

FLATOUT

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*From the Rooftop at the September 21 Chili Run Feast,
Photo taken by Bob Politi*

Upcoming Events

Monthly	First Wednesday 7:00pm	<u>Rochester</u> monthly Meeting at <u>Otter Lodge</u> 1776 Monroe Ave Rochester NY14618 585-442-8790
Monthly	Second Tuesday	<u>Buffalo</u> Monthly meeting at <u>Rose Garden</u>

A planning meeting will be held in February to confirm the schedule of events for 2007. *Contact: Rob Dean, 716-876-7746 for further information*

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From your Editors

***Well, except for you skiers, it's about time
we all settle down for a long winter's nap!***

***We hope you have enjoyed the car and
social events of the summer and fall as
much as we have. A big THANK YOU to
Matt Fuino, Tom and Babs Lyons, and Bob
Politi for their many contributions to the
recent issues of FLATOUT***

Jane and Bill Schicker

**Please remember to support the businesses
that support us:**

- *John Holtz Porsche*
- *Autoplace Porsche*
- *Eksten Autoworks*
- *Otter Lodge*
- *Rose Garten*
- *T-shirt Express*
- *Watkins Glen International*

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Annual Niagara PCA Chili Run Weekend October 21, 2006

By
Tom and Babs Lyons

Boy, did we dodge a bullet! While the weather today was a little gloomy (we didn't see much of the sunshine we were promised by the weatherman), it was nothing like the weather our fellow Niagara PCA members to the west had last weekend. On Friday the 13th of October, as it so happens, much of the city of Buffalo and some of the surrounding suburbs were absolutely clobbered by a debilitating snow storm. This was a real freak of nature that dumped around two feet of wet heavy snow in a very narrow band that brought down many trees and power lines. Here it is over a week later and some people are still without power! Our hats are off to you. So today's Chili Run weather is no big deal.



Friday the 13th in Buffalo

This year's event was a true multi-region, international affair spanning three days and including participants from zones 1, 2 and 4. Friday night featured a welcome dinner for our out of town guests. Saturday's events included the now world famous Chili Run and an informal, casual dinner. Sunday was an abbreviated breakfast run. More on the Breakfast Run later.

As in previous years on Saturday morning for the Chili Run, we met at our main sponsor, John Holtz Porsche in Rochester NY, for breakfast. We munched on snacks and drank coffee while the crowd gathered. We had 42 cars that participated today from PCA Zones 1, 2 and 4. Many were from outside the Niagara PCA area including the Upper Canada Region, Central NY Region, Finger Lakes Region, Keystone Alleghany Region, and the Maryland Shore. As news of this annual "international" event spreads, the group gets larger and the circle of participation expands.



Bryan Starsky and Tim Carney

At the driver's meeting we went over the event rules:

1. Turn Your Lights On;
2. Keep the car behind in sight. If he drops back, **YOU DROP BACK TOO!**

It's only two rules. You wouldn't think they would be so difficult to grasp. Well, about half of us got separated from the main part of the herd because someone didn't follow the rules. When we tried to catch up, the lead group was gone. There was no sign of them! Well no problem, we know where the park entrance is. Or so we thought, but we were **WRONG!** We went to the Castile entrance. It happened to be the same entrance we've used for the past 5 years, but it was not where the lead group went this year. The funny part was the look on the toll taker's face when we said we had already paid. "You Already Paid?" she said. But her facial expression said, "Yeah Right." We quickly figured out the change in plan and boogied down to the south end of the park to the Portageville entrance where we rejoined the front half of the pack.

Once we all got back together again, the rest of the trip was just what you'd expect. Great company, beautiful cars, beautiful scenery, and gawking spectators (one guy almost fell off his roof watching us drive by).



Letchworth State Park – Train Trestle

We made a few more stops as we wound our way north through the park. Letchworth State Park is beautiful any time of year, but it really glows in the fall. The roads through the park seem custom made for Porsche driving, even if you have to follow the speed limit.



Letchworth State Park Gorge

Eventually it was time to leave Letchworth behind and start the “Chili” portion of the Chili Run. This is the seventh year that Terri and Bryan Starsky have graciously opened their home to everyone. Terri and Bryan provided the chili and everyone else was to bring a dish to pass plus “BYOB”. I especially enjoy this type of format because people typically bring one of their best dishes. What a treat! Upper Canada sponsored pizza which disappeared very quickly. Babs’ Porsche cookies were a big hit again this year. She recruited me to help decorate. I’m trying to figure out how to make Fuchs wheels out of frosting.

Several of the visiting clubs provided many different raffle prizes such as hats, jackets, shirts and model cars.



Terry Orr and Charlie, and the winner is...

The Upper Canada Region sponsored a Driver’s Choice car show providing prizes for the top three choices. Chuck Gladel presided over a Porsche quiz with the winner getting a model representing the car he or she drove today.



Chuck Gladel Central NY PCA

Well, the Great Chili Run is in the books. It was a great day. Everyone had a great time. Our many thanks go to our hosts the Starskys. I need to sit for a while to digest the red wine, chili and cookies. I won’t feel like eating again until...the Breakfast Run Sunday morning!

Luck O' The Irish By Tom Lyons

I used to think the Luck O' the Irish was a load of blarney. But after the summer I have had, I'm not so sure. This is not the driving season I had hoped for. When I put the car on the road in April I had high hopes for lots of fun events, many miles, great memories. That is not how things are turning out.

While on the PCA breakfast run to Naples in July, I had a flat tire. The tire was completely destroyed. *Well, it happens*, I remember thinking at the time. I had lots of help changing the flat.



Flat Tire During Breakfast Run to Naples

What started as a simple, single flat tire resulted in having to replace all four tires. It could happen to anybody, right?

During the PCA breakfast run to Ellicottville in early August, I found I had a blown headlight. Hey, everyone has blown headlights. No problem. I'll just change the headlight and keep on motoring.



Blown Headlight

The next event started making me nervous, like maybe I should not be driving this year. A limb from a neighbor's tree fell on the car and put a dent in the fender. The car is almost 20 years old and has never had a dent, and the first one happens because of a tree limb! This is crazy!



Tree Limb Dented Fender

Now things really start getting weird. Several PCA members suggested I speak with the "Ding Doctor", aka Scott Johns, about getting the dent repaired. While in Scott's shop, he removed the headlight to check the dent from underneath. He dropped the headlight assembly on the ground, shattering the glass lens. Scott took total responsibility for the damage and ordered the replacement parts. After a few false starts trying to get the correct part, he wound up changing the whole headlight assembly. Scott covered the cost, \$168.00, out of his pocket. I cannot say anything bad about Scott's integrity, but I was without the car for quite some time while he had to play the parts game with the supplier. I thought I was going to miss the Watkins Glen GP on September 8th!

Scott came through and I got the headlight assembly changed the day before I was to leave for the GP festival. The Watkins Glen GP festival is one of the events I live for each year. I won't get into the details in this article. That will be a whole different story. To get back to this story line, the Luck O' The Irish, I was participating in the GP Tour De Marque. I was sitting in the car at Watkins Glen International, the motor was off, and I heard this funny little squeaky noise. I looked up and the windshield had cracked. There was an ugly crack that came up from the dash board and took a left hand, ninety degree turn across the windshield,

right across the driver's view. I remember explaining to Chuck Gladel from PCA Central Region about the season I was having. He frowned and started to back away from me like I had leprosy. He didn't want me to pass on the "luck o' the Irish" to him. I have full glass coverage so I wasn't too worried about the expense of the windshield replacement but it took almost three weeks to secure a new windshield and get it replaced. I got the car back on September 28th with one day left to get it inspected which I was able to do. I was thinking this has to be it; all my troubles are behind me now.

The last day of September Babs and I were headed to the Finger Lakes to join some friends at Red Newt winery for lunch. I got up early and washed the car and we took off, enjoying the beautiful fall day. We were driving on 490 towards Victor. As we approached the toll booth the car sputtered. We kept moving, but as we went through the toll booth it died. We coasted to a stop about 50 feet past the toll booth. For the next half hour I tried to restart the car to no avail. We had to call AAA for some assistance. Several people I know saw the car and pulled over to offer assistance, including fellow PCA member, Tom Mc Grath (Thanks Tom). It was not to be. The flatbed tow truck showed up about two hours after the ordeal started. The operator took great care loading the car. He knew how Porsche drivers feel about their cars. He had some experience having towed Richard de Asis to Holtz once. When we got home we were rolling the car back off the truck and I decided to try to start it once more. It Started! It ran perfectly!



Coming Off The Tow Truck

I was beginning to feel I was cursed.

Several people have told me, "bad luck happens in threes". I have had bad luck in threes twice over. I am starting to think maybe I should park the car for the remainder of the season and wait for next year.

Nope, can't do that. The Chili Run is coming. I have to drive for that. Maybe I should try to find a four-leaf clover or something. Well if anything happens during the Chili run, I will be in good company.

PORSCHE MOTORSPORT NORTH AMERICA
UNVEILS 2007 PORSCHE 911 GT3 RSR
AT ROAD ATLANTA; FLYING LIZARD
MOTORSPORTS, TAFEL RACING SIGN UP

ATLANTA - September 29 - The latest version of the Porsche 911 sports car -type 997 - has already been hailed by the media, dealers and owners as the best 911 ever, so it is no surprise that the North American unveiling of the race car version, the 2007 Porsche 911 GT3 RSR, today at Road Atlanta has caused equal excitement.

"We are pleased not only to show the car to the racing world for the first time in the U.S., but to announce that two veteran Porsche racing teams have committed to buy the car to race next year in the American Le Mans Series. Both Flying Lizard Motorsports and Tafel Racing have won races in Porsche 911 race cars this year covering both major U.S. road racing series, and each team has decades of skillful Porsche technicians who are capable of preparing this new car for an ALMS championship run," said Uwe Brettel, president of Porsche Motorsport North America, the Santa Ana, Calif.-based subsidiary of Porsche AG responsible for race car sales, service and parts in North America.

"Porsche has a long and inspiring history of responding to competitive challenges. The release of the 997 is the next chapter in that story. We're pleased that Flying Lizard will get a chance to play a part in it," said Seth Neiman, Flying Lizard Motorsports principal and driver of the team's No. 44 Porsche.

"This relationship with Porsche will be a great opportunity for Tafel Racing to add to its engineering resources in a quality environment."

said Jim Tafel. "Our program is at a point in our developmental where we feel that we can perform well against the high level of competition we will find."

Brettel indicated that other U.S. teams have shown interest in the newest Porsche road racer for 2007, and that he hopes there will be additional team announcements soon.

Using the full resources of the Porsche engineering staff at its Weissach motorsports facility, and combining the racing technology developed over 50 years of motorsports competition, Porsche Motorsport in Germany tested the car at the 24 Hours of Spa in late July with Manthay Racing entering a two-car team, with both cars finishing the event.

"We learned a lot during the test race at Spa, and made changes in the car which we brought to a three-day test at Sebring last week.

There, we learned some more, and will continue to refine the components through the end of year, when our customers will take delivery in time for the ALMS Winter test at Sebring in January," said Brettel.

The new 2007 911 GT3 RSR is slated for competition in the American Le Mans Series starting with the 12 Hours of Sebring, as well as other world GT racing venues. The latest version of the most successful racing sports car in history is based on the street production model 911 GT3 RS (model year 2007) which will be launched in late 2006.

Featuring the body of the 911 GT3 RS, which is based on the 911 Carrera 4, the 911 GT3 RSR has wider rear fenders and rear track to improve performance capabilities over its predecessor. The car has also been developed to fit into the 1,225 kg class, which allows for two inch-wider rear wheels (14 inches), and part of the added weight has been used to lower the center of gravity. The new 911 GT3 RSR will also improve aerodynamic efficiency by seven percent and body stiffness has been increased by 10%.

This is not just an update of an existing race car," said Brettel.

"We have taken all our production-based racing and sports car expertise, from the 550 Spyder to the Carrera GT, and all the GT3-R models since 1999, to create the best race car we can build to the existing sports car GT class rules," said Brettel.

" The new car is built in accordance with the 2006 ACO LMGT2 Regulations and the 2006 FIA Article 257 (Technical Regulations for Series Grand Touring Cars).

Brettel noted that more than 250 of GT3-R family of 911 race cars have been sold around the world since the introduction of the 911 GT3 R in 1999, and the car has won hundreds of professional races and championships including the 24 Hours of Le Mans, the 24 Hours at Daytona, the 12 Hours of Sebring, and 53 class wins in the American Le Mans Series. In ALMS, the Porsche teams using the GT3 R/RS/RSR have won the championship six of the series' seven-year existence.

Employing a 3.8-litre, flat six-cylinder boxer engine, the 911 GT3 RSR delivers 485 hp at 8,400 revs per minute (with two 30.3 mm restrictors). Maximum torque is now 435 Nm at 7,250 rpm.

The 911 GT3 RSR also has many notable changes from its predecessor. The brake master-cylinders, clutch master cylinder and pedals have been pre-mounted to a sub-frame, which is then bolted onto the floor to gain stiffness and a lower center of gravity. The re-designed electrical system optimizes serviceability by placing all relevant elements in the immediate vicinity of the driver.

The racing suspension, with McPherson struts in the front and the Porsche multi-link axle at the rear, feature new kinematics and closely corresponds to the configuration of the street-legal 911 GT3 RS. The new ZF-Sachs shock absorbers build up less friction and offer excellent response. The adjustable double coil springs, roll bars and shock absorbers ensure precise tuning to suit each circuit.

The 911 GT3 RSR features a brake system with six-piston fixed brake calipers measuring 380 mm in the front, four-piston fixed calipers measuring 355 mm in the rear. Complete specifications are listed below.

2007 Porsche 911 GT3 RSR (type 997) - Specifications

Concept:
single-seated GT race vehicle
single-seated GT race vehicle

Basis: Model Year 2007 Porsche 911 GT3 RS (997; street legal version), homologated from January 2007 onwards

Engine:

flat six-cylinder boxer engine, water-cooled
3,795 cc, stroke 76.4 mm, bore 102.7 mm Ø
max. torque: 435 Nm at 7,250 rpm
max. power: 358 kW (485 bhp) at 8,400 rpm with 2 x 30.3 mm restrictors
max. rpm: 9,000 rpm
four-valve cylinder heads
oil-water heat exchanger
dry-sump lubrication system with engine mounted
dry-sump tank made from carbon fiber
oil and cooling water refilling system
intake manifold made of carbon fiber with dual air restrictors and single throttle per cylinder, dual restrictor
electronic engine management system BOSCH MS 4.
required fuel quality: 98 octane ROZ, unleaded
race exhaust: multiple pipe manifold, open exhaust, no catalytic converter

Power Train:

six-speed sequential dog type manual transmission, strait cut gears
"in-line" shift mechanism, sensor controlled traction interruption
oil-water heat exchanger
single-mass flywheel with triple-disc race clutch
limited slip differential 40/60%
rear-wheel drive

Bodywork:

weight optimized and widened 911 GT3 RS chassis (add-on parts made from carbon/kevlar fiber)
welded-in roll cage
racing seat with fire retardant upholstery, weight optimized
six-point seat belt, prepared for using HANS Safety System
three-point air jack system
aerodynamically optimized front and rear part
flat underfloor made from carbon fiber
adjustable rear wing
removable steering wheel (quick-connect coupling)
fire extinguishing system
100 litre FT3 safety fuel tank with quick refuelling system

Electrics:

Bosch MS 4.0 engine management
Motec display with integrated data recording

Battery: 12 Volt, 50 Ah

additional ventilation for driver (fan)
110 Ah generator
wiring harness prepared to accept A.C.O. stack data logging system

Vehicle Weight:

1,225 kilograms (lighter version upon request)

Suspension:

McPherson front axle with uniball joints and corresponding changes of kinematics
adjustable front roll bar, blade type
power steering
multilink rear suspension with uniball joints and corresponding changes of kinematics
adjustable rear roll bar, blade type
double coil springs in front and rear adjustable in four different positions
front and rear struts with adjustable Sachs shock absorbers
suspension continuously adjustable (heights, camber, track)

Brake System:

dual master cylinders, brake force balance adjustable by bias bar system
six-piston fixed brake callipers in the front
weight-optimized internally vented brake discs; 380 mm diameter
four-piston fixed brake callipers in the rear
weight-optimized internally vented brake discs; 355 mm diameter

Rims/Tires:

front axle:

three-piece BBS light aluminium rims 11J x 18 (offset to be determined) with central locking wheel nuts (system from Carrera GT)
tires to be determined (standard: rain tires 27/65-18)

rear axle:

three-piece BBS light aluminium rims 13J x 18 (offset to be determined) with central locking wheel nuts (system from Carrera GT)
tires to be determined (standard: rain tires 31/71-18)

Price excluding tax at factory:

\$ 338,500

**The 2006 Fall Dinner, October 29th
....and a good time was had by all!**



Extreme Makeover – Zone 1 Tech Tactics Edition

The grand daddy of PCA tech sessions, Zone 1 Tech Tactics, will be in its 27th year of continuous operation in 2007. The event's longevity is a testament to the many talented, knowledgeable guest speakers who have contributed their time as well as the dedicated event chairs who have led the event over the decades. But a long-standing event just like an old house could use a facelift every decade or two to keep it current. With that in mind, this year's installment of Zone 1 Tech Tactics will be the Extreme Makeover addition! While we won't have a bare-chested host with a bullhorn (unless you really want to see Pete sans shirt), we will have a new location, a new format, and a new (reduced) price structure!

For 2007, the theme for Zone 1 Tech Tactics is "Back to Basics." After many years inhabiting the stuffy confines of a hotel conference room, we are moving this tech event back to where it belongs, the garage shop floor. This type of grassroots tech session has been a staple within the Porsche Club of America since its inception 50+ years ago. Farnbacher Loles in Danbury, CT has graciously agreed to open their garage doors to host the Zone 1 Tech Tactics event on Saturday, March 3, 2007. Their facility will enable everyone to have a more hands-on experience with cars on lifts and access to other equipment such as wheel alignment racks, tire balancers and a chassis dyno. And we plan to take full advantage of these valuable resources.

Many of the usual suspects will be coming from near and far to contribute their technical expertise. The PCA national tech committee will be well represented by the likes of Bruce Anderson, Allan Caldwell, John Paterek, George Beuselinck, Joel Reiser and Peter Smith. In addition, we'll have a safety equipment talk by Joe Marko, an Motec engine management system operations and programming talk, a demonstration of a full safety tech on a club race car, and of course a senior development engineer from the Porsche factory to talk about the latest technology going into our toys

from Stuttgart. Then things up, we might on the alignment few special cars up on general viewing, demonstrations, etc.



just to spice have a car bench and a the lifts for discussions,

As part of the extreme makeover, we have shortened the event to a single day and have reduced the price by over 50%! All the tech talks and demonstrations will take place on Saturday with lunch provided on-site during the day. A cocktail party and dinner will follow at a near-by hotel, the Ethan Allen, on Saturday night. The move out of the hotel conference setting has also allowed us to substantially reduce the event registration costs for the tech sessions and lunch. Pre-registration for the event is still encouraged, since we do have limited space at the facility. If you want to guarantee a spot at the event, get your event application in early.

For more information on the back-to-basics makeover of Zone 1 Tech Tactics, please contact the event chair, Pete Tremper at tremper9146@aol.com / 856-881-7049 or the event registrar, George Beuselinck at georgeb@944ecology.com / 845-658-9593.



Tell us what you think.....

Flatout Feedback

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27th Annual

Zone 1 Tech Tactics

Back to Basics - This year's event will be the extreme makeover edition. We are heading back to the garage for a more hands-on experience with cars on lifts & other auto repair & upgrade demonstrations.

March 3, 2007

Tech Session Location:

Farnbacher Loles
45 Miry Brook Road
Danbury, CT 06810



Hotel Location:

Ethan Allen Hotel
21 Lake Avenue Extension
Danbury, CT 06811

Confirmed Speakers

Jim Newton, Automobile Assoc of Canton
Bruce Anderson, PCA Senior Technical Advisor
Allan Caldwell, PCA Technical Editor
George Beuselinck, PCA Tech Committee-944
John Paterek, PCA Tech Com-Interiors/Exteriors

Peter Smith, PCA Tech Committee-997/Cayenne
Joel Reiser, PCA Tech Committee - 964/993/996
Dan Jacobs, National Club Race Scrutineer
Joe Marko, HMS Motorsports
Geoffrey Ring, Motec Engine Managemen

Weekend Schedule

Hospitality	Friday evenings at FarnbacherLoles, 8 – 10 pm	Saturday Evening	6:30 pm, Cocktails at Ethan Allen
Registration	Saturday, 7:30 am		7:30 pm, Dinner at Ethan Allen
Tech Sessions	Saturday, 8:00 am - 5:30 pm + Contest		10:00 pm Hospitality at Ethan Allen

Hotel Reservations – Ethan Allen Hotel (<http://www.ethanallenhotel.com/>)

Make your own reservations directly with the hotel. Identify yourself as a Porsche Club member in order to take advantage of special rates available thru February 2, 2007 (\$99/per night, single or double occupancy) Call 800-742-1776. Hotel parking available. Hotel is located on the north side of the interstate I-84 at Exit 4.

Registration Choices

ANY questions, **please call the Registrar - George Beuselinck, 845-658-9593. Payment must be in US dollars. See below.**

Saturday Tech Sessions, Coffee Breaks, & Lunch

Postmarked 22 February 2007 or earlier \$35 US per person
Postmarked 23 February or later \$45 US per person

Saturday Dinner

Postmarked 22 February 2007 or earlier \$35 US per person
Postmarked 23 February or later \$45 US per person

Registration Application

Entrants Name _____
 Family/Aff Member _____
 Address _____

 Day _____ Night _____
 Phone (____) _____ Phone (____) _____
 Email _____ Region _____

QTY	AMOUNT
____ Tech Sessions & Lunch (see above)	_____
____ Saturday Dinner (see above)	_____
AMOUNT ENCLOSED (US)	_____

Make check out (and mail) to: Zone 1 PCA

George Beuselinck,
P. O. Box 9
Ulster Park, NY 12487

