

If your fave editor can talk in his (Our!?) Redline about “tits”, I can get a little behind in my writing. Or to put it another way; the sun don’t shine on my 993 right this minute, ‘cause it’s at Carmen & Dominick’s shop after breaking a suspension piece at the best and worst location possible. The slowest part of Watkins Glen; the uphill from the Toe, but the armco was only two feet to the left. Another two feet and I’d simply be replacing a control arm. But if it happened while YOURS TRULY was driving, instead of while my lovely wife was at the wheel, and had it happened at, say, the Chute, I might not be able to write this AT ALL!

Porsche and I have not completed our discussions about this, which appears was caused by a failed component, something which should NEVER happen in a street tired Porsche which never was lowered nor modified. What raised my eyebrow was the response when I brought it to the dealer to review cause and effect, and was told that there were three reasons it was not their liability; a) The car is a ‘95 so is out of warrantee, b) with 57K on the clock, it is out of warrantee, and c) IT WAS USED ON THE TRACK.

Excuse me, but I don’t see the connection. So let me get this straight; if I were driving at the same speed (under 45 mph at the time of failure), but was driving past an elementary school on Rt 11, there would have been exactly two lines of yellow paint on the road to keep me from leaping the same three feet left before it could be stopped. Which would be about twice the amount needed to total the minivan loaded with precious cargo, probably unbelted. Whereas those IN the Porsche at the time were properly restrained and HELMETED, which prevented ANY bodily injuries.

Not only that, but it seems a tad bit disingenuous to run ads which claim “Kills Bugs Fast”, and espouses the RACING heritage which is supposed to justify the price tag for these things, even while disavowing any recognition that we might expect to do PRECISELY what they claim for the cars. Remember, LeMans is not Raceway Park; you can’t win unless you are DURABLE. Not merely survive a quarter mile. Ever heard of a Porsche Dragster? Neither have I. Ever heard of a Porsche winning its class at a 24 hour race? Ever wonder why? Think THAT attitude would help the team to win?

So I was a bit disappointed, but then I was talking with a guy whose job is primarily to say NO until he gets dragged kicking and screaming to yes. And I suppose the guy at State Farm was no different. But go figure; they don’t view this as an act of God, they view it as a collision. OK, my first in 25+ years with an average of five vehicles, I don’t think I’m about to be dropped. But then they inform me that they do not replace the part which broke and CAUSED the mishap. Never mind that the lower wishbone and wheel were also destroyed by the armco impact, and the trailing arm bolt could also have been sheared the same way. Perhaps the causality is not what the evidence suggests. Sometimes forensic analysis can’t prove anything. But if they are going to charge me with a collision, then fix the car. I’ll pay my contracted deductible and they’ll put it back as it was before the accident. I always thought that was why I bought insurance.

I seriously doubt any of you have been immune to the paradox of all this as well; that the agent’s literature is filled with grave warnings and seeking sympathy for the losses due to FRAUD, then they try to weasel out of their obligations on these technicalities which, if you’ve ever bothered to read your pages long yada yada policy, never mentions that they don’t replace the cause of an accident. Which leads one to wonder whether any of the SUV (Stupid Useless Vehicles or Sub-Urban Vehemoths) drivers who’ve rolled the things had to pay for the tires and chassis?! And of course, if they accepted what the witnesses all indicated, that they heard a pop and the car just slammed sideways from a straight line, then it would be no more chargeable to the owner than tornado damage. When it is your time, count your blessings.

So I suppose I should consider this my time and do precisely that. State Farm wanted to replace the “Cup” wheels with aftermarket look-alikes, and is refusing to ante up for the OEM wheels. But Carmen, Dominick and I know that, as an inspector, I would have to FAIL the car for those look-alikes as being inferior in structural integrity. Since I already had at least one other part do THAT, I think I’ll cover the OEM wheels myself, and at least have a bit more confidence as I drive the twisty bits once it is back to form. I just wonder sometimes why some businesses are so arrogant as to screw their best customers just because they can. Dinosaurs, just waiting on an asteroid. Or a trailing arm bolt.