

# FLATOUT

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## April and May Upcoming Events

<b>April 4</b>	<b><u>Rochester</u> monthly Meeting at Otter Lodge</b>
<b>April 11</b>	<b><u>Buffalo</u> Monthly meeting at Rose Garden</b>
<b>April 29</b>	<b>Opening day at Watkin's Glen</b>
<b>May 5</b>	<b>Registration opens for Driver's Ed</b>
<b>May 9</b>	<b>Joint meeting at Rob Dean's house</b>
<b>May 19 &amp; 20</b>	<b>Zone 1 Rally &amp; Concours at Newport Rhode Island</b>
<b>May 28 &amp; 29</b>	<b>May Driver's Ed</b>

***Standby for email notes on Breakfast Runs!***

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**From Your President**

Well spring has arrived along with the early arrival of day light savings time. All the more day light to be goofing off in the garage with the 911! As we all have recently experienced, we just got "spanked" by mother nature with the blast of cold and snow. Even more terrible was seeing the salters on the road again. It'll take another 3 good rains to wash it all down. Another delay to the start of the driving season. RATs!

Nonetheless, we perservere till warmer days. Looking at the calender and reading car mags just isn't enough anymore, I need some serious road time. Speaking of which, I have recently sent out an email to club members to gauge the interest in a road trip to "Tail of the Dragon". For those of us that are not familiar with this road, its on the state boarder between North Carolina and Tennessee. I read about it in R&T last summer and it has intrigued me ever since. 318 turns in 11 miles! A true destination drive for car clubs and motorcycle clubs from all over. So its my turn... leave WNY on Thursday afternoon, arrive on Friday evening, check out the "Tail" and the local culture, drive it on early Saturday (a half dozen times), then depart for return to WNY, home on Sunday. Sounds like a plan! The taget date is the 2nd or 3rd week of June. We have about 12 members interested at this point in time. If you're interested call or email me and I'll keep you posted on the developing program.

There is a lot going on with the club calender; opening dat @ WGI, joint NRPCA mtgs, DE, breakfast clubs, it goes on and on. And I'm very pleased and proud to say that these events are arranged and managed by collective groups of members. Some of the best organizational skills I have ever seen. We can only compliment these members by participating in their events and letting them see our smiles. So get out there!

Also, on a "high note" we have 10 new members in the past month! Now its up to us "senior" members to get the newbies involved and participating. If you are one of these newbies, look at the calender on our webpage, pick an event and come out. If you need details, email any one of the executives and we'll help you out in any way.

Thats it for now... see you at the next NRPCA event.

Rob

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Statement of Policy: FLATOUT is the official publication of the Niagara Region Inc., Porsche Club of America. Statements appearing in FLATOUT are those of the author and do not constitute an opinion of the Niagara Region Inc., Porsche Club of America, FLATOUT, or its staff. The editors reserve the right to edit as necessary all materials submitted for publication. Permission is granted to reproduce any material published in FLATOUT provided full credit is given to the author or photographer and to FLATOUT.

## Tell us what you think!

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- John Holtz Porsche
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## February Planning Meeting Summary

About 35 people attended the 2007 planning meeting in February. The group planned the 2007 events. To increase camaraderie, we agreed to hold four joint Rochester-Buffalo meetings: May, June, July and August. These will be hosted by the Deans, Schickers, Buchners and Pinckneys, respectively. All other months, the meetings will be held separately as usual.

See the website planned activities.

## Tech Inspections

With the coming of spring, comes the annual Tech Inspection at Eksten Motorworks on Bennington Drive in Rochester. For 2007, the Niagara Region PCA will offer two Tech Inspections just prior to our two Driver Education events. The Tech Inspections will be held on Saturday, May 5 and Saturday, September 22 from 9:00am to 2:00pm.

Tech Inspections are mandatory for anyone attending our Driver Education events, and strongly recommended for anyone planning to Autocross. In addition, all Porsche owners are more than welcome to have their cars inspected. This is a terrific way to ensure your car is ready for the driving season.

At a tech inspection, your car will be put on a lift, wheels will be removed, and a general check-up of your cars' road and/or track worthiness will be performed. Some of the items checked are suspension components, safety systems, belts and hoses, fluids, bearings, brakes, tires and wheels, and exhaust system. Links to the actual Tech Inspection form, and the Rules & Regulations, can be found on the Driver Education page of the Niagara PCA website. Please note that there have been many changes implemented this year.

Tech Inspections are first come first served, so arrive early. Drivers are expected to assist in removing and replacing their own wheels, so please dress appropriately. Of course, there will be plenty of people on hand to assist. Anyone interested in helping at either of the Tech Inspections can contact me at the email address below. Assistance is always greatly appreciated!

Jim Arendt  
Niagara PCA Safety & Tech Chair  
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## Drivers Ed

2007 Driver's Education at Watkins Glen International Schedule:  
May 28/29, 2007 (Registration opens March 5, 2007)  
October 15/16, 2007 (Registration opens July 16, 2007)  
You may Pre-Register at any time at the link below.

\$310 USD Registration fee includes:

2 Full days of track time  
Qualified in-car instruction  
Additional classroom training  
Souvenir shirt  
Monday evening Garage Party with food & open bar  
(Garage Party is free for drivers, \$25 for guests)

Link to Pre-Registration Form [Pre-Registration Form](#)  
(Available Now! SSL Secure)

Link to Tech Inspection Form [Tech Form](#)

Link to Rules & Regulations [Rules & Regulations](#)

Link to Watkins Glen Information [Watkins Glen](#)

Link to Driver Education at Watkins Glen by Walt Leising [Driver Education at the Glen](#)

Link to Trackpedia (Track information) [Trackpedia](#)

## The 2007 Racing Season Has Started

By Tom Lyons

What do you do in the middle of February when you are suffering from cabin fever? You drive to Watkins Glen of course! On the day that Babs and I drove to the track, the Rolex 24 hours of Daytona was already in the books and the Daytona 500 was the next day, Feb 18<sup>th</sup>. By the time this gets to most of you in the next Flatout (April 2007), you may already have your car on the road and be looking forward to opening day at the track.

On the day that I am writing this article, opening day is a long way off. The track is looking really bleak and lonesome right now.



**Gate 2 at WGI**

I was hoping to get inside and take a few more pictures, but on this particular day there wasn't even anyone there to tell us no. There was just a locked fence across the road. We tried driving around the track to see if we could get a shot of the track from a few different vantage points, but with all the snow you could not tell where the track was. The best we could do was to get a shot of the snow covered main grandstand.



**Snowy Grandstands**

So our little trip to fight the boredom of cabin fever wasn't as productive as we'd hoped. We were not able to capture the true essence of WGI in the winter. We still have about 2 ½ months before opening day, almost a quarter of a year. That seems like an eternity. We'll be counting the days until we pull the cover off the 911 and fire it up for the season.

### **Mike Bohan Scholarship to be Presented at Spring Driver Education Event**

Mike Bohan was a key contributor to the Niagara Region Driver Education events in the infancy years. Although Mike is no longer with us, his legacy lives on through the Mike Bohan Scholarship. A key goal of the Niagara Region DE is to expose new students to the experience of driving on a racetrack and developing skills to make them a better driver in any environment. To fulfill this goal, the Mike Bohan Scholarship is given to a new student at the May event through a random drawing and is good for one Driver Education.

If you have not participated in a Niagara Region Driver Education event, you don't know what you are missing! Our spring event at Watkins Glen is May 28 – 29 and new students are encouraged to register now at [www.niagarapca.com](http://www.niagarapca.com). Don't miss the chance for the Mike Bohan Scholarship. See you at the track!

### **MORE THAN 60 PORSCHE COMPETE IN THREE RACES, FOUR CLASSES AT SEBRING ENDURANCE CLASSIC; PORSCHE TO DEFEND MANUFACTURERS CHAMPIONSHIP IN ALMS AND WORLD CHALLENGE**

SEBRING, Fla. - March 14 - For the opening weekend for the International Motor Sports Association/Sports Car Club of America racing season at Sebring International Raceway March 15 - 17, teams competing in Porsche race cars outnumber the competition by more than three-to-one, with more than 70 Porsches competing in two classes in the Mobil 1 Twelve Hours of Sebring, the IMSA GT3 Cup Challenge presented by Michelin, and the SCCA SPEED World Challenge.

The Mobil 1 Twelve Hours of Sebring will be telecast on Saturday, March 17, live on SPEED TV, starting at 9:30 AM Eastern Daylight Time (the green flag drops shortly after 10:00 AM EDT). □ In the history of this Florida long-distance classic, Porsche is □ the most successful manufacturer by far, with the most overall victories (17), the most wins in succession (13 between 1976 and 1988), and the most class victories (62). Porsche also heads another "Best Of" □ list in Sebring, having led the field over a record 3997 laps overall.

Uwe Brettel, president of Porsche Motorsport North America, said that his parts department personnel and race engineers are ready for the challenge, with a new motorsports parts truck, additional personnel, expanded capacity of the company's headquarters in Santa Ana, Calif., and extra help from the Porsche factory.

"We have both the parts and the expertise to service the Porsche RS Spyder, the Porsche 911 GT3 RSR, and the two variations of the Porsche 911 GT3 Cup race cars - all from a single headquarters right in the Sebring paddock," said Brettel, noting that this weekend's Porsche roster includes six Porsche 911 GT3 Cup cars running in the SPEED World Challenge GT event, four Porsche RS Spyder prototypes in the LMP2 class of the American Le Mans Series' Sebring enduro, ten Porsche 911 GT3 RS/RSRs in the GT2 class of the Sebring 12-hour, and 45 Porsche 911 GT3 Cup races in the IMSA GT3 Cup race.

## **Porsche RS Spyders - Defending Penske Champions and the New Dyson Challengers**

The defending LMP2 driver, team and manufacturer champions Sascha Maassen (Belgium), Penske Motorsports, and Porsche will all be back to try for two titles in a row with factory backing from Porsche AG in Germany. □Maassen will be joined by his new partner Ryan Briscoe (Australia) and Emmanuel Collard (France) in the #6 RS Spyder. In the #7 team car, the season-long driver pair of Timo□Bernhard (Germany) and Romain Dumas (France) will get third-driver help for this long event from Helio Castroneves (Brazil), a Penske regular in the IndyCar series and former Indianapolis 500 winner.

For 2007, Penske has been joined by Poughkeepsie, NY-based Dyson Racing, which will field two RS Spyders including the #16 prototype driven by Andy Wallace (Great Britain), Butch Leitzinger (USA) and Andy Lally (USA) . Chris Dyson (USA) and Guy Smith (Great Britain) will share driving duties in the #20 Dyson Racing RS Spyder.

With three factory-backed entries from Acura, whose vehicles attracted attention with good test times earlier in the year, and an improved factory entry from Mazda, the LMP2 class battle should provide close racing all season.

## **GT2 Marks the Debut of the Porsche 911 GT3 RSR (type 997) Race Car**

The Porsche 911 GT3 R/RS/RSR family of race cars has won the American Le Mans Series' GT/GT2 class every year but one since the series inception in 1999. □Last year was no exception, as Jorg Bergmeister (Germany) won the championship, and with the aid of his co-driver Patrick Long and his Petersen/White Lightning Porsche 911 GT3 RSR, helped Porsche win the manufacturers title. This year, Bergmeister will defend his title with Johannes van Overbeek (USA) in one of the brand new 911 GT3 RSRs prepared by Flying Lizard Motorsports. For the Sebring event, factory driver Marc Lieb (Germany) joins the the pair. □Germany's Wolf Henzler, Patrick Long (USA) and Robin Liddell (Great Britain) share one of the two new 911 GT3 RSRs fielded by Tafel Racing.

For the first time, the renowned IndyCar team, Rahal Lettermann Racing, competes in the American Le Mans Series with the new 911 GT3 RSR. Co-team owners Bobby Rahal and David Letterman have signed 1987 Sebring winner Ralf Kelleners (Germany) and Tom Milner (USA) to contest the GT2 season. For the Sebring classic, Rahal's 18 year-old son Graham joins the duo at the wheel of the sports car built in Porsche's Motorsport Center at Weissach, Germany.

Other Porsche GT2 class entries include a Konrad Motorsport entry with Phil Collin/Antonio Hermann/Luchiano DaSilva; the second Flying Lizard Motorsports Porsche driven by Darren Law (USA), Seth Neiman (USA) and Lonnie Pechnik (USA); the new Boston-based Team Trans Sport Racing entry of Tim Pappas (USA), Terry Brocheller (USA) and recent Daytona 24-Hour GT winner marc Besseng (Germany); the second Tafel Racing Porsche of Jim Tafel (USA), Dominik Farnbacher (Germany) and Iam James (USA); the Farnbacher-Loles Motorsports entry of Pierre Ehret (Germany), Lars Erik Nielson (Denmark), and Dirk Werner (Germany); and the Solvackia-based Porsche of Miroslav Konopka, Bo McCormick (England) and Mauro Casadei (Italy).

## **SPEED World Challenge - Porsche riding high after 2006 title**

After upsetting the favored Cadillac factory team to win the 2006 SPEED World Challenge GT championship, Porsche drivers aim to continue their success in modified Porsche 911 GT3 Cup race cars at the 2007 opener at Sebring.

Randy Pobst (USA), who won the final event last year which clinched the manufacturers title for Porsche, will drive a GT3 Cup racer along with former World Challenge Touring Car champion Michael Galati (USA) in a two-car effort prepared by K-PAX Racing. □Other Porsche SPEED World Challenge entries include James Sofronas in the Global Motorsports Group Porsche; Eric Olberz in the 911 Design Porsche; Tim McKenzie in the TR Racing Porsche; and John Bourassa in the Team Hurricane Racing Porsche. Jill Beck

## **PORSCHE REDUCES CO2 AND POLLUTANT EMISSIONS Far-Reaching Measures to Improve Environmental Compatibility**

ATLANTA, MARCH 6, 2007 — Stuttgart, Germany-based automobile manufacturer Dr. Ing. h.c. F. Porsche AG announced at the Geneva Auto Show that starting as early as next year all Porsche models will comply with the strict EU5 emission standards set to go into effect September 2009 and at the same time will meet the currently defined EU6 standards before their scheduled September 2014 start date.

Porsche also shared that all Porsche engines used in its current sports cars and sport-utility vehicles (SUVs) are able to run on fuel with an ethanol additive. Porsche's sports cars are designed to operate on gasoline with a 10 percent ethanol mix, while the 2008 Cayenne SUVs that now feature direct fuel injection are able to run on a fuel mixture with up to 25 percent ethanol. Porsche also is working on a Flexible Fuel Vehicle (FFV) able to run on both gasoline alone and on a mixture of up to 85 percent ethanol.

To further minimize fuel consumption and emissions, Porsche also is giving top priority to the development of a hybrid engine that the company is creating with the Volkswagen Group. This "full hybrid" combines a gasoline combustion engine with an electric motor. With this system, both power units can operate together and independently of one another, thus providing three different operating modes. The concept, which is planned for a future Cayenne SUV variant, will enter the market before the end of this decade. Porsche expects this alternative drive concept to further reduce fuel consumption by another 30 percent.

In addition to its efforts to reduce fuel consumption through the use of lightweight technology, VarioCam Plus valve management and direct fuel injection, Porsche's plans should significantly reduce CO2 emissions and nitric oxide in exhaust emissions while meeting the EU5 and EU6 standards ahead of time. Jill Beck