

FLATOUT

June-July 2007

@ www.niagarapca.com

June 1-3	Porsche Clash at Watkins Glen
June 3	Victor Car Show, Farming ton NY
June 5 7pm Rain date 6/12	Joint Rochester/Buffalo Meeting at Terry Hills Country Club 5122 Clinton Street Road, Batavia 14020 585-343-0642
June 10	Euro Day Car, Rose Garden Buffalo
July 8	John Holtz Guten Mark car show
July 11	Joint meeting-contact Ray Buchner
July 14	PIG ROAST CANCELLED-see PCA 45 th Anniversary Celebration below
July 16	Registration for October DE opens

**SAVE THE DATE!
August 18-19, 2007**

.....for our 45th Anniversary Celebration at Holiday Valley in Ellicottville, NY. The event will include dinner and entertainment, a car show, breakfast the next morning, and much more....

Details to follow-contacts are Bill Schicker and Ray Buchner

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Robert Dean
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Buffalo, NY 14223
716-876-7746

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Albert Xander
24 Autumn Oak Circle
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585-388-1431

Driver Ed Registrar

Curt Hinchcliffe
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585-425-4321

Newsletter

Bill and Jane Schicker-
Editors
20 Edendery Circle
Fairport, NY 14450
585-377-1495

Webmaster

Matt Fuino
968 Maiden Lane
Rochester, NY 14615

From Your President

noun: ca·ma·ra·de·rie Pronunciation: "käm-'rä-d (&-) rE, "kam-, "kä-m&-, "ka-, -'ra-

Function:

Etymology: French, from *camarade* comrade : a spirit of friendly good-fellowship

Yep, that's the word and definition for this message theme. And does the Niagara PCA have a lot of it. As we all have experienced it to one degree or another at a "PCA event" - it's not about the cars, it's about the people. It is interesting, I have been a member now for about 18 years and my interest in the club is always changing. Not in a positive or negative way but in an expanding way. When I first joined it was all about Porsche ownership and a technical safety net, then participating in casual driving events, on to Concours both on the local and national level, then taking on some administrative roles within the club. And I can say without any doubt that it IS truly about the people. I really enjoy listening to the stories that other members have, learning about their families, career/business developments, follies and disappointments, and also sharing my own stories. Yep, that is what camaraderie is all about. Now don't be shy, come to an NRPCA event and get a full dose!

On to other news, I just picked up the latest issue of 911& Porsche World (is there any other?) and its fun to see a major article titled FLAT OUT on page 64. Its all about the flat nose 911s of the 70's and 80's (was that the disco era?). Nonetheless, is fun and nice to see our newsletter name in big print. It also reinforces that we have the right name for our newsletter. Seems to me that the term "flatout" is always associated with Porsche. I don't see any Mustang articles using the term flatout. The press is indicating the return and control of VW by Porsche. "What goes around comes around"! You don't have to be a business genius to figure this out and it offers a lot of possibilities for Porsche. But on the other hand, let's not forget the colossal mistake of MB and Chrysler.

Well, that's it for now. See you at the next event.

Best regards,

Rob

Published bi-monthly in February, April, June, August, October and December

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Welcome New Members!

Danielle Aberte, 2001 Boxster

Daron Aberte, 1988 911

Alana Burdick, 1987 911

Lawrence Busch, 1988 911

Craig Deats, 1999 Boxster

Wayne Gerhart, 1991 911C2

John Hoskins, 1999 911

Stuart Jenkins, 2000 Boxster

Thomas Paul, 1956 356

Allen Pettee, 2005 996TS

Greg Pope, 1998 Boxster

Tell us what you think!

Flatout Feedback

Jane Fairchild-Schicker 585-377-1495

schkfair@rochester.rr.com

Meeting Feedback

Rob Dean 716-876-7746

Rod911@email.com

Website Feedback

Matt Fuino

porsche@rochester.rr.com

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New Goodies from the Goodie Store

Call Bryan for more info...585-.442-1903



Women's Polo shirt \$25.00



Men's Polo Shirt \$30



Combo Men's Shell with Separate Fleece Liner \$160.00 Early season Special (suggested retail \$240!)



Women's Fleece Vest \$30.00



Men's Windbreaker \$50.00

Opening Day at Watkins Glen International Raceway

April 29, 2007

Story by Tom Lyons

Photos by Barb Lyons

What a beautiful day! As Babs and I arrived at Eastview Mall at 9:00am to help Rob Dean lead the club down to the Glen, we reveled in the sun after a long, hard, seemingly never ending winter. The anticipation of our first PCA event driving our 911 was almost too much to bear. I wanted to get going. Where was everybody? It was time to go! That was at 9:01. My brain said chill, you'll get going soon enough. Sure enough, the other club members started to roll in. A couple of cars arrived, then a few more, and then Rob Dean arrived with 10 cars from Buffalo. The number of cars was growing quickly. I was thinking, could we have more cars than the 25 we had for this event last year? It was 10:00am, departure time, and sure enough, we did it. We set a record with 27 cars.



Arriving at Eastview Mall

Taking 27 cars and driving down to the Glen through the winding roads of the Finger Lakes is an awesome experience. If you don't believe me, ask Rob. We didn't get more than ½ mile from the Mall when I got a call from him. He was lost. As the rest of us made the first turn onto route 251, Rob got stuck behind a truck and could not clearly see where we went. The car ahead of him didn't notice that he was missing and didn't wait.

Even though I was talking to Rob on the phone, he was not sure exactly where he was so I was not able to give him accurate rendezvous instructions. Reluctantly, he said he'd meet us at the track. What can you do.? We motored on.

After losing one driver, the President no less, I was pretty nervous about losing anyone else. That cut down on the speed I was able to travel because I was driving and watching the mirror. At every corner Babs and I counted cars. If the number was too low, we would slow down or stop until we got everyone back. While the slower speeds didn't detract from the beauty of the Finger Lakes, we didn't get to exercise our cars as much as I would have liked.

At noon, the remaining drivers arrived at the Glen, or so I thought. We had everyone (except Rob) right up to the village of Watkins Glen. Then the traffic lights conspired against us and about ½ the group got split off. I thought that with the lecture I gave everyone at the drivers meeting about being responsible for the driver behind them, that they would have been paying attention and would wait. I am not sure what happened there, but maybe when we do this next year we'll bring the club's walkie-talkies along to help keep tabs.

ZIPPO

The Zippo, what is that? The largest vintage race in the US possibly the world. Where is it held? How about 90 minutes from your door, at the world famous Watkins Glen International Race Track. How can I get tickets? Well funny you should ask. Did you know that our region just happens to sponsor a Suite ? OK here's the scoop. 3 days tickets to the track, 2 days in our own parking corral, lunch Sat, and Sun, laps on the track, an autograph session in our own suite, exclusive viewing area, private restrooms. and a surprise, for those who buy a ticket. How much is that worth? Some people tell me about \$200 or more, well no way, it's only \$ 85 per person. We only have 80 spaces, and over 20 are already paid for. DON't Miss the boat. Look on our web, niagarapca.com for details Bryan starsky911@hotmail.com

Daytona and Sebring 2007

By Bryan Starsky

Niagara Regional members, Bryan Starsky a Snowbird and David Fagan, now a permanent resident of Florida, recently attended their second annual 24 Hrs of Daytona and the 12 Hrs of Sebring races.

In February, I drove up to the Ocala area in my 944 Turbo where Bryan has a winter home and we ventured off to Rolex Daytona 24 Hour Race. The weather on the first day was cool but sunny except for a late night shower. Sunday saw the sun rise again to another beautiful day at the track.



For the first time in the history of the race the Proto-types took the first 10 spots. The Riley chassis took the first six positions with Lexis power winning the race followed by two Pontiac powered cars with Porsche power taking 4th over all.

A Porsche GT3 by a margin of just 7.072 seconds won the GT race over a Pontiac GXP. The class margin of victory was the closest for a Rolex 24. The GT class established a new record in the Rolex 24 at Daytona, as the 41 cars that started the race made it the largest single class in race history. It is truly exciting to see 69 cars on the track at the same time. The field is so large that the classes start at different intervals but within a few laps the Pro-types are lapping the field making for some very exciting racing.



In March, Bryan drove down to Sarasota where we started the weekend with a cookout at Dave's house on Thursday evening before the short ride over to Sebring the next morning. At this year's 12 Hours of Sebring we were able to park in the Porsche Corral where I introduced Bryan to some of my new friends in the Sun Coast Region. Since I have done DE's at Sebring I let Bryan drive his 996 so he could have the joy of the parade lap around Sebring on Friday but a torrential down pour limited his tour to just one lap. Bryan agrees with me it's nice to be one another of the famous sports car track of America but oh it's nothing like the high-speed corners and elevation changes at The Glen. My heart will always be at The Glen but escaping the long winters and being able to play with cars for more than six months a year and the lure of the sun is just too much to overcome.

The Friday afternoon events were washed out and Bryan and I spent the afternoon in the PCA tent listening to various speakers, including Rob Dyson who talked about his history with Porsche and his new RS Spyder in the LMP2 class. Bryan won a set of Yokohama tires for traveling the furthest distance to see the race. On race day, again the sun was with us and it was a bit on the cool side for Florida but great weather for racing. Porsche's four RS Spyders found significant trouble.

Electrical problems and other troubles set entries from Penske Motorsports and Dyson Racing back in the race's first half. Penske's car number 3 weathered the storm well enough for a third-place finish in class and fifth overall.



Undoubtedly the highlight of the day was the GT2 class finish. The battle between the Ferrari and Porsche lasted throughout the entire day. The Flying Lizard Motorsports Porsche lost to the Ferrari at the finish line by 0.20 seconds, the closest finish in Sebring's 55-year history and the closest finish ever in the American Le Mans Series' GT2 class.

The Ferrari, led by five seconds with 11 minutes left but by the final lap The Flying Lizard was tucked right behind the Ferrari's rear bumper. The two cars crossed the start-finish line just before the Audi, the overall winner, took the checkered flag. So instead of a one-second victory, the Ferrari had to hold off the Porsche for another full lap.

The Porsche finally caught up with Ferrari entering Turn 16 and on to the long backstretch. The Porsche pulled alongside the Ferrari and barely moved past him as the two headed into the final turn. They remained door-to-door and made contact as the Ferrari edged across the line first.

Where to Send Your Advertisements

If you are looking to sell something and want to advertise this to the membership, just send your ad to Matt Fuino, our webmaster:

porsche@rochester.rr.com.

ROD911 RSA ROAD RASH FIX with Dr. COLORCHIP

Porsche Specifics: 1993 Porsche 911 RSA
47,000 miles
3 owners
Use: Road car that allows "spirited" use when needed or desired

Diagnosis: Severe road rash
Location: Front bumper, trunk lid, side view mirrors (both). Generally, the front swept area
Quantification: 20 to 35 chips per square inch (think sandblast)
History: This 1993 RSA was initially purchased in Minnesota and used both as a road car and DE mount. The DE portion was applied by the original owner and occasionally "loaned" to Price Cobb of 911 Pikes Peak fame. The second owner primarily keeps it garaged for 4 years and only 3,000 miles. The 3rd owner (me) selected this RSA from 5 in late 2005 and purchased in early 2006.

Now for the details.

When I first purchased my RSA, the PPI checked out, the history was acceptable, and the price was right. Of course I noticed the road rash and questioned about it (see history above). Well as mentioned this was certainly recognized and I decided to deal with it after some time living with this 911 and of course maintaining all the other more important mechanical things.

Upon further assessing the road rash, I quickly came to the conclusion that the only practical solution was to respray the car. I wasn't big on this approach, since a resprayed car can be viewed as a "modified" 911 since the original paint is no longer in place. Also some stone chips are considered as acceptable "patina" indicating originality and that the car has been used for which it is intended for. For me this is somewhat important. With the amount of road rash, traditional solutions are not practical, meaning brush touch ups. There is just too much rash, especially in the 20 to 35 chips per square inch.

BEFORE



So I bump into the Dr. Colorchip ad in Pano and Excellence and I read with some interest. I am very skeptical! It seemed to me like those old ads of "valve job in a can", "25 more horsepower with a spray in the carbs" or a straight pipe on the exhaust system, you get the drift. So I think to just email Dr. Colorchip with some digital pics of my 911 for "professional assessment and their expectations". In a single day I get a response, "that appears to be a lot of rash but our system can provide excellent results". H'mmm I am still somewhat skeptical. But I consider the alternative, respray. Again I email Dr. Colorchip and provide the Porsche color code and a week later I have the road rash kit. Upon receipt of the kit I look at the contents, black paint, pre-fast solution, micro-fiber towel, and instructions for use. I read the IFU 3 times, there's got to be more to the process than this! My plan of attack is to do the side view mirrors first and then assess the results. If acceptable, continue on, if not acceptable respray the car. So, onto the mirrors. I thoroughly wash the surface, wipe on the black paint, let dry, wipe on the pre-fast solution, buff out. Too easy! The results are spectacular.

I wait 7 days for the process to cure and then treat with Klasse "All-in-One" and followed with Klasse Glaze. The color treatment is "fast" and stable. On to the front bumper, same great results. On to the front hood, the most sensitive surface and a very flat expanse of metal. Wipe on in 3 square foot areas, a total of 6 application areas, once again great results. Generally the results are quantitated as 20-35 chips per square inch to less than 1 or 2 chips per square inch. The appearance is very nice. I am sure a second application would bring the paint surface back to near original condition. There remains some limited evidence of "divots" from the rash but this is entirely acceptable, the right balance of "patina" and surface shine/finish.

AFTER



My verdict, anyone that has chips or rash on an undamaged body panel (damage is collision damage) you must try Dr. Colorchip. I am not certain of the color match process. My 911 RSA is black and I think easily matched. However if your car is red and 20 years old there is a lot of paint fade. This is a question best answered by the experts at Dr. Colorchip. Need more info from me, contact email is rod911@email.com.