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# WEINTRAUBE

## THE NEW WEINTRAUBE

It means “bunch of grapes,” but I’m not sure why. I’d have called a mid-Hudson newsletter “die Apfeltunke”—applesauce—but nobody asked me, many years ago when this newsletter was founded. So never mind, welcome to the 2007 edition of the Hudson Valley Region’s very own publication, die Weintraube.

We’ve decided to revert to good old-fashioned paper and ink for the newsletter because Internet-only publication limits the audience to those HVR members who not only are on line but who have fast enough connections to easily download the issues. But if you are computer-savvy, you can also find die Weintraube in Living Color on the Hudson Valley Region website, [www.pca.org/hv/](http://www.pca.org/hv/).

Yes, that’s my car at the top of the page, the infamous gold-plated Porsche that I wrote a book about, but I’m not trying to be the pushy new Editor: we want to put a different car there every issue, so send me your very best shot of your very own car, if you think it’s special, and we’ll use the best of them.

Send the jpeg that you select to me at [stephwilkinson@earthlink.net](mailto:stephwilkinson@earthlink.net). Just one per customer, please, so my pseudo-broadband satellite In-

ternet link out here the woods of Storm King Mountain doesn’t get overwhelmed.

And please contribute to die Weintraube as well, if the spirit moves you. Anything Hudson Valley Region-related or simply Porsche-related is welcome. Send copy (and photos, if you have them) to me at the above electronic address or to Box 455, Cornwall-on-Hudson, New York 12520.

## FROM THE PRESIDENT’S DESK

As I write this on March 15 and am getting slammed by about a foot of snow, spring seems far away. It takes an optimistic view to start writing about our driving season about to begin, but on March 29 we have our first Lime Rock driver education event, and over 60 diehards have already registered.

But I am getting ahead of myself. First I would like to thank our past president, George Beuselinck, for all his work over the past years. George is a true PCA icon and is involved as Zone One registrar and 944 Technical Committee member. The new HVR board is little changed from the old one, except that



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UPCOMING EVENTS

April 28, Hospitality Tent at the Lime Rock Club Race

May 1, HVR board meeting, location TBA

May 12, Spring Breakout

May 16-17, Watkins Glen Adv. DE

May 19-20, Zone 1 Rally and Concours, Newport, Rhode Island

June 5, HVR board meeting, location TBA

June 22-24, Zone 1 48 Hours at the Glen

July 3, HVR board meeting, location TBA

July 26, Lime Rock DE

August 7, HVR board meeting, location TBA

September 4, HVR board meeting, location TBA

September 13, Lime Rock DE

Geoffrey Ring is now the vice-president, Stephan Wilkinson has joined as newsletter editor and I am your new president.

Geoffrey Ring has been on the board for several years, drives a 1994 911 on the street and built his own track car, a 911 RSR lookalike with an obscene amount of horse-



Tom Florio (right) demands "more pizza!" at the HVR annual dinner.

power due to Geoffrey also being Racetech Engineering.

Stephan Wilkinson may be our new editor, but he is hardly new at editing. His resume includes such magazines as Car and Driver, Flying and Popular Science. Stephan drives a 911 on the street and on the track—unless his wife allows him to driver her Boxster—and also built the 911 himself.

I never built my own car. After all, it isn't required. I was on the board for a number of years and even had a stint as president before. I drag my 911 Carrera Cup car to the track with a Cayenne and participate in Club Racing.

Of course, the first thing you might have noticed is that we have gone back to a printed version of Die Weintraube. We hope it provides an additional means to communicate with the members, resulting in increased participation. If you have never been to a Porsche Club event,

the Advanced Auto hospitality tent at the Lime Rock Club Race on April 28 is the event for you. Porsches will be racing, spectators bring more Porsches, there will be free food and drinks, and no obligations. Make it a day out, take the scenic route to Lime Rock and bring the family. The first 10 HVR members for whom this is their first event will get a surprise gift!

Elsewhere in Die Weintraube you can find the calendar of events we have planned so far. We try to provide a blend of driving, technical and social events. As such, we have our driver education days, the spring breakout and the hospitality tent at the Lime Rock Club Race. In addition, we will make you aware of Zone One events. Keep an eye on the event calendar on our website as additional events may be added. You

can also find contact information for the members of the board in this Weintraube. Please do not hesitate to contact any one of us if you have questions or ideas you would like to share with us.

Less than two weeks till our first track day of the year: just waiting for the snow to melt. I will be at Lime Rock, hope you can make it too,

Henk Westerduin



Henk Westerduin presents a track-chair appreciation award to Lou Dauerer.

## DES: A NEWBIE'S GUIDE

I remember well my first DE, since it wasn't that long ago. Spent two weeks preparing, making lists, collecting gear. Got to Lime Rock so early the gates weren't even open. Was terrified my touchy brake-lights would pick just that day to fail. Feared that I was so far back in the pit lineup that tech would close before I reached the inspectors

Today, I'm not so tightly wrapped and am relaxed enough that I could decide on a Tuesday to attend a Wednesday DE, take my time getting to the track, and still show up well-prepared. Of course I wouldn't be able to run, having failed to get the car pre-inspected by an HVR-approved shop, but that's another thing.

Indeed, the pre-event inspection can be a bigger hurdle for the new DE'er than the event itself, which is why it's a good idea to get your car looked at as far as possible in advance of the event—you have a month in which to get it done—rather than leaving it until the last minute.

Don't worry, an HVR inspector is not going to be a Le Mans scrutineer. There are no "class rules," nobody cares if you do a Smoky Yunick and hide extra gas in the rollbar, and a well-maintained, quarter-century-old 911 beater can pass the inspection just as easily as new Cup car. Still, if you have questionable tires, a frayed fanbelt, structural rust, dripping oil leaks, dangling wires, torn CV boots, cardboard-thin brake pads, a bicycle helmet, a loose front-wheel bearing or a cracked swaybar mount, the tech inspector is going to find it and send you home.

So leave time to get the failing corrected—to buy new tires, do a brake job, snug up that wheel or borrow a legal helmet. And you'll end up thanking the tech inspector for spotting something that, left unchecked, could have become a bigger problem.

The next thing you need to do is make a list of the things you'll need to bring. I still do this, just to make sure I don't get to the track without a helmet or legal driving shirt. Here's the basic part of my list, which can easily be expanded if you like having a camp chair, your own lunch, sunglasses, driving gloves, a Facom rollaway cabinet rain tires or a spare

engine:

✓ Helmet, and this season make sure it has at least Snell 2000 approval, meaning that it was manufactured in 2000 or later. Snell 1995 helmets are no longer legal. Fold back the interior padding at the back of the helmet to find the date-of-manufacture and Snell labels.

✓ Tech-inspection form, showing that your car has been signed off for the event by an approved HVR inspector. This is one of the few items you can't borrow from somebody else if you forget to bring it, so it's super-important. Put it in the glove compartment when the shop gives it to you and leave it there.

✓ A long-sleeved cotton shirt, which the HVR requires any time you're on the track.

✓ Driving shoes. They don't have to be expensive ballet-slipper Momos, but especially if it's wet out, it's nice to have a dry, dedicated pair of running shoes or thin rubber-soled moccasins to wear for your run sessions.

✓ Numbers, or at least something with which to make them (poster paint, shoe polish, tape). You can ask for a specific number when you apply for a DE, and you'll be assigned one when your application is accepted. If you plan to use tape to make temporary numbers, ask for one of several random three-digit numbers with ones, sevens and zeros—easier to make clearly with tape than are eights, fives and the like.

Beware of using brightly colored "racer tape" or even common duct tape, which are fine for reattaching banged-up body panels to racecars that are going to be repainted every week anyway, but they stick so hard that you can peel a layer of Guards Red off your concours-neat coupe in an instant. Standard beige painter's masking tape or black vinyl electrical tape are safer.

You can also buy fancy magnetized numbers that supposedly stick on your doors and hood firmly, but I've had several expensive sets blow off (no, not because I'm fast), and I've noticed that other drivers who use them have to tape down the leading edges of the numbers, which strikes me as a messy kludge.

✓ An old army blanket, used-up comforter or hardware-store tarp, so you have something to spread on the ground where you can put your gear

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plus the contents of your trunk and glovebox, which need to be completely empty before you go through the quick-and-dirty tech inspection at the track. Empty everything. You'd be amazed how quickly a forgotten pair of sunglasses or an empty CD case can migrate to the driver's-side footwell during a single hot lap, just when you're trying to figure out whether the heel or the toe goes on top.

✓ Several big plastic garbage bags, so you can cover up your gear if it rains...and it seems to always rain at HVR DEs.

✓ Which is why you also need to bring an umbrella. Just make sure it's black, not red, yellow or blue. Those are exactly the color of some of the most important flags the flaggers use to signal track conditions to drivers. Same goes for your jacket or windbreaker: don't let yourself become a walking red flag if you happen to wander near a flagging station.

✓ A logbook of some sort, so that you have a semi-official record of the date and location of the DE you ran, your instructor's comments, whether he's approved you for a faster run group, etc. I use the small book that the New York Metro region issues to its own DE participants, but a dedicated notepad of any sort will suffice. If you want to get serious about participating in DEs and moving up the driver rankings, it'll be helpful to have a written record of how often and well you've run, including your instructors' signatures.

✓ Tools and toolbox. Don't get crazy here; you're not going to be doing an engine drop or tweaking the suspension between run groups if you're a novice. And even if you do, the big dogs with the enclosed trailers and teams of GT3s will be able to lend you the kinibbling-pin Armstrong universal you left home, so a basic group of sockets, combination wrenches, Vice-Grip and screwdrivers—stuff you can fit into a fishing-tackle-size toolbox—will suffice.

✓ Glass cleaner and a roll of paper towels. If there's nothing else to do between runs, you'll at least be able to clean the windshield, which may well have a bunch of bugs and rubber dust on it.

✓ Safety harnesses: if you have a pair of race harnesses that don't stay in the car while you're using it on the road, be sure to bring them along. I say "them" because DE rules require that you carry the same safety gear for the instructor that you're using

yourself. Of course, the stock three-point seatbelt is legal for a road car anyway.

✓ Tire gauge, since one thing you can easily adjust between run groups, particularly if your instructor suggests it, is tire pressures. There's always a convenient compressed-air supply at tracks—as well as fuel, if you think \$8-a-gallon race gas will make you go faster. It won't, though it's leaded and will ruin your cat converter.

✓ Some bottled water is nice to have, if you're into hydration; lots cheaper than buying it at the track.

✓ Oil and funnel. Depending on your engine's condition, you might be surprised to learn that you can consume some oil during a hard track day, so bring a couple of quarts of your favorite.

You can easily make a DE-necessities list three pages long, but that I leave for people who take week-long vacation flights with four suitcases and six carry-on bags. The art is in deciding what you need, not how much you can possibly transport.

Simplicate, don't complicate. There'll be plenty of time, if you stay at this DE stuff, to bring along wheel scales, portable compressors, an extra windshield, a big-time-operator flame suit and a NASA's-worth of trackside timers and transponders. I've left off even stuff like an extra set of brake pads, brake-bleeding equipment and brake fluid, torque wrench, jack pad...things that you might well utilize after you've been at this game for awhile but that you really don't need for your initial green-run-group sessions. My principle is that unless you're planning a trackside yard sale, if it doesn't fit on a beach towel you've brought too much.

Which brings up the opportunity to explain how DEs basically work.

When you arrive at the track, pick yourself a parking spot, which will be yours for the day; like a dog peeing on a hydrant, your neat little pile of DE-day equipment will mark it. (No, don't take the one right behind the empty trailer, that's where the car that was on trailer parks.) Don't get crazed by the need to be front and center, there's lots to be said for parking off to the uncrowded side, or on a nice piece of grass.

At Watkins Glen, you might even score a covered garage space, if you arrive early enough and if the DE isn't being held during a race week; if there's an

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event on the coming weekend, all the garages will have been taken by racers.

Then go first to registration and sign in. You'll be assigned to a "run group," which if you're a novice is the greenies—instructor required, very strict passing rules, you're welcome to drive as slowly and cautiously as you wish. After you've done enough DEs to be considered able to solo and drive quickly and politely enough not to get in anybody's way—aggressiveness is not an admirable quality among inexperienced DE drivers—you'll be put into the yellow run group. When you're marginally competent, you'll be moved up to white, and the PhDs, most of them instructors, get to run in the fastest crowd, the black and red groups.

After you've registered and gotten your color-coded armband, immediately go empty your car's trunk and glove compartment of everything loose. If you haven't already left them home, take out the floor mats and loose carpeting and remove all extraneous gear such as radar detectors, cell phones, scanners, G-meters and the like.

Put your helmet on the passenger seat so an inspector can check its Snell label, open the windows, crack the hood and engine hatch so the inspectors can lift them, and trundle around the pit wall to join the final tech-inspection line, where your lug-nut torque, brake lights, throttle-return spring and a few other items will be eyeballed, and you'll then be good to go.

## TECH TACTICS

The PCA Zone 1 Tech Tactics seminar—a combination of up-fixin' der Porsche talks and product demos—was held this year, its twenty-seventh, at the superb FarnbacherLoles shop near the Danbury, Connecticut Airport. The new location made the affair especially convenient to HVR members, since it's in our backyard, and I hope FarnbacherLoles' hospitality allowed that excellent company to pick up some new customers: I, for one, was never aware that there was a truly world-class Porsche shop sitting just off a woodsy backroad in Danbury.

We Upstaters often envy Southern California Porsche enthusiasts, who have more performance-

enhancing Porsche resources than do the residents of Stuttgart, but in fact we're pretty well-endowed: between Rick DeMan's DeMan Motorsports in Nyack, Cheech's well-known Rennwerke in Elmsford, FarnbacherLoles in Danbury, our own Tom Florio's Advanced Automotive in Vails Gate as well as other specialists, we should be so lucky.

I'd never been to a Tech Tactics get-together, but I learned that it's obviously a hardcore event, not a bring-the-family barbie. Between German accents (Bernd Hemminger from Porsche AG), a garage's doubtful acoustics and some soft-voiced presenters, I'd suggest that they consider miking the speakers next year. But for the \$35 registration fee, which includes morning coffee-and-bagels, lunch, and access to the fabulous FarnbacherLoles shop as well as all of the presentations, this event is a huge bargain.

The presentations are meaty, specific and detailed. My favorite was Joe Marko's lecture on proper safety-equipment installation, since so much harnessing (including some



Bernd Hemminger holds forth on the new Cayenne's direct injection.



Joe Marko, an authority on safety equipment and proper installation.



Bruce Anderson (right), author of "Porsche 911 Performance Handbook."



HVR VP Geoff Ring's animated lecture on Motec engine management.

of my own) is mis-installed. For too long, racers have been mounting belts, straps and roll bars intuitively—there are still people who use plumbing-pipe insulation as padding because it sure seems soft—

and the results can be literally devastating. A presentation such as Marko's can make a lot of us re-think what we've been doing so casually to our DE cars.

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## THE \$495 PORSCHE

The Boston Globe did an amusing piece recently on a guy who bought an '83 944 for \$425. The Globe writer, Sally Jacobs, did substantial research into the background of a metallic blue 1983 with a tan interior that ended up abandoned for 15 years at Boston's Logan Airport.

The car was bought new, in 1983, by a Quincy, Massachusetts businessman who after seven years sold it to a young soldier, Humberto Morales. "I can't believe he owned a Porsche!" his mother told the Globe. "He always liked cars and had trucks, but he never told anyone he had a Porsche." Morales sold the 944 for \$5,500, via a dealership, to a New Bedford drug hustler named James Pike. Pike didn't even know what a Porsche was. "I thought she was a nice-looking car for cheap money," he told Globe reporter Jacobs. "Whaddya mean, did I 'love her'?"

Apparently not.

In August of 1991, Pike and his girlfriend drove the 944 to Logan Airport to do a drug deal with one Howard "Cappy" Crudell, a Maine fisherman. Done deal, Pike and his lady drove the Porsche to the Terminal A parking garage and flew off to Atlantic City to score some cocaine.

Meanwhile, Crudell got himself busted after shooting up some coke at the airport and driving

off—not surprisingly, a Massachusetts state trooper stopped him while he wandered the roads numbly in his pickup—and Crudell fingered Pike.

Pike got 15 years hard time but in 1996 was released and granted a new trial. The judge ordered that his 944 be returned to Pike from its Logan parking spot. Pike said fuhgeddaboutit (or however it's pronounced in Boston). The parking charges--\$40,000, today—were more than the car was worth.

So the poor '44 was towed first to the airport's state police K9 kennel area—maybe they thought it was not a "Porsh" but a Pooch—and ultimately to a lot that the airport reserves for tow-away cars. There it sat, in the sun and snow, windows broken by rock-throwing kids, paint faded to battleship gray.

It was never included in the regular lots of beaters sent off for auction, because nobody could imagine that the owner of a Porsche wouldn't someday retrieve it. But finally, the airport authority added the 944 to a lot of 130 abandoned cars, and salvager Mike Snow, of Autogator Truck and Used Car Parts, in Carver, Masssachusetts, bid \$425 and took it away.

Snow already owns an equally sorry '83 944 Turbo and plans to someday use the blue car for parts. Give him a call if you need any cocaine-flavored 944 pieces.

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## SPRING BREAKOUT

Break out of the winter doldrums, fire up your Porsche and come to the Spring Breakout at Advanced Auto, just south of the Vail's Gate Five Corners on the east side of Route 32. Saturday May 12 from one to five p.m. Q-tippers, racers, garage queens and beaters will all be parked together to facilitate the exchange of technical information, show-and-tell mods and tall stories.

Food and drink will be available courtesy of the Hudson Valley Region and Advanced's Chef Tom Florio and his Magic Grille. A brief introduction to driver's ed will be available for those who have never tracked their cars. Various cars will be up on Advanced's lifts so members can see for themselves what the greasy side looks like and can ask tech questions, and the entire Advanced facility will be

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open for inspection.

This is a must-attend event for new members of the Region, but come one, come all, spend as much time as you wish, meet old friends and make new ones.

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## WHO ARE WE?

Whether by default or historical trending, the Hudson Valley Region seems to have become a track-event group. We do three of our own Lime Rock events annually, host a fourth Watkins Glen event in conjunction with the Hudson Champlain Region and count among our members a number of serious, and successful, PCA club racers.

We throw an occasional social event, organize an annual dinner and occasionally talk about a group drive, but it's been a long time since the HVR has sponsored a concours, an autocross, a rally or a serious scramble-the-whole-squadron road trip.

Maybe we're all happy with that, maybe not. So it's time for you, the members, to let your officers know what you'd like to see the HVR region doing. If you care, please take the time to fill out, tear off and mail the small form below. Stick it in an envelope and send it to Stephan Wilkinson, Box 455, Cornwall-on-Hudson, New York 12520. Then we'll be able to tell, both from the volume of your responses and the choices you indicate, whether it should be business as usual or an overhaul of our membership focus.

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## THE FAST AND THE FURIOUS

There's still time to get in on the Hudson Valley/Hudson Champlain Region advanced driver education weekend at Watkins Glen, on Saturday and Sunday May 12 and 13. Unlike last year, when the registrar's door closed two weeks early, registration will remain open right up until the event. In fact if there's space still open—which is quite likely—you can come up and register right at the track.

The event is limited to red- and black-run-group drivers plus experienced white-group runners who have been specifically approved for the event by their region's chief instructor. Cost is \$325 for the two days of track time and two lunches.

But wait, there's more: The big feature of this well-run weekend is the presence of at least one or two pro drivers as instructors, and anybody who'd like to use one (or all) of them can do so by getting onto their dance cards for \$150 per half-hour of run time.

Is it worth it? I asked Northeast Region instructor and club racer Ron Savenor, who has attended the HVR/HCP event several times, and he said, "If you can afford it, it's a great deal. I've gone out with Derek Bell, Hurley Haywood, Doc Bundy, David Murry, and I've learned things from all of them.

"If you pick up just one little thing from each of them, that's huge, in terms of lap time. I'd recommend going out with as many different professionals as you can afford. Let them drive first. I'm always curious to see how they drive my car. Ask them how

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- I'm happy doing Lime Rock DEs and/or racing. Leave things as they are.
  - I'd love to display my pride and joy, and I think we should be running judged concours events.
  - Let's set up a serious autocross or two, perhaps at Orange County Airport, near Middletown.
  - I'd like to participate in some day-long or even weekend-long scenic group drives—say to the Saratoga Automobile Museum, Old Rhinebeck Aerodrome, some Hudson Valley historic manors, Mystic Seaport or the like.
  - Whatever my choice is, I would like to help plan, organize or run such an event. (Include your name and contact information below.)
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they liked how your car handled. Ask them what they liked and didn't like about your car. And then ask them to critique your own driving.

"Bring a pen and paper, take notes. If you can also videotape it, great. You can look at your notes and the tape later and say, 'Gee, I really need to improve my corner-entry speeds, I really need to work on being smoother, squeezing on the gas or applying the brakes.

"The biggest single thing you can get out of these sessions is developing your awareness. I had an instructor at one advanced day, he used to be a factory Mercedes driver in the 1950s, and I asked him to go for a ride with me. When he got out, he said, 'You're not using your vision.'

"I remember thinking to myself, 'Hey, you're talkin' to the King of Vision,' because I push it so much when I'm instructing myself. But you know what? He was right. He told me I was limiting my vision to the windshield, and that there were places on the track where I should also have been looking

out my side window. He was spot-on right, and it made me a little more aware, a little better."

Savenor said that one thing that makes the event special is that even the instructors enjoy it. "It's much more fun to teach red- and black-group drivers, because they really understand what the pros are trying to get at. So when these instructors show up, it's much more fun for them."

Not only the driver can profit, the car can get better as well. "Often these guys make great recommendations on how you can change your car's setup. After all, testing is one of the necessary skills for a pro. 'This car really understeers on turn-in, maybe you should stiffen the rear swaybar, or perhaps you want to trail-brake a little more to get the car to oversteer...' They can make solid recommendations on alignment, camber, tire pressures, swaybar adjustment."

So come to the Glen and get both your car and yourself tuned up by a pro.

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**WEINTRAUBE**

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