2009 will the logo keep the 50th Anniversary and 1959-2009 text surrounding the logo. I would also like to recognize Beverly Bondly who's logo design represented our club for over 25 years.

To compliment our new logo, webmaster

Howard Kunz has totally redesigned our club's website. This new design keeps the ease of functionality of the current website, but adds a fresh new look. All the information that existed on the old site has been carried over with some new enhancements. For those who would like to have their car, added to the Cars of the Club section of our website can send a photo of their car along with their full name to Howard at [webmaster@hcp-pca.com](mailto:webmaster@hcp-pca.com). He will be sure to add your car to the site.

From the very first day that I became president I have been asked by numerous club members if we have shirts, hats, fleece jackets etc. with our club logo on them. I am now happy to announce the grand opening of our online goodie store on April 15th. Club members will be able to purchase a wide variety of quality club merchandise 24 hours a day 7 days a week through this new site. You can order gear with your choice of 2 logos. The first is our new logo with the 50th Anniversary and 1959-2009 text surrounding the logo. The second is the new logo without the surrounding text.

Our 50th Anniversary Gala in July is fast approaching. I am asking any members who have club memorabilia, old photos, or anything they would like share with members at the 50th dinner to please contact our club historians Bruce Toothaker and Frank Ambrosino at [history@hcp-pca.com](mailto:history@hcp-pca.com).

I am so excited for all we have planned for our 50th Anniversary this year. I hope you can come celebrate with us.

Aaron Ambrosino  
[president@hcp-pca.com](mailto:president@hcp-pca.com)

# Snowshoe Tour



Thanks to a fresh snowfall conditions were great for snowshoeing.



Members and pets alike enjoyed the tour through the park



Howard Kunz and his daughter Mathilda joined us on their cross country skis.

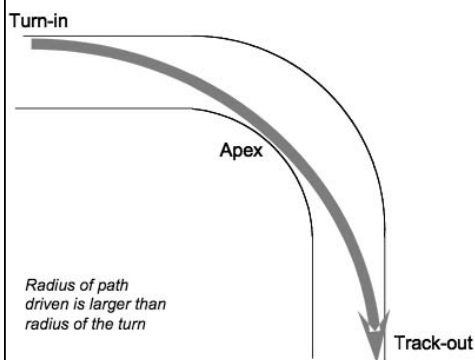


Everyone had a fun time as we explored the Saratoga Spa State Park.

# From the Chief Instructor

One of the first things we teach to new students at Driver's Education events (DEs) is the importance of the "racing line". The racing line, or "line", as it's frequently called, is the optimum path of travel along the paved surface of the track. The track is obviously wider than one's car – so we can make an effort to drive at different places on the track's surface. By doing this, we can drive along a curve that has a larger radius than the road itself. We, in essence, drive as straight as possible.

Below is a diagram that shows this path and the three components that make up a turn: the "turn-in", the "apex" and the "track-out".



Of course this seems relatively easy in theory, but there are some factors that make it harder in practice. This is one of the precise reasons for DE – to practice and improve skills that are difficult, and perhaps illegal, to hone on the street. These include:

- Improving reaction time (driving the line at speeds where events happen more rapidly requires the driver to react quickly)
- Coordinating braking and turning to maximize the tires' available grip on the pavement (brake in a straight line approaching the turn-in point, then off the brakes as the car enters the turn)
- Learning car control to consistently drive on the same spots lap after lap (is the turn-in point always at the same spot on the track?)
- Understanding car balance and how the throttle (acceleration) and brakes (deceleration) play a role in preparing the car for the next "segment" of the track.

There's an old adage: You wouldn't get an airplane without the expectation of learning how to fly it. So, doesn't it make sense to acquire the skills today's modern sports cars demand?

I'll meet you at the apex!  
Van Svenson



# Seduction Part I

by Don Schneider

You are about to read the chronicles of one Porsche owners journey into the world of DE and the resulting modifications to his Porsche Cayman S, aptly named Seduction.

When I first saw the Cayman S in magazines and read the excellent reviews, I knew that Porsche had created a truly modern mid-engined Sports Coupe that, in my eyes had incredibly beautiful lines as well as great performance potential. I decided that if I ever was to take the Porsche plunge it would be for the Cayman S. Fate and positive thoughts have seemed to control most of my wishes through the years, and soon I had my opportunity to become a Porsche owner. I was reading the car ads and noticed Langan had a demo Cayman S for sale. The next day at work I went on-line and there, like a siren's song luring the unsuspecting sailor to the rocks, was the Cayman S, in my favorite color, Speed Yellow, calling out to me. I had no choice but to seek out this special car. Within a few days the car was mine and that is the beginning of this story.

After about two months of enjoyable driving I convinced my wife to check out the vintage car races at Lime Rock. We were enjoying a beautiful early Fall day, marveling at all the great older cars. While walking around the displays, Judy and I came upon the Skip Barber booth and soon I had received my 61st birthday present – a two day High Performance Driving school. I chose this school because I

would be driving 996s, 997s, M3s and Caymans. I arrived in October with no idea what the results of attending this school would ultimately have on my driving skills or what a modern sports car is capable of, performance wise. When I left the parking lot two days later you would have had a tough time getting the smile off my face. I had begun to develop a much greater appreciation of what the little Cayman was capable of on the track. This school also ignited my desire to learn as much as I could about high performance driving on a race track or autocross course.

In March, it was a trip to Skip Barber Advanced Car Control School at Sebring, which further helped light my desire to enjoy track driving. Auto Cross Training came next through our own dedicated HCP group headed up by Andy Dorman.

Next, my first official DE event last April at Watkins Glen with Hooked on Driving. To say that I was a little overwhelmed is an understatement, but I had begun to experience that special feeling that slowly begins to develop between man and machine, that high performance driving arouses in you. The hook had been set and the fish was on the line!

I knew three basic facts; I had a good car, a little talent and a great desire to learn more. I put a plan in place that appeared focused and quite simple. Unfortunately it escalated into more of a crusade than a plan.

The original plan was to leave the car stock and just focus on seat time.



If my driving skills were improving as planned and I continued to enjoy the DE events, I would consider modifying the car. All this changed at an alarming pace after Judy watched me drive at Pocono in May. As my loving wife, she insisted the car get a roll bar, which was fine with me.

I contacted FarnbacherLoles regarding a roll bar installation as they were known for excellent work, especially on Caymans. It didn't take a long discussion to understand that six point harnesses and improved seats would also be necessary for safety.

Thus, the first round of changes included a beautiful Speed Yellow roll bar, GT3 seats, Scroth harnesses and a high quality fire extinguisher. A switch to Pagid R19 brake pads and SRF brake fluid helped insure safe braking under the increased heat generated at the track. I highly recommend the switch to a brake fluid such as SRF to keep your brakes trouble free at the track. To help with my heel toe efforts, Rennsport pedals were added and are they worth the money! As a result, the Cayman was much safer to drive, especially as my

speed began to increase at the track. It was at this time I learned something very important: when you modify your car you slow down at the track until you learn the new dynamics you have created in your vehicle. After several sessions your speed will pick up as you begin to adjust to the changes. It takes time to adjust to even small changes especially to seats, safety equipment, and tires.

Everything was going well and I was quite happy with the car until I went to New Jersey Motorsports and did an event at Lightning.

It was at Lightning that I watched the Princeton Porsche Club racing Cayman run with the big boys. I knew then that my Cayman was destined to have more serious modifications.

After considerable discussion with the driver of the Princeton Cayman, I realized that my car needed to be lowered and undergo some suspension modifications. Unfortunately this is not an easy or inexpensive task to undertake. After considerable deliberation I decided to wait on that project and focus on seat time.

(Continued on pg 19)



Photo courtesy of Lola Cars International

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# Cigar Night



Andy Dorman and Mark Ambuhl enjoy some food and cigars.



Everyone enjoyed a good laugh as members tell their funniest Porsche stories.



Anne Toothaker and Amelia Ambrosino sample the different wines.



Everyone had a fun evening at Duke Bazzel this year.

# Tech Tactics



Numerous models were on the lifts for attendees to inspect.

This section of FarnbacherLoles is where cars for driver education and Club Racing are being worked on.



A cutaway of the new Porsche PDK transmission.

This year's guest speaker was none other than Norbert Singer.





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# Marketplace

## **1986 928s for sale**

Pearl white 5 speed, 3rd owner, new water pump & timing belt plugs all synthetic fluids- phone dial rims w/new pilots. Well cared for, e-mail for pics & additional info.

Contact Chris Patti [cdtpatti@msn.com](mailto:cdtpatti@msn.com)

## **2002 Porsche Boxster – 39.5K Miles**

Excellent condition - 5 speed, Triple Black, ABS, A/C, alarm, CD, cruise, heated leather seats. All service records.

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## **Hoosier RS03-04 racing tires**

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## **Fiske Wheels**

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Contact John Jersen at [jjersen@jersen.com](mailto:jjersen@jersen.com) or 518-858-0783.

## **1990 944 S2 CAB**

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Eves (518) 374-6322 [dhowell1@nycap.rr.com](mailto:dhowell1@nycap.rr.com)

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# Member Anniversaries

## 10 Years

Bill Meckley

## 5 Years

Mark Ambuhl

Michael O'Neill

Anthony Scibeli

James Carsell

Ted Cahill

Michael Sample

Michael Pshenishny

Robert Kopp

Wayne Bujold

Patrick Dellavalle

Stephen LeVan



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# Calendar of Events

April 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		

## April

### Saturday April 4th

New Member Luncheon at the Century House Latham, NY

### Monday April 6th

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

### Saturday April 18th

Service Clinic at Langan Porsche 240 Central Avenue,  
Schenectady, NY

### Sunday April 26th

Drive to Olana State Historic Site in Hudson, NY. Then off to  
lunch an visit to the antique district.

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



# Calendar of Events

May 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						

## May

### Monday May 4th

Monthly Meeting 7:00 p.m.

Location to be announced.

### Wednesday - Thursday May 13th - 14th

HCP Advanced Drivers Education at Watkins Glen

International Raceway Watkins Glen, NY

### Saturday - Sunday May 16th - 17th

Zone 1 Rally and Concours in Parsippany, NY

### Sunday May 31st

Drive to Ben and Jerry's Ice Cream for a Factory Tour in Waterbury, VT Cost for adults is \$3, seniors \$2 and children under 12 are free.

# Calendar of Events

June 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				

## June

### Monday June 1st

Monthly Meeting 7:00 p.m.

Location to be announced.

### Sunday June 14th

Annual Picnic and Concours at the John Boyd Thacher State Park, 1 Hailes Cave Road, Voorheesville, NY

### Friday - Sunday June 19th - 21st

Zone 1 48 hours at The Glen Watkins Glen, NY

Friday is instructor day. Registration opens April 15, 2009

### Monday - Saturday June 29th - July 4th

National Parade at the Keystone Resort Colorado

# 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.

Location to be announced.

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

Several events later, with the car set up to factory specifications, I discovered that the Michelin PS2s were going to the cords on the front of the car in just a couple of days driving. This was getting expensive in a hurry, as I was now starting on my third set in three months. So off to FarnbacherLoles again, this time for a racing alignment. While the car was there a decision was made to gain some more power so an ECU reprogramming and an IPD Plenum were added to the car. The results were encouraging, especially in the mid range power band. As far as the tire issue, the edge wear greatly improved but the car soon called out to me again. This time for suspension upgrades. This is an area I suggest anyone to give serious consideration to before investing large amounts of money. Regardless of what path you take, you will be giving up some level of street ability in your car. The trade off, if done correctly, is a whole new animal on the track.

Once again, I chose FarnbacherLoles for the suspension upgrades. I took a radical approach to this modification and opted to replace every component in the suspension when the car was

dismantled thus lowering labor costs of adding components piecemeal. This included Tarrett front camber plates, Mode rear shock mounts, 997 toe links, 997 cup control arms, Tarrett sway bars, front and rear with adjustable links special bushings and Bilstein PSS9 coil overs. The Bilsteins work well, but if I had it to do over, I would have used Motons due to greater adjustability as well as ease of adjustability. The Motons do cost a great deal more than the Bilsteins but are no doubt worth the extra money for very serious track days. I was not aware of how serious I would become or how far my driving ability would improve so the Bilsteins made sense at that time. All these components allowed me to get the suspension adjustability I needed plus removed all the flex points in the suspension that gives the car kind of a floating feeling under certain high speed conditions. Turn in became much more precise and quicker; transitions from full power to hard braking were much less dramatic with the new springs and shocks. Last, but by no means least, it lowered the car significantly, which is critical in any high performance vehicle, especially the Cayman. . . . . To be continued



**A.J. Thurber**  
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