



Hudson Champlain Region Porsche Club of America

# AIR\*COOLED ADVERTISER

Winter 2011





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### On the Cover:

Toys that were collected at  
our Holiday party for  
Toys for Tots.

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Full Page Inside .....	\$55
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Quarter Page .....	\$35
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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.

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# From the President

I hope everyone had a great holiday season! It is hard to believe we are at the end of another year. It seems just like yesterday we were in meetings to discuss the clubs activities for 2010. We had a year full of fun events that saw us traveling to all corners of our region's territory, and we finished off the year with three well attended events.

In October we took close to 30 members to Hunter Mountain's Oktoberfest celebration. We had a sunny Fall Saturday to tour the back roads of the Catskills, taking in the beautiful mountain scenery and the changing leaves. When we arrived at Hunter Mountain, they had reserved a parking lot just for the club, as well as given us 50% off vouchers for a chairlift ride up the mountain. There was plenty of great German food, drink and music to keep us entertained all day. Many of the members took advantage of the great weather to ride the chairlift up the mountain and take in some fantastic views. Everyone enjoyed the day and the staff at the mountain could not have been more hospitable. Andy Dorman and I were caravanning home along some back roads and we came a cross a great section of road that we will be sure and add into one of our drives in 2011.

We had 114 members join together in November for this year's Annual Dinner which was held at the Century House in Latham. Once again we saw a great mix of longtime members along with many new members. We had a few members who

recently joined our club, and the Annual Dinner was the first club event they had attended. Once again the staff at the Century House served us a delicious meal in a warm and welcoming atmosphere. We heard from our Drivers Education Chairman Don Schneider and our Activities Co-Chairman Keith Antal as they recapped our year's events.

As always our door prizes were a huge hit. I would like to thank Langan Motorcar for their generosity and help acquiring this year's door prizes.

As we do every year in December, we gathered for our Annual Holiday Wine and Cheese Party. This event continues to grow at an amazing rate. This year 55 members came bearing a bottle of their favorite wine to share as well as a new, unwrapped toy to donate for Toys for Tots. I cannot thank the hosts of our Holiday Wine and Cheese Party Ted, Kara, Bruce and Anne Toothaker enough for all of their hard work and the delicious food they prepared. For the second straight year they have opened their home to us and put on an outstanding party. This was the first year we asked for donations for Toys for Tots, and our member responded with overwhelming generosity. Over 60 toys were collected that evening and on Sunday Amelia and I took them to the Desmond Hotel in Albany where the Marines were collecting toys. It was an honor to help such great charity. These men and women who are willing to give their lives for this great country and also find the time to help those less fortunate during the holiday season. I would personally like to thank those members who donated toys this year. We plan on making this an annual tradition.

2010 was another great year for the club, thanks to all the hard work of the board members and the committee chairpersons. Plans for 2011 are already taking shape and we should be announcing a tentative schedule sometime in January, so please be sure and check the Calendar of Events on our website along with your email inbox. We received a lot of great suggestions from our members throughout the year and we have added many of those ideas into our

“Over 60 toys were collected that evening. . .”

schedule. Please keep those ideas coming and if you would like to volunteer to lead a drive or help with an activity please let me know. We always encourage our members to get more involved with what we do.

The First meeting of the new year will be on Monday, January 3rd at Langan Motorcar in Schenectady at 7:00 p.m. We will be recapping 2010, taking a look at the club's finances, and discussing plans for events in 2011. As many of you know we passed a new set of bylaws this past January. Now that a year has gone by, we have had suggestions for improvements, which we feel warrant amendments to the bylaws. We will be discussing these changes at the January meeting and we will be voting on these amendments at the February meeting. So I hope you can join us for this very important meeting that gets the ball rolling for the 2011 year.

At the National level of PCA we have a new President taking over for Kurt Gibson. Manny Alban has been elected President of PCA, Rubin Ledesma was elected to the position of Vice President and Caren Cooper will stay on as National Secretary. I would like to congratulate them and wish them the very best of luck. I would also like to thank Kurt Gibson for all that he has done for PCA in his tenure as President, and wish him luck in the future. On a sad note, Tim Flemming who was National Treasurer Elect unexpectedly passed away in November. Our thoughts and prayers go out to his family during this difficult time. The National Nominating Committee is currently interviewing potential treasurer candidates in preparation of the special vote to fill that position.

I also want to thank our outgoing Zone 1 Representative Botho von Bose for his four years of service to our Zone. Botho has been an invaluable source of information and an enormous help to our club. Both he and his wife Susan will be missed, but I am sure we will run into him at an event or two this summer. It is my pleasure to announce that Jennifer Webb has been elected to the position of Zone 1 Representative. Jennifer is from Upper Canada Region and has been Zone 1 Secretary since 2007. She and her husband Scott have been very involved in PCA, and I know she will do an outstanding job as our Zone Representative. Please help me in welcoming her, and we look forward to her visiting us very soon.

Lastly yours truly has been appointed by the Executive Council to take over the position of Zone 11 Representative. I will be overseeing the Alaska and Hawaii Regions of PCA. I am very excited and honored to have been selected for this position. I would like to let everyone know that this will not in any way affect my duties as President of Hudson Champlain Region. You will still see me at the meetings and our events, and I will be just as available to all the members as I have been in the past.

I would like to thank everyone for a great year, and I am looking forward to seeing everyone in 2011.

Aaron Ambrosino  
president@hcp-pca.com



# Celebrating 60 Years of Porsche in Amerika, Autobahns and Memories

By Todd Fischer

Every car mag that you pick up lately has told the story about Porsche celebrating their link with Max Hoffman and the Americas, their quest for the oldest Porsche in the USA and countless other things that the factory is doing to foster and promote their largest single market. Over the years, the Porsche family has been no stranger to what is happening on this side of the pond. I am not sure of how many other major events put on by the Porsche Club (insert country) that the family makes a point of attending but I will venture a big “not many” compared to the Parades in this country. There are very few PCA Parades that have not been attended by at least Hans Peter, Wolfgang or in years past Ferry and Dorothea. Apparently the Porsche family is so enamored with cars that have been imported into the US, that they have made a point of collecting some of them for their own private collections. Several of those cars are now gracing individual turntables at the Porsche Museum’s tribute to us. As luck or design might have it all are drop tops and slowly rotate in unison with lighting designed to bring out the very best in each car. Front and center was the ex- John Paterek 1952 America Roadster, shown here.



Rumor has it that Wolfgang Porsche approached John privately about a potential sale of the car and after proper negotiations it was returned to the Fatherland for an amount in excess of one thousand large. This next photo shows several of the other family owned cars on display. Up the stairs at the left is another large area shown in the picture below. There a considerable amount of space and information in both English and German dedicated to the story of how Porsche reached these shores and the influence that people like Max Hoffman had on the factory production that was intended for the



American consumer. Also explained are the various facets of the Porsche culture and model specific clubs that exist in North America. Even as you enter the display area of the museum and ride a very long escalator, a vinyl graphic overlay exclaiming “60 Jahre Porsche In Amerika” builds the anticipation of what is to come. Of course the entire museum is not dedicated to this theme and you must make your way through several exhibits of the very early beginnings of Porsche leading, in the post-war years, to the first cars to carry the family name. If you are hoping to schedule a European trip to see this tribute, sorry folks, by the time you read this it will have been removed from the museum. This special display was only run about 2 ½ months and was removed in mid-December. Please don’t let that stop you because all the other displays are utterly fascinating and one could literally spend an entire day viewing them all. There is even an entire line of 917’s with detailed information on each and every one. Gee, that’s a good 45 minutes just there, “Ok honey I’ll catch up with you over by the Gmünd coupe.....in about an hour”. I have to believe that every model of both road and race cars is on display. Even the farm tractors are represented along with some prototypes and special one-off cars that were built



by the factory commemorating a special event in one of the family members' lives. There is a very cool and stylized 911 given to Ferry on one of his birthdays that has tires with tread in the shape of the Porsche crest. There were displays explaining the technology and artistry that goes into the creation of every Porsche model and some pretty interesting facts about how and why certain materials are used in assembly be it the race car build by hand or a production run. Lightness and engineering theories are also explored. One of the most interesting is a 956 suspended on the ceiling with an explanation that using the theory of downforce this race car could theoretically drive on the ceiling once it reached 321.4 km/h or about 200 mph!

Caren and I spent about an hour before our scheduled factory tour in the museum and then returned after the tour for another couple of hours. It was not enough time but the day before we had been at the BMW museum in Munich and she was a good sport to allow me the time so it was time to move on. If I had not been at the factory before (much before) it would have been hard to leave. Soooo guys either go alone (no fun) or plan to grease the way with plenty of little trinkets and stops at places that she wants to see. Below is a picture of as much of the factory that I could take stitched together by Photoshop before surrendering my camera and cell phone (with camera) before the tour. This was taken from the entrance to the museum behind the photographer.



The building on the left is actually the factory dealership and let me tell you there is not much in the way of inventory lacking. To the right of it is Werk 1 containing the body, paint and assembly departments. Farthest to the right and above the flying buttress of the museum is the engine assembly building. Security is very tight in all of these areas although we were able to get up close and personal with assembly in most areas. Between Werk 1 and the engine building you can just make out a red brick building. This is the original Reutter body factory that was purchased by Porsche in the mid 60's. It is the only building that remains from when I picked up my first 911. I can still remember painted bodies freshly delivered from Karmann setting on wooded bucks with wheels, waiting for their turn to get moved by hand into the building for assembly and joining other bodies stamped out and painted right at the factory. 914's, soon to be sixes with Karmann bodies, were interspersed with 911's. Those were the days folks, when the end of the line only turned out about 52 cars a day. I do not know what the total build time was in those days but judging from what I saw and the number of cars at different stations in a much smaller plant area, the build time is not much different that a 997 of today. Today it takes about 10 hours to build one car but in a much larger factory with robotic equipment and running several shifts of workers. If you own a 911 new or old or a Boxster it was built in Stuttgart-Zuffenhausen and every engine in every Porsche exclusive of the 6 cylinder V engines were built here also. There is one line for the boxer engines and one for the V-8's but instead of 2 or 3 mechanics putting it together  
(continued on page 12)



# Hunter Mountain



We had a beautiful day for our drive to the Hunter Mountain Oktober Fest.

William & Adriane Gusten enjoy the scenic ride on the chairlift.



We enjoyed a fun drive along with great German food and music.

# Annual Dinner



Everyone had a chance to talk and mingle during the cocktail hour.

There was a great mix of new and long time members in attendance.



Members enjoyed a great meal thanks to the wonderful staff at the Century House.

# Holiday Wine and Cheese Party



Our gracious hosts  
Ted, Kara, Bruce and  
Anne Toothaker.

Gayle Thorsland,  
with our Membership  
Chairman Bill Meckley  
and his wife Dreama,  
enjoying the evening.



We had 55 members  
join us for this year's  
Holiday Party, topping  
last year's attendance.

that are many and multiple stations. Interesting that the one in front of you might be destined for a normal 997 and the next one would be for one of the 500 GT2 RS's. We saw a couple of those too. Every car and every engine that starts its journey is assigned to a customer, dealer or individual, with a build sheet telling the parts pullers and the computers what to have ready at a particular station. Nothing holds the production up not even the driverless trolleys delivering those parts to the stations via a magnetic highway buried in the concrete floor snaking through the plant. Unlike years past, not every engine gets a hot dyno run-in and not every completed car gets a few miles put on her in a test drive but every one is one of the finest sports cars on any road anywhere. We used to say that there were three types of Porsche drivers. If you are in the 2/3 (get me drunk sometime and I will explain the other 1/3) you need to plan the time to visit the home of Porsche and come away with a better feeling of just what went into that metal, glass, plastic and leather you itch to get into and tear up the local autobahn.

One last thing, the Porsche museum shop contains many "gotta have" pieces that are only available there, not in the dealership, not in Driver's Selection, not anywhere. Oh and one more thing, if you keep your eyes peeled you might just catch a glimpse of a model variation that hasn't been announced yet – we did. I even got a wave from the driver and a picture but was sworn to secrecy but the spirit of F.A. lives!

## PORSCHE FUN! SUMMER SUN!



### The 2011 Porsche Parade Savannah, Georgia July 31 - August 6, 2011

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**Registration opens March 8, 2011 so start planning now!**





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# Member Anniversaries

## 40 Years

Todd Fischer

## 25 Years

Lee Miller

## 20 Years

Richard Downs

## 15 Years

Ghislaine Martin

## 10 Years

William Hargis

Lawrence Busino

Michael Boyka

## 5 Years

Martin Smith

William Tamm

Will Waldron

John Burke

# New Members

Vaughn Brennan

1984 911 Targa Black

William Daub

1973 914 Blue

Roger Farrell

2007 Cayman S Gray

Harold Rockowitz

2005 Carrera S Blue

Thomas Wilson

2006 911S Silver

Michelle Adams

2006 Carrera Black

Rick Caruso

2003 911 C4S Blue

Thomas Lee

2002 Boxster S Blue

Robert Routh

1996 993

Timothy Vanvliet

2001 911 Black

Denis Grimard

2001 Boxster Gray

Eric Holt

1990 964 Red

Brian Valerian

1997 Carrera Black



# Calendar of Events

January 2011						
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 3rd

Monthly Meeting 7:00 p.m. at

Langan Motorcar, 2240 Central Avenue, Schenectady

# Calendar of Events

February 2011						
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 7th

Monthly Meeting 7:00 p.m. at AutoHaus Motors

### ANNOUNCEMENT

**A vote to amend the bylaws will take place at the February meeting.**

Saturday - Sunday, February 26th - 27th

Tech Tactics has become a PCA National event and will be held at the PCNA Training facility in Easton, PA. This first annual Tech Tactics will be held on Saturday, February 26 and will be limited to 125 entrants. If the event is over subscribed, we plan to hold an identical event on Sunday, February 27. The day will consist of lectures by three PCNA Field Specialists and four members of the PCA Technical Committee and a special guest speaker from Porsche AG. The registration for this event will go on-line January 3, 2011 using the [motorsportreg.com](http://motorsportreg.com) site.

# Calendar of Events

March 2011						
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

Monday, March 7th

Monthly Meeting 7:00 p.m.

Location to be announced

# Calendar of Events

April 2011						
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

Monday, April 4th

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

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Let It SNOW!  
Let It SNOW!



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