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Post

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PORSCHE POST

January / February 2021

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COVER: Adam Schaefer and Thom Moehringer's air-cooled beauties among the fall foliage. Photo by Adam Schaefer.

Editor

Edward Reiner

Copy Editor

Linda Annicelli

Computer Layout

Edward Reiner

Contributors

Edward Reiner, Michael Brief, Dan Fishkind, Fred Pack, Bill Rudtner, Stew and Sue Teichman, Bob Demotta, Paul Celentano, Bill Riehl

Art & Photography

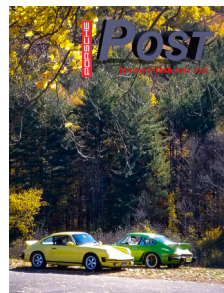
Ed Reiner, Bob DeMotta, Adam Schaefer

Advertising

To advertise in the Post, please contact:
Julie Reimann: jreimann10@gmail.com

Send Change of Address to:

Bill Riehl, PCA Membership Chair
metronymmember@outlook.com
Notify promptly to avoid missing an issue.
The Porsche Post will not be forwarded!



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METRO NEW YORK REGION EXECUTIVE COMMITTEE 2021

OFFICERS*

President

Bill Rudtner
MetroNYPCAPresident@
gmail.com

Vice President

John Mingst
Jtmingst@yahoo.com

Treasurer

Tommy Rendano
tommyrendano@gmail.com

Secretary

Graham Mingst
gmingst@gmail.com

CHAIRS*

Advertising

Julie Reimann
(646) 642-3420
jreimann10@gmail.
com

East Region Director

Mitch Hackett
631-827-4430 (text
only)
flat6mitch@gmail.com

Porsche Post Editor

Ed Reiner
MetroPostEditor@
gmail.com

Safety/Flagging

Scott Graber
631-277-9345
scotitude@aol.com

Treks

Stew and Sue
Teichman
Metrotreks@gmail.com

Autocross

Dan Fishkind
631-748-2727
autocrosschair@gmail.
com

Membership

Bill Riehl
914-943-6632
metronymember@
outlook.com

Program

Julie Reimann
(646) 642-3420
jreimann10@gmail.
com

Social

John Varsamis
Jonvarsamis@gmail.
com
718-717-2867

Webmaster

Jennifer Drubin Clark
Metronypcaweb@
gmail.com

Concours

Paul Celentano
pcelenta2@gmail.com

North Region Director

Ed Reiner
914-772-5792
edreiner@aol.com

Publicity

Bob DeMotta
robertdemotta52@
gmail.com

Technical

John Mingst
(516) 938-7048
Jtmingst@yahoo.com

West Region Director **Open**

Driver Education

Henry Hoeh
631-582-3226 (Eves)
1gplus@optonline.net

Rally

Jeff Goldberg
MetroNYRally@Gmail.
com

*Metro NY PCA Board of Directors

COORDINATORS

DE Travel

Steve Fishman
631-499-5640
fibone@aol.com

DE Track Registrar

Steve Divins
631-793-1568 (call or text)
metronyde@optonline.net

DE Metroliner

Marvin Rosen
516-967-8422
Paco182U@gmail.com

SIM Racing Advisor

Adam Fox
ravfox@gmail.com

DE Chief Instructor

Bill Rudtner
516-378-8769
Por29@aol.com

DE Metroliner

Mat Gluckson
914-364-3370
MGTR3@aol.com

Dealer Liaison

Adam Fox
ravfox@gmail.com

Trading Post

Michael Brief
porschetradingpost@gmail.
com

Copyeditor

Linda Annicelli
Lannicelli993@gmail.com

ADVISORS

Past President

Dan Fishkind
987Sdan@gmail.com

Zone 1 Representative

Ricardo Diaz
zone1rep@national.pca.org

Any item in red is new or updated
information

TECH ADVISORS

Front Engine Car

Peter Potzinger
631-786-9557 (Eves)
porschepete@optonline.net

Interior & Exterior

Matt Zakarian
516-747-4114 (Days)
Matt@detailingdynamics.com

Mid & Rear Engine Car

Taso Ktenas
631-424-3640
staff@tkxperformance.com

Please place calls before 9 PM



2021 Metro New York Region⁸ CALENDAR OF EVENTS



March	6	Autocross Seminar/Mini School South Shore Performance
	7	Autocross - Tobay
	21	Autocross - Tobay
	25-26	DE - NJMP Thunderbolt
April	3	Autocross - Tobay
	18	Autocross, -Tobay
May	2	Autocross -Nassau Coliseum
	16	Concours - Vanderbilt, Centerport
	22	Trek #1
June	2-3	DE - Watkins Glen
	13	Autocross - Nassau Coliseum
	19	Trek #2
July	5-6	DE - NJMP - Thunderbolt
	11	Autocross - Nassau Coliseum
	25	Trek #3
	30-Aug 1	DE - Watkins Glen
August	8	Autocross - Nassau Coliseum
	27-28	DE - Lime Rock Park
September	11-12	Zone 1 Autocross, Ayer, MA
	17-19	Overnight Trek
	19	Concours - Old Westbury Gardens
October	1-2	DE - NJMP, Lightening
	17	Autocross - Tobay
	24	Autocross - Tobay
November	5-6	DE - Summit Point (Main)
	7	Autocross - Tobay

Please register early for your favorite events.

Many event registration forms can also be found on the Metro NY Website (www.metronypca.org).

If you need information on a specific event, please contact the appropriate chair/coordinator listed on page 2.

Important 2021 Zone 1 and National Dates:
www.zone1.pca.org and pca.org.

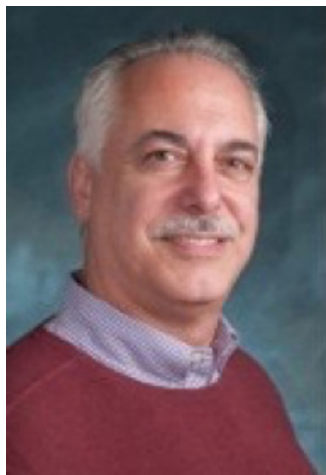
Calendar is updated regularly. Please check the Metro NY PCA website for updates and additions.

Visit Metro's Website
<http://www.metronypca.org>



From the Editor

ED REINER



This issue of the Porsche Post is reflective of hope and anticipation...hope that the winter will pass quickly and we can resume our club activities, and anticipation that we will get past COVID-19 sometime soon. For 2021, Metro intends to host more socials, driving events and programs in a compliant manner. In the meantime, we will suffer through the winter and hope that the restrictions of the pandemic will subside as we get into

this years' driving season.

We are revealing the 2021 calendar in this issue. Information about the DE program, the Autocross program, Treks and Concours are included as the Board finalizes plans based on what is known at this point in time. Due to the changing landscape of the pandemic, things may change as we emerge from winter.

On page six, you will meet the new Metro President, Bill Rudtner, also our Chief Instructor for the Driver's Education Program. Bill's racing experience may improve the focus on competitive racing for Metro. Bill has been a regular contributor to the Post for many years. Now

he takes the helm of Metro. We warmly welcome Bill to the podium. We hope you get the chance to meet him at a Driver Education or one of our social events.

As we hunker down for the winter, our thoughts turn to storage, maintenance and even our projects. As you can see from my update on page 45, I am experiencing the restoration on my 1986 Carrera which is almost complete. This nearly one year long endeavor is coming to a close, and I am intending to have the car on display at our planned Concours at Vanderbilt (Centerport, LI) for Sunday, May 16th. I have included some photos in the article, and I have come to appreciate the price of rubber and clips to put these things back together.

Additionally, Metro managed to put together a bagel gathering at Bagel Master on January 17th in Syosset, organized by Mitch Hackett. A number of hearty souls ventured out in the chilly weather to gather and socialize, highlighting how "itchy" everyone is feeling about getting behind the wheel. (See photos, opposite page). Please check our website for future gatherings during the winter, as another day above 32 degrees may spark another outing. So in addition to our impromptu events, this first issue of 2021 contains new schedules for the season. These include DE and Autocross as well as Concours.

As we get further instructions from PCA and New York

The Porsche Post is digital! Please visit www.metronypca.org to download the current and past editions of the Post!



Please send your stories along with high resolution photos to MetroPostEditor@gmail.com by the first of each month.



State about guidance for gatherings, we will populate our calendar so we can find safe ways to get together. Fortunately, we have had a healthy number of new members to Metro (check out pages 50 and 52). Membership remains strong and we hope to see these new faces this year. However, COVID -19 guidelines continue to restrict the number of participants. We monitor these rules closely and our website will reflect any changes or updates.

Also, you all should be aware that the Metro website will be going through a dramatic rehabilitation over the next few weeks due to the hard work by Jennifer Drubin Clark, our Webmaster. This will be the portal for all things Metro. The new website will be the best

source of information and updates. We encourage you to visit and comment or recommend things you would like us to include.

One of Metro's new goals for 2021 is to make the club more "interactive". This means more than just "showing up", it also means encouraging more members to actively participate, as well as to submit articles and photos with captions. While we continue to expand our new members section, we don't want to ignore the established members, so please feel free to send us thoughts, photos and feedback. For the moment, stay warm and stay safe. (Photos below by Pauly Tags)



Stay up-to-date and informed about Metro Events through E-mails

*PCA needs your e-mail address in order to enable our **President, Bill Rudtner**, to send out his e-mail blasts, which announce changes, updates or new events. All members can log on to www.pca.org quite easily. Also, our **Membership Chair, Bill Riehl**, can be reached at: Metronymember@outlook.com if you would like to reach out directly.*

President's Page

BILL RUDTNER - PRESIDENT



Well, 2020 has been one hell of a year. I am so glad 2020 is over as I am sure most of us are.

Although the beginning of 2021 might not be a picnic, I'm sure it'll be better than 2020. Over the past four years Dan Fishkind held the office of President for our club. During this time, Dan worked very hard for our club. I really never knew just how hard Dan worked for us. I never knew how much work there was to

do. That is until I was asked to be our next President. When asked, I was truly dumbfounded. I said, "Are you sure you guys want me? You know I'm not the most diplomatic guy. If you guys really want me I'll have to give this some serious thought."

Well in the coming days a few things went down. A few things that...well lets just say they weren't cool. So I thought, this is politics. Soon afterwards I wrote an email to all concerned. I stated: "If you guys are sure you want me, I will be your next Metro NY PCA president." That was back in October. As of the printing of this edition of the Post, I am your new Metro NY PCA president.

Let me introduce myself to those who do not already know me. I joined the PCA way back in 1995. Due to a registration region change faux pas my actual join date was mistakenly changed to 1997. I started participating in our Driver Education program in 1995. I was immediately hooked. The average DE student participates in about 6-9 track days a season.

Since 1995 I have been putting in about 40-45 days per year. Thanks to Henry Hoeh, I became a Driver Education instructor in 1998. During 1999 I started wheel-to-wheel racing in the National PCA Club racing program. I have been participating in 8-10 PCA club races a year since 1998. At some point around 2002 I decided to walk away from the Metro NY PCA club. In my favorite club activity, Driver Education, there was just too much going on that I did not like. During my sabbatical from Metro I ran with almost every region on the East coast from Canada to Georgia. I simply concentrated on my business, my own racing and my racing clients.

In 2010, Mike Palumbo walked into my office and asked me if I'd like to be the Chief Driver Education Instructor for our region. In a wheel chair at the time (due to a motorcycle accident), dumbfounded again, I went home and told Linda. "Why would you want to take that job?", she said. Linda knew why I had walked away from Metro. My answer was that if I took the position I thought I might be able to change the club. If I didn't take it I'd stay away, keep my mouth shut and just continue to do what I was doing. Well, I decided to take the CDI position and the rest is history. With the help of Steve Divins (DE registration) and Henry Hoeh (DE track chair) I believe that together we have changed the Metro Driver Education program for the better.

That said, I am looking forward to a welcome change in our Metro NY PCA, wherever necessary, for the better. But, the only way I can do this is with your help. Seriously, I'll need your help in the way of new ideas as well as positions that may need to be filled. Is there

something you'd like to see us do? Email me. Is there something you would like to do for "your" club?.... Email me. All of us working for our club do what we do as volunteers. We do this for the love of the club. This club, our club, is a club that was formed for people who have a love of the Porsche Marque. The club started because of the car. It's now about the cars and the people. Maybe you'd like to get more involved. I truly hope I hear from you with whatever idea(s) or concerns that you may have Happy New Year.



Marvin Rosen on the track

Be on Time

JEFF GOLDBERG - RALLY CHAIR

The 63rd running of The Ted Ohland Snowflake Rally took place January 31, 2021. Despite the chilly weather, approximately 25 brave souls participated in this event which took drivers from Hauppauge to Riverhead.

Results from this event will be published in the next issue of the Post.



Launching point for the Snowflake Rally in Hauppauge



Skid remarks

DAN FISHKIND - AUTOCROSS CHAIRMAN



It's here, it's time! The 2021 Metro New York Region Autocross Series is about to begin. The schedule for the year is set with eleven local events and the Zone One autocross which will be in Ayer Massachusetts.

Now its time to start working on your cars and getting them up to speed so

when the season opens, you are ready to go. There are many things you can do to your car to improve its performance and safety. New tires, suspension, engine and exhaust modifications as well as seats, harnesses, roll bars and cages, but there is nothing more important than improving your driving skills. How do you do that, you ask? You do that by seat time, seat time, seat time! Have I mentioned there is no substitute for seat time? The most important weapon you have in your car is you, the driver. Come down to all events and you will watch yourself improve. If you are new to the sport you will initially be competing against yourself. Your goal would be to

better your times on each run. As you improve, you can start looking at other drivers' times in your class and compete against them. That is what's so great about Autocross, there is competition at every level.

For those veteran autocrossers, the competition will be tough this year. There have been some class moves which should liven things up. I am also looking for course designers so if you would like to try your hand at designing a course let me know. If you're unsure come down and help so you can see what it takes. I also have some course design information, if interested please contact me.

I am hoping to run the Autocross Seminar/Mini-School as the first event but as you'll hear me say often this season, it all depends on Covid-19 guidelines. As of right now the planning is done and the seminar will be held at South Shore Performance with the driving portion will be at Tobay Beach.

So that is all for now. I am looking forward to seeing everyone out there on the course. Please see the Autocross flyer in this issue for the 2021 Metro NY AX schedule. Be safe and stay well.



AUTOCROSS

Event Timing

Site Opens:	7:00 am
Registration:	7:30 - 8:45 am
Tech Opens:	8:15 am
Late Registration:	8:30 - 9:45 am
Tech Closes:	9:00 am
Drivers Meeting:	9:30 am
Novice Meeting:	9:45 am
First Car Off:	10:00 am
Trophies:	3:30 pm

Members: \$35 Non-members: \$50
Events will be pre-registration only
Sign up at clubregistration.net
Participant numbers may be capped
per Covid-19 guidelines.

For additional information please
check the Autocross section of the
website at

www.metronypca.org/autocross
or email Dan Fishkind at
autocrosschair@gmail.com

March 6, 2021

Autocross Seminar/Mini School

South Shore Performance/Tobay Beach
(See flyer on page 24)

AUTOCROSS AT TOBAY

March 7 - Sunday
March 21 - Sunday
April 3 - Saturday
April 18 - Sunday

Nassau Coliseum

May 2 - Sunday
June 13 - Sunday
July 11 - Sunday
August 8 - Sunday

Ayer Massachusetts

Zone 1AX - September 11-12

Tobay Beach

October 17 - Sunday
October 24 - Sunday
November 7 - Sunday

2021



2021

You Really Should Try a Track Day With Your Porsche – Part 1

By Fred Pack, PCA Instructor

My regular readers will hopefully indulge me again for re-running a slightly updated 2-part series of columns devoted to first-time and novice track drivers. (Plus, it's the off-season and there isn't much action to report.)

Since you're reading this in the Metro POST, it's a pretty good bet that you have a Porsche. Many of Metro's members participate in our DE (Driver Education) track events but very many more do not. Metro has more than 3,000 members, and mostly the same 50-100 people attend our DEs – along with 15-25 first-timers. This means that many (most?) members don't ever participate in track days. **You guys are missing out! You should join the fun at a Metro DE day.**

I have been writing the "Track Ramblings" column in the Post for many years and mostly I concentrate on track driving technique so that track-interested readers can learn how to go faster safely on the track. **This column focuses on the neglected, much larger group – those who haven't taken themselves and their Porsche to a DE day.** I want to start by proselytizing: You own a Porsche. You probably love it dearly. If you haven't had it out on a race track you have been missing one of life's great joys – the fun, excitement and thrill of driving on a track in your wonderful Porsche. I can't properly convey in words all the sensations you'll experience so I can only hope that my enthusiasm will cause readers who haven't had a track day to sign-up for one or more of Metro's many DE events in 2021. The rest of this article discusses Things You Should Know.

It is now the off-season – track driving is finished for 2020. It's the perfect time to be thinking about 2021. Now is the time to be getting yourself ready to drive your Porsche on a racetrack.

Things You Should Know

DE events are non-competition. You go at your own pace; no one will pass you unless you give them a signal that you are comfortable being passed at that moment. You will be on the track with novices like yourself.

You will not be alone. At all times you will have a qualified instructor in the car with you to guide you throughout the event.

When are DE events and how do I sign-up?

The Metro track schedule is posted on the website (metronypca.org) and also printed in the POST. **Registration is done online at clubregistration.net.** You must register for events in order to participate.

Your Car

Your Porsche is ready to hit the track if it has been properly maintained, with one possible exception (see below). **You will not harm your Porsche in any way by driving it on the track!** PCA requires that all DE entrants get their cars 'tech-ed' before each event. This is a no-cost technical inspection provided by some of Metro's approved local Porsche dealers; or you can have it done by approved independent mechanics. Bring a blank copy of the Metro Tech Form (available on the Metro website at <http://metronypca.org/elementor-2314/> in the DE section) to the inspection and be sure to have the shop fill it out and put their stamp on it. If you haven't had your car recently serviced, I suggest that you take it to your shop for a going-over before taking it to the tech procedure. You need to have the brake fluid flushed at least annually. Have the shop also check the wheel bearings, tire tread and brake pad adequacy, and whatever else they suggest. In this way you'll sail through the official tech with no problems – this is important because there isn't much time between the tech-day and the DE event in case your car does need any work. Your Porsche does not need any special parts or alignment or anything to give you a wonderful track experience. If it's in good shape it is ready to go. Remove the driver's side floor mat – this is a requirement: it might get tangled up with the gas pedal.

The one exception to your Porsche being track-ready relates to convertibles: 911 Cabriolets must have a rollbar installed; Boxsters of the 986-type (2004 and older) need a rollbar extender (contact bkauto.com and perhaps other suppliers) unless you are pretty short [[learn about the 'broomstick' rule](#)].

(Continued on page 35)

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2021 METRO NEW YORK DRIVER EDUCATION SCHEDULE

March 25-26 (Thurs/Fri)

NJMP Thunderbolt

June 2-3 (Wed/Thurs)

Watkins Glen International

July 5-6 (Mon/Tues)

NJMP Thunderbolt

July 30 - Aug 1 (Fri/Sat/Sun)

Watkins Glen International

August 27-28 (Fri/Sat)

Lime Rock Park

October 1-2 (Fri/Sat)

NJMP Lightning

November 5-6 (Fri/Sat)

Summit Point (Main)

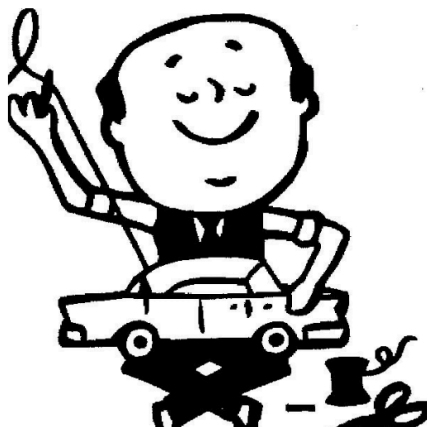


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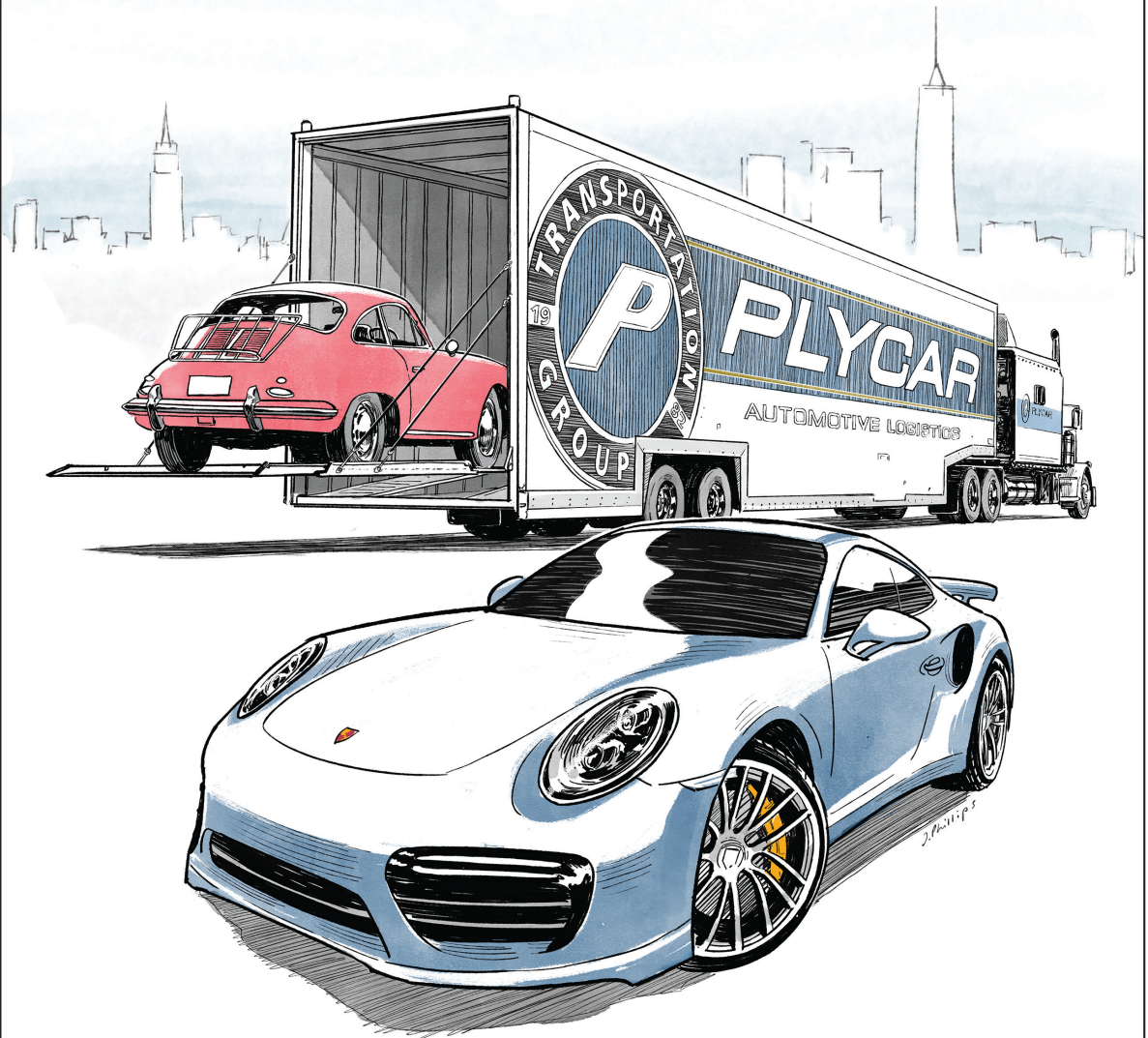
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Track Ramblings

FRED PACK - DE INSTRUCTOR



The Winter Blues

As I look out the window I see lots of snow, the remnants of a serious storm a few days ago. There will be no nearby track events for us Metro PCA people for months. We'll just have to wait until March 25-26 DE at NJMP. Another thing we'll have to wait for is the general availability of The Vaccine. That should put an end to the horrible Year of the Virus we have all been enduring.

In my last column I said that I would explain how it came to be that I "drove" Jimmy Clark's Formula 1 Lotus at the Nürburgring in 1966. It's kind of a long story, so settle in ...

When Fred "drove" Jimmy Clark's Formula 1 Lotus I spent the summer between my Freshman and Sophomore years at college in Europe with my friend Tony. We started off in England, where we picked up Tony's new Sunbeam Alpine at the factory in England. We had arranged the trip so that we could attend the British, Dutch and German Grand Prix races. The British race was held at Brands Hatch, was won by Jack Brabham in his Brabham BT19, and was notable for the filming for "Grand Prix" which was underway. (Grand Prix is one of the truly great films about racing. It has cameos with all the greats of the era, such as Phil Hill, Graham Hill, Jackie Stewart, Jimmy Clark, and it stars Yves Montand and James Garner. If you love racing, you must see it.) The Dutch Grand Prix was a week later at the Zandvoort track. We had not made any lodging arrangements and after we spent a few hours being rejected at every inn and hostel we could find due to the crowds in town for the race, I had a brainstorm: We went to the police station and begged them to let us sleep in the jail. They were so amused by this idea that they let us do it. That night remains the only time in my life that I spent a night in jail. They even gave us coffee. The race was again won by Jack Brabham in his Brabham BT19.

The German Grand Prix at the 'Ring was held 2 weeks later. (Until 1984 Grand Prix races were held on the "real" Nordschleife 'Ring, whose lap is 12.8 miles

long. Since then they are on the 3.2 mile Grand Prix course.) Tony and I got there a few days earlier and happened to meet an American who was entered in one of the support races in his Sunbeam Tiger. For a bit of ancient history, Sunbeam was a long-established English car manufacturer. Tony's car was a 1966 Alpine, with a 1700cc engine producing 93hp. Carroll Shelby, who had already created the Cobra by taking the British AC Ace and inserting a Ford V8 into it, made a similar deal with Sunbeam, dropping a 164hp Ford V8 into the Alpine. The resulting car was called the Tiger. We had the inspiration to ask the American, whose name I don't remember, if he would like a free pit-crew. We thought he might like this offer because he was there all alone. He accepted. This was so great for us because it got us pit passes which were good for the entire Grand Prix weekend. We were in heaven. A high point during the American's race was when we hung the pitboard out over pit wall with the words "GO FASTER" written on it. (This was very sophomoric, but we were soon to become sophomores, so it seemed very funny to us.)

Those pit passes made the rest of the weekend memorable for the rest of my lifetime. I met Colin Chapman, owner of Lotus and one of the greatest automotive engineer/designers of all time. Part of the allure of the Lotus brand was the Elan, which had been made famous by the gorgeous Diana Rigg (who died recently) in the popular "Avengers" TV show. I also met Graham Hill and Jimmy Clark during practice for the GP.

The F1 engine formula had just been changed to 3 liters from the 1.5 liter 1961-65 period and most of the manufacturers didn't have 3 liter engines ready in 1966. Lotus were using a 2 liter version of the Coventry Climax 1.5 liter they had used in 1965. Ferrari and Maserati had V12 3 liter engines making much more power than the Climax 2 liter. Brabham concocted a 3 liter using an Oldsmobile block which made almost as much power as the Ferrari and Maseratis, but was much lighter, more reliable and used much less fuel than them.

Jack Brabham won the German F1 race in the Brabham BT19, and went on to become 1966 F1 drivers champion (his 3rd). That German Grand Prix did not work out well for Team Lotus: Clark crashed out 2/3 of the way through and his teammate Pete Arundell finished in last place. Americans Dan Gurney, driving his own All American Eagle finished 7th, and Bob Bondurant's BRM had engine failure after 3 laps.

(Continued on page 19)

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(Pack, continued from Page 17)

Tony and I returned to the track the next morning and found the pits largely deserted. Various crew members were on hand to pack everything up. We saw the Team Lotus truck and a single Lotus mechanic. He was trying to load the F1 cars up the wooden ramps which angled from the ground into the truck. We asked if he would like help, and he gratefully accepted our offer. I'm now going to pop forward to the present era and contrast it to that scene. Today, the truck would no doubt have an elevator to bring the multi-million dollar F1 car on board; in 1966, it was left to one forlorn guy to push the car up a makeshift ramp made of 2 planks. The mechanic and Tony pushed Clark's car from the rear and Fred Pack, aged 18, took the steering wheel and guided the car up the ramps. If I had made a mistake, Jimmy Clark's Grand Prix car would have fallen off the ramp and gotten damaged.

So, now you know how it came to be that I "drove" Jimmy Clark's Grand Prix car at the Nürburgring. To end this section of the article, here is a great line: "Besser der Nürburgring als der Ehering!" It means "better the Nürburgring than a Wedding ring,"

To the present

Prepare: It is the off-season, so there's no track driving but it's the perfect season to be preparing for the on-season. As I said earlier, Metro's first event is March 25-26 at NJMP. It's never too soon to be getting your car and yourself ready.

2010-dated helmets are not permitted for use at 2021 DE events. There is a 10-year rule on their use by PCA and most other organizations. If you have a 2010-dated helmet you must replace it. (Inside the helmet on the top is a dated sticker.) Remaining stocks of 2015 helmets are on discounted sale and good supplies of 2020 are available. Various vendors advertise in the POST. Metro requires a 'Snell approved' SA or M-type helmet. Open-face helmets are allowed, but the full-face are safer.

The winter is an excellent time to have your car receive a thorough going-over. This can be done by a Porsche dealer or one of the many INDEPENDENT race shops in the area. Be sure to get a brake fluid flush – this is an annual requirement of Metro's. Have them check your brake pads for adequate thickness, and be sure to get the brake rotors and wheel bearings examined. Track time causes much wear on these parts. The shops are generally not too busy during the cold months. If you wait until spring arrives (or even approaches) the shop may be too busy to handle you quickly.

Think: There's always a lot to think about when it comes to the track. Here's a small but meaningful example. Consider an 'ordinary' turn like West Bend at

Lime Rock or Turn 11 at Watkins Glen. What makes it ordinary is that it is a constant radius turn. Now pretend that 2 cars are going through that turn. One of them it a 944 with 143hp; the other is a GT3 with 493hp. They both have the same type of track tires, meaning that they can corner at the same speed. Should they take the same line through the corner?

The correct answer is 'no'.

Here's why: the 944 should take the line with the largest possible radius of that constant radius turn. This will maximize its speed in the turn and allow it to have the highest exit speed possible as it enters the following straight. By contrast, the GT3 should take a later apex entry in the turn, sacrificing some speed at corner entry by turning more sharply than the 944. This straightens out the turn sooner than the 944's path does and allows the GT3 to get on the throttle earlier than if it followed the 944's line. This early throttle lets the GT3 start accelerating earlier to take advantage of its massive 493hp. If it had followed the 944's line its available traction would have all been used up by cornering forces and the driver would be unable to apply power until the turn had been completed. By contrast, anything the 944 does to change his line will only act to slow him down for the duration of the turn, and will result in him losing even more time to the GT3 on the next straight. Tricky, eh?

I'll see you at the track in 2021.

You can always contact me at fhp911@gmail.com.



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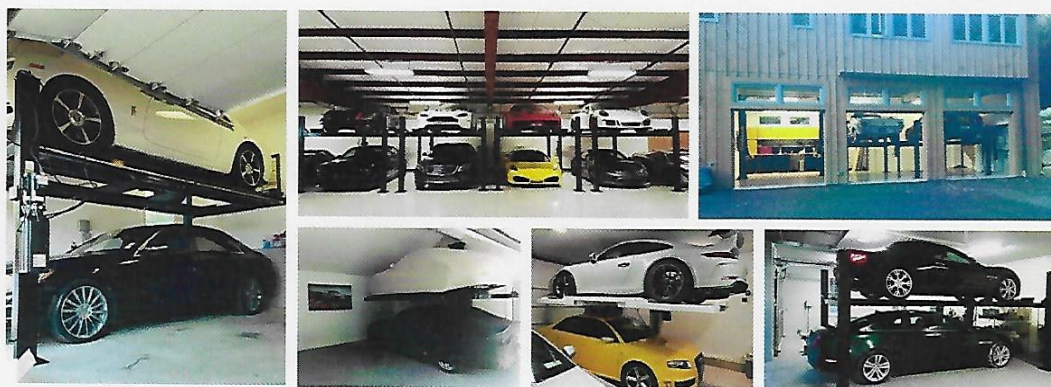
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Southbound by Boxster

ED REINER - POST EDITOR

As many of you know, my '86 Carrera is in the final stages of restoration (see page 45) and my 2010 997.2 C4 Cabriolet has been my "weekend warrior" for the past year. I also realized that I had put over 8,000 miles on the 997 this past year and I began to think about another regular driver that would take on some of the weekend mileage and also handle some of the "daily driving", and would let me put the 997 into storage for a while.

I scoured PCarMarket, BaT, and even CarGurus until I stumbled on a 2000 Boxster Base that was for sale on Facebook Market and located only a few miles from my house. I wrote to the owner and learned that he had acquired the car to be a weekend driver. He immediately realized that the Boxster has 217 horsepower and not the 400+ hp that he was hoping for. He acquired the car on PCarMarket and decided to quickly resell it, having located a 996 Turbo more to his liking.

I test drove the Boxster in the snow through Ridgefield, CT and North Salem, NY (photo 1 on page 22) and we agreed to have SpeedSportTuning run a PPI on the car. The inspection revealed that the car only required a tune-up and some front shocks, but the car was an otherwise good, solid Boxster. I purchased the car the day after Christmas and picked it up from SST the Monday following.

On the spur of the moment, I elected to drive the car the 1200 miles to our condo in Boca Raton, Florida to escape the winter weather and to look forward to driving the car with the top down. With much trepidation, I got up the next morning (the day after I picked up the car in which I had put only 15 miles on it), I loaded it up with a small bag of clothes, my laptop and a bottle of Mobil One oil. I left Westchester at noon and arrived for my overnight stop in Rocky Mount, North Carolina, at 8:00 pm, stopping twice for gas. The car was flawless. Not as quick as the 997 but nimble, surefooted and well-suited for Rt. 95 South. I could cruise comfortably at 85 mph with no issues. (Cruise Control was working fine).

I rose at 6:00 am the next morning with frost on the car. It started right up, I put the seat heater and defroster on (everything was working fine) and made the requisite stop at the Waffle House (photo 2) before jumping on Rt. 95 South. The 12 hour drive to Boca Raton was uneventful except that I realized I wanted Bluetooth to connect my phone. I could not find anything else the car needed and made it to the condo in Boca by 7:00 pm. (I have made this trip by car a few times

before and it gets relentlessly boring once you get to Savanna.

Some observations: It was 30 degrees out when I left New York, 35 degrees when I left North Carolina, and 75 degrees when I pulled into the garage in Boca. Because my car was built in Finland and delivered to Ontario, Canada, my speedometer is in KM/hr (though I have the US speedometer gauge background to swap it out). On Rt. 95 in Florida, I was averaging 145 km / 90 mph in the SLOW LANE but the little Boxster served me well (I still have the digital speedometer readout in MPH). Also, my Boxster has the Bose audio package with additional rear speakers behind your head in the little storage bin so I decided I would find a car audio place in or near Boca to swap out the radio with disc player for a new audio system.

The next morning, I drove to Starbucks in Mizner Park with the top down. At 6:30 am, it was already 78 degrees. The 48 degree temperature shift was the full justification to purchase another rag top, and the morning drive up North Ocean Avenue (A1A) made this absurdly long trip all worthwhile.

That Saturday, January 2nd, I joined the Gold Coast PCA who was hosting a Cars and Coffee at the Flashback Diner in Boca Raton (photo 3) with 20 cars arriving for breakfast. Among them were 3 cars with New York license plates and a couple of transplanted New Yorkers from Metro. Eating outdoors on a Saturday morning in January in nearly 80 degree weather made me forget about the long arduous drive to get there.

My impromptu drive from New York to South Florida was a hot topic of conversation at this event and people wanted to know why I didn't just ship the car. "And miss the chance to drive 21 hours with 24 hours notice?". Fortunately, the organizer had a similar car and showed me his Pioneer double din audio system install which fit perfectly into the console. Based on his recommendation, after breakfast I found the place in Delray Beach who could replace the radio with the Pioneer. When I challenged the owner (Bernie Hoffman) on his obvious Long Island accent, he admitted he was from Massapequa and had moved to Delray Beach a few years ago for the better weather. Nonetheless, the installation was perfect (photo 4).

After New Years, I also took the Boxster up to Palm Beach Island.

(Continued on page 22)

(Continued from Page 21)

The Boxster was “lost” among the Bentley’s, Rolls Royce’s, Land Rover’s and Mercedes Benz’s, but I didn’t care....the weather was perfect and driving with the top down made this trip worthwhile (photo 5).

During the week, I took the car to Kris D’Agostino, formerly of Fairfield Porsche Service and now an independent shop in West Palm Beach (Tech9 Automotive), who was recommended to me by members of the Gold Coast PCA. I called and made an appointment and had the car tuned up and new HD Bilsteins installed in the front to stiffen up the ride. I was really enjoying the car in the warm south Florida weather despite the fact that I did not go anywhere specifically except to Home Depot and Publix. I put on 500 “driving around” miles, mostly with the top down.

By January 13th, I had been in Florida nearly three weeks and it was time to return back to New York. I left my condo by 2:00 pm that day and made it as far as Savannah after 7 hours of driving. Again, the car was flawless and completely cooperative. The new Pioneer sound system with Bluetooth was the gamechanger as I was able to participate in the Metro club board meeting via my new audio system and could even see the Zoom participants on my phone mounted to my dashboard. The rest of the return trip was uneventful despite it getting progressively colder as I traveled north. I stopped for gas in Thornburg, Virginia which was literally in front of the Dominion NASCAR racetrack. I drove down to the pit area of the track, and it was completely empty except for someone setting up a new Corvette in the pit. For a moment, I thought about just charging on to the track and taking a lap and then exiting right onto Rt. 95 North but I was imagining Virginia State Police chasing me into Maryland (photo 6) and decided against it.

I made another overnight stop in southern New Jersey (after another 12 hours of driving) that Thursday, and I made it home by 7:30 am on Friday morning to the same 30 degree temperature I left in. The car performed flawlessly, and I was totally impressed with the purpose of this little car. I was now a solid Boxster fan.

Conclusion: this drive of 1200 miles each way is far too long of a trip for a single driver and I am now carrying the Plycar business card with me. I was nearly numb from sitting for so many hours in the left seat. In contrast, driving on A1A at dawn with the top down was exactly why I love convertibles. The Boxster is a durable and fun car to drive with a personality all its own, far different from the two 911’s that I currently drive. The Boxster is now at Rennwerke for maintenance but will come out if the road is dry and the temperature is above 35 degrees. The car is set up just the way I like it and find

it reliable (IMS was done by a previous owner). I have a new affinity for the Boxster. I intend to drive it regularly. I will see you with it this spring.



(Photos 1 - 6 below)



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Autocross Seminar will cover:

- ✓ MNY PCA Autocross Rules/Guidelines.
- ✓ Car Classifications.
- ✓ Helmets and Safety Equipment.
- ✓ Car and Driver Preparation.
- ✓ Basics of precision driving.
- ✓ How to 'read' and 'walk' the course.

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- ✓ Be instructed on a real autocross course and experience what you learned in the classroom.
- ✓ Tips on how to read the course at speed.
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This is a highly recommended event for all drivers interested in participating in the Metro NY PCA Autocross program. Get a taste for what autocross is like while you learn the basics.

- First time autocrossers will receive a coupon for a free autocross. This event is practically free!
- A light breakfast will be served to all participants.

For additional information please check out the Metro website at:

www.metronypca.org/autocross

or email Dan Fishkind at autocrosschair@gmail.com.

Registration is open – Sign up at metronypca.org

Only 15 spaces - Registration closes 3/3/21



Concours Corner

PAUL CELENTANO - CONCOURS CHAIR

Hello from Concours Corner. Like everyone else, as we closed the chapter on 2020, we are hopeful and optimistic that the New Year will bring back the life we knew before Covid-19. Time together with family and friends (without a mask), dinner with your significant other at a restaurant (without a mask), you name it...we all would like things back to normal.

As a club, we adapted and did what we could to have meets, drives and get togethers, that even if for just a little bit, took our minds away from the day-to-day uncertainty that this pandemic has brought. While we still have a long way to go, we would like our membership to know that we are working and have committed dates for two concours events later this year at the Vanderbilt Museum and Old Westbury Gardens with the hope of one additional

event. These events, of course, are contingent upon where things stand with the pandemic. The New York State COVID-19 guidelines will be strictly adhered to.

As always, if you have any ideas for an event venue or have any concours questions do not hesitate to reach out to me. Stay safe!

Tentative dates:

Vanderbilt Museum, Centerport - May 16th
Old Westbury Gardens - September 19th

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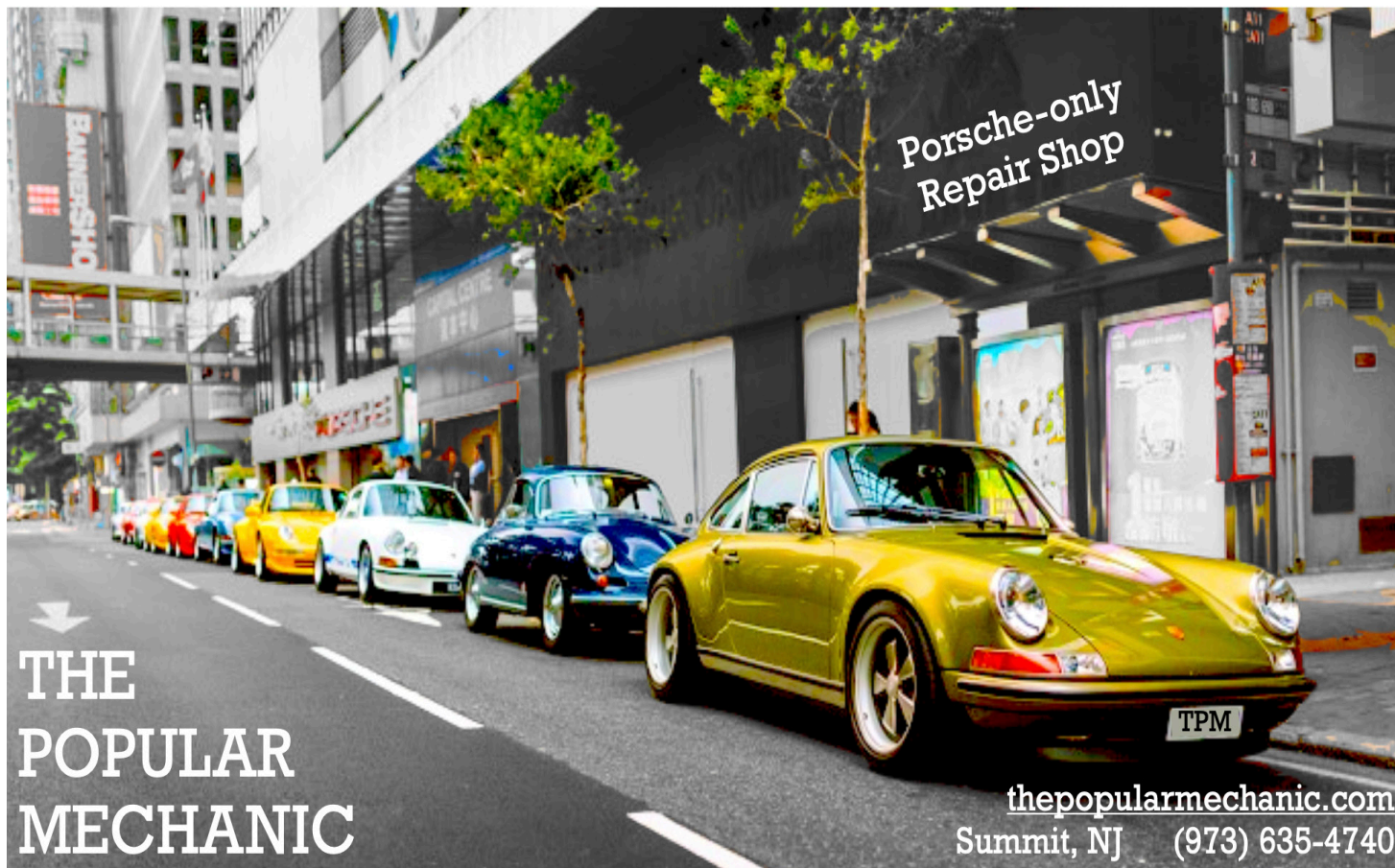
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(Pack, continued from page 10)

Guys and Dolls

Very few women participate in DE events. There is no rational reason for this. The fun and thrill of track driving is equally appropriate for everyone, and there definitely are some female track junkies and instructors, but not many. A thought: If you are female and love your Porsche, attend a DE event. I predict that you will get hooked immediately.

Insurance

DE events are very safe, but sometimes stuff does happen. Mechanical issues are more typical than damaged cars, but again, sometimes stuff does happen. Your regular auto insurance typically will not cover damage incurred at a racetrack, even a non-competition event like a DE. Fortunately, special DE insurance is available. Google “HPDE track insurance” to see a number of providers.

What to bring

You will need a helmet. Metro does have a few loaners so if you don't want to buy one yet, contact the Track Chair before the event for details. Helmets must be “Snell approved”, meaning that the sticker inside the helmet says “Snell”, and either ‘SA’ or ‘M’, and 2015 or 2020. 2010 helmets are no longer permitted. I recommend the full-face type, but it is not required. Prices start at about \$250. Other than the helmet you don't need anything special. You'll have to wear long pants and a long-sleeve shirt. (Sometimes if it is very hot, short sleeves are permitted.) I strongly suggest sunglasses because it can get very bright on track. A folding chair is very useful. Bring water. Depending upon the season it may get very hot or very cold, or even both. Be sure to bring coats, sweatshirts, etc if it seems like it might be cold. Track events start early each day – usually 7am – so it may be quite cold. Be prepared for rain with suitable hats, coats, etc. I always have a few towels with me, just in case. Some of the tracks, such as Lime Rock and NJMP, have food stands. Others, such as Watkins Glen, do not, but there are lunch places in town nearby.

How the day unfolds

A few days before the event you'll get a confirmation email from Metro telling you important information and what time the track gate opens. (Each event has a registration closing day: you must register by that date. Sometimes events are sold-out so don't wait too long.) It's a good idea to be there when the gates open since there's quite a lot to do before the event begins and you'll want to be ready to go when it's your session. At the gate you'll have to sign the

track's liability waiver. (Sorry, but accidents do happen and the track assumes no responsibility.) After you have made your way to the paddock area, you must go to Registration, where you'll sign Metro's liability waiver (yes, you have to sign both of them) and be assigned to a “run group” – run groups are assigned based on your amount of track experience, and you'll be given a colored wrist band corresponding to your group. As a beginner, you'll be in the ‘green’ group. You may be given a work assignment as well. Next, go back to your car and empty out everything from the cabin and trunk. Then take your car, helmet, and pre-event inspection tech form to the Tech Line whose location will have been announced on the PA, where your car will get a quick safety going-over by Metro people. If you've been told the name of your instructor, try to find him/her and introduce yourself. If not, your instructor will find you at some point before your first track session.

The most important thing

The most important thing is to relax and let yourself have fun. There is a lot going on at a track day and the track experience is very intense, so it's easy to get stressed. I've been doing track events for 50 years, but I can still remember sleeping poorly the night before an event and being nervous at the event. Focus on being relaxed so that you can soak it all in and enjoy your day. Your instructor and the class sessions you'll attend will tell you what you need to know out on the track in order to have a safe and fun time. My next column will discuss some track driving basics to get you ready for your exciting First Day at the Track.

Feel free to contact me at fhp911@gmail.com with any questions, comments, or thoughts.



SIM/DE Racing

ADAM FOX, SIM RACING ADVISOR

I love to drive. Cars and driving have been an overarching theme in my life. I particularly love to drive Porsches. The fact you receive and read The Post suggests we have at least that in common. Since I got my first two-seater I have for this reason hated winter, hibernation time for sports cars.

As I write this, it's rather cold in Metro NY. I wouldn't willingly take out a Porsche riding on its warm-weather tires. Nonetheless, I plan to spend a couple of hours this evening driving a 991 RSR at Canadian Tire Motorsports Park – better known as Mosport. For about half an hour I'll be racing, despite the fact it's a track with no lights and Mosport, being Canada's home of motor sports and the sister track to our beloved Watkins Glen, is about as cold as home today.

In the last six weeks I've driven Porsches at Mosport, Watkins Glen, Lime Rock and Summit Point with old and new friends from Metro NY PCA. Obviously, I'm doing this in a simulator.

In case you don't know, we launched the Metro NY PCA Sim DE/Racing program in late November. We use the iRacing simulation platform, which is partnered with PCA and Porsche. You might be one of those who have joined us, but we have almost infinite room even during Covid times, and it's already established that you like to drive and enjoy Porsches! If you haven't joined us, please do. We are combining the three main pillars of the club: driving, socializing, and Porsches.

If you haven't joined us already, you probably fall into one of four camps:

1. You may not be aware of the program. - *Now you are.*
2. You may already drive a Sim, but don't want to join us - *Come and have a look at what we're doing, then decide; it's your club.*
3. You may think driving a Sim is not worthwhile or realistic. - *Have you given it a real chance? This isn't a game, it requires some time and effort – like real driving.*

4. You may know nothing about Sim DE/Racing and driving. - *Our core purpose is fun. We are trying to provide all Metro NY PCA members with any degree of interest a place to learn more, get involved, improve their skills, and socialize in a driving activity.*

If you are interested in joining us, or simply learning more, please send an email to metronypcasimracing@gmail.com and we'll help you get set up.

In the meantime, allow me to give a sense of exactly what we are doing aside from a good deal of highly realistic, challenging, and enjoyable driving with others. Is it all take-no-prisoners racing? Do you need to have 50 track days under your belt and the skills of Derek Bell, Kevin Estre, or Pat Long? No! We are fortunate in Metro NY PCA to have some superb Sim racers, not least our Chief Sim Instructor Shaibal Bandyopadhyay. We also have novices, and every skill level in between. Everybody is welcome.

We are currently gathering for two sessions per week, totaling 5-6 hours, with no obligation to attend. One session is Open Practice, in which we drive, chat, and learn together. Instruction and advice are available. The other session includes an increasingly organized Sim Driver Education (Sim DE) portion supported by comprehensive documents and track walks we are creating and providing. Following the Sim DE we engage in a short race, so far without points being awarded. We still chat and socialize!

We always allow a choice of cars, and we are tailoring the sessions to the needs and abilities of our members. As we grow, more sessions will be provided with differentiation by skill-level and interest. Our provisional calendar extends through June 2021 and includes two seasons and two off-seasons. We intend to provide members a social driving experience, with competition for those interested, on a 52-week basis.

This is an opportunity to drive as fast as you can, with little concern about the traffic! To some extent you can do that on track, and Metro NY PCA happens to offer one of the best High Performance Driver Education (HPDE) programs anywhere. I go to virtually every event with my family and many of our friends.

(Continued on page 47)



Metro members brave the cold weather at the Syosset LIRR station for the mid-winter Saturday morning bagel meetup. No, they are not commuting into NYC.



Trekking with Stew and Sue

STEW AND SUE TEICHMAN, TREK CHAIRS



It has been a slow few months and Sue and I have been reluctant to leave the house as this pandemic rages on. I see pictures of people getting together in large and small groups of unrelated people. They don't socially distance and don't wear masks. So, I sit here and wonder how this situation can ever be resolved when so many people do not take it seriously.

Now there are a couple of new strains to be concerned about and the vaccination rollout seems to be taking much longer than anticipated or projected. This all

worries us so Sue and I stay inside most of the time except to do some marketing and take long walks or runs around the neighborhood. We have both received our first doses and hope the second doses will be available to us on the appointed date given the supply shortage. That said, we must remain hopeful that the rollout continues, that the supply increases and that people are not reluctant to get vaccinated so we can reach herd immunity. Then we can start getting back to normal.

At present, it seems as though the New York State group limit is 10 people for both indoor and outdoor gatherings. Hopefully this will change prior to trekking season so we can conduct our events again this year. I know for many, us included, this was a way to get out of the house and enjoy our cars as well as some socializing, even if it was at a distance. We have some dates posted on the calendar (see page 3) but these will all be subject to the then prevailing Covid-19 guidelines.

I do know one thing for sure though. No matter what the state guidelines are, I will be out there driving those back roads every chance I get; and I suspect you will too. Stay safe everybody!



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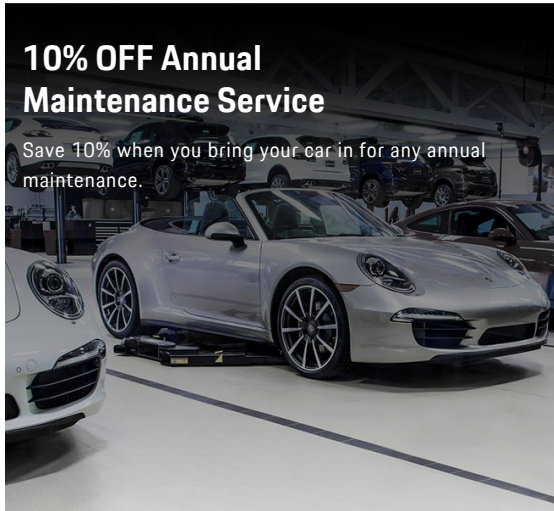
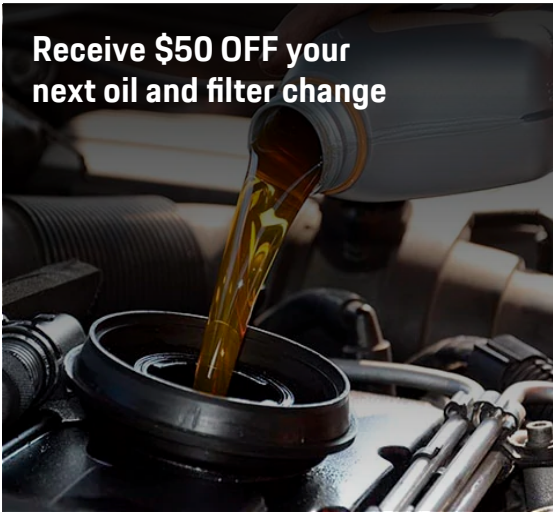
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Driven for Speed

BILL RUDTNER, CHIEF DE INSTRUCTOR



During 2020, our Driver Education events were always in question. Whether or not our Governor allowed X number of people to gather dictated what kind of event we could or would run. Students or no students, was usually the big question. What could we do? What should we do? Thankfully we were able to have “in-car” instruction during the last half of the season. On

balance, at the end of our 2020 DE season all had turned out better than expected.

Our last driver education event of 2020 was a two-day event held at Summit Point in West Virginia on the weekend of the 6th and 7th of November. Thanks to a good turn out and more than just a few friends from HOD (Hooked on Driving), our event was nothing short of fantastic. Everyone had a great time and the weather was just superb. I was very glad to see that we had more than enough instructors for all students. CDC guidelines were adhered to as well as the state of West Virginia's protocol. The only disappointment was that we could not have our annual “end of season” barbeque as we could not all gather to eat in those numbers. As far as the Summit event for 2021, we are thinking of having a three-day event (Friday-Sunday)

instead of the two-day event we have been hosting for the past few years. I had taken a poll at the end of the Summit event and almost all asked were in favor of a three-day event. That said, I'm going to see if we can put it together.

For 2021 I'm looking forward to a better year. Just last week I registered for the 48-hours at Sebring. This is the first PCA club race of the season historically held on the first weekend of February. This event hosts an advanced DE as well. This race is usually one of the biggest PCA events of the season. I have to say that just 4 days in the Florida sunshine is a welcome change in the middle of a New York winter. I also texted one of my guys and asked the question. “Do you want to go back to Texas this year?”. The answer was a big “Yes” so...it looks like we may be racing at Circuit of the Americas (COTA) near Austin again this year. The PCA Club race at COTA also hosts an advanced DE as well. Sebring and COTA were the only races we raced in 2020 before our government shut down the country. In hindsight, I was so glad I did those two races. This is all in the hopes that the Pandemic doesn't get out of control.

Our Metro DE schedule for 2021 seems to be set so check your calendar. Pencil in the events and lets get to the track. I truly hope I see you there.



Bob Schutzenbach and Christine M. Tuite Staib help out at a Metro DE event



Bill and his daughter Lindsey at the track, right

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Heavy Metal and Restoration

Ed Reiner

Putting an old air-cooled Porsche back together is like a jigsaw puzzle. Parts have to go back in a certain order, and the number of rubber seals, clips and brackets is mind-boggling. Interestingly, the most challenging process was the removal and reinstallation of all of the window glass plus the replacement of the roof liner. Now that these are installed, we are remounting the sideview mirrors, installing the headlights and tail lights (I had to buy new replacement tail light assemblies since the engine heat and water rendered the old ones too “decrepit” to put back in) and install the rocker moldings. The other remaining item is connecting the sunroof to the motor.

The old headliner actually disintegrated as it was being removed but the new headliner also has the new car smell. Thanks to the guys at Automotive Upholstery and Convertible Tops of Tuckahoe for a superlative job. The interior is now fully installed with the new carpeting I had installed last year, the new leather seats from a couple of years back, and a new windshield. With new rubber and trim, the windshield (middle, right) enhances the new car look.

When I asked Elmsford Autobody owner Anthony Macchia about the process of reinstalling of all of the glass, he commented that “there was a lot of grunting”. With new seals around the glass plus the undercoating and seam sealer, there is no more exposed metal on the car. Rust will no longer be an issue. Another challenging part of the reassembly was replacing a lot of damaged wiring (in the tail lights, doors and headlamps and the removal of the alarm system that was 30 years old). My electric door locks, electric seat motors, window motors and rear defroster are now working fine. I think we are about a month away from completion.

Once finished, the car will go up the street to Rennwerke for an alignment and a shakedown, and then perhaps a spirited ride up the Saw Mill River Parkway or Taconic (is Albany too far?) when it goes into winter storage for about 8 weeks before it sees the light of day.

Watching this car go through deconstruction, and into repair, paint and then reconstruction has been both an exciting albeit excruciating process. What I thought was a summer project has turned into a year-long adventure. In the end, this car will be a “new” 36 year old Porsche with less than 1000 miles on the rebuilt engine and transmission. I will see you at Vanderbilt.



North Region Update

Ed Reiner, North Area Director



The North region of Metro has witnessed a nice increase to its membership. The downside is that the restrictions of COVID-19 continue to hamper any activities until it is safe to do so. We hope to see some progress this spring as vaccines are administered but we are nonetheless

planning here at Metro for a robust season of Porsche activities in the region.

The regional Cars and Coffee events planned for this year will (hopefully) include Rennwerke (Elmsford), SpeedSportTuning (Danbury, CT) and Porsche of Larchmont (Pepe Porsche) as well as a concours program (hopefully at Harbor Island in Mamaroneck). One of these may include a tech session once we have clarity on the COVID-19 restrictions. Adding to this is a possible “meet up” at Hayfields in North Salem, N.Y. as well as the resumption of our “Where’s Metro Wednesday” pizza or burger nights, and we should be ready when the weather permits and restrictions loosen up. We may start planning a local weekend breakfast meetup over the summer at a local diner if and when it is safe to do so and there are no conflicting activities planned. Please keep your eye on the website calendar. Also, now that Collector Car Garage (Bedford Hills, N.Y.) has been acquired by Hagerty’s, we hope to organize a “kid friendly” concours where our kids can judge the cars which Hagerty’s sponsors. More information will be forthcoming.

If you have any ideas or preferences, please do not hesitate to reach out to me (MetroPostEditor@gmail.com) and send me your thoughts. I am only too happy to work on your recommendations.

Periodically, I get questions about local vendors and suppliers. These include where to go for wheel service, specialty repair, interior and roof repair, as

well as engine rebuilding. Please continue to send these queries to me. I can find the experts who can address them. I notice a lot of Facebook commentary and I pay attention to the responses and how people find their vendors. My rule is to pay attention to the Post advertisers first, but I can address any questions you may have.

Another question I receive regularly is about winter storage...“Where can I store my car up here for the winter”. I have a few resources to find adequate storage but you need to plan early as space goes quickly. There are also a number of homeowners renting out their spare garage space for the winter which I have seen in the local community websites so I will keep track of these in case anyone is interested.

The one thing I continue to worry about is the potential infestation of small animals to our stored cars. Remember to cover those exhaust tips with dryer sheets, put a couple in your storage compartments, and do yourself a favor and acquire one of those sonic devices that runs on AA batteries and put it either inside the cabin or in the storage compartments. Ignition wires are like chocolate to mice and expensive to replace. (Trust me, I know this first hand),

Also, up here we have been documenting a variety of predators roaming the area, including bobcats, black bears, coyotes and fox, all of whom seem to be exhibiting a rise in their numbers. Doorbell cams are recording activities worthy of an episode of Animal Planet, which also exposes our cars, not to mention our pets. My motion detecting outdoor lights are flashing on and off due to deer, possum, skunks and racoons roaming in my driveway. A piece of advice - keep the cars locked, windows closed, and covered if possible. I always notice the small animals “scatter” if I go out early in the morning, and have been charged by a scared buck standing next to my car in the driveway. We don’t want these critters scratching up the car.



(SIM Racing, Continued from page 36)

HPDE is the very essence of Porsche ownership. I got into Sim driving solely to improve my own driving on track. I was surprised to find how much it helped, because I was shocked to discover how real it is. The tracks are all laser scanned and the cars are replicated to the last detail. Full racing decks like the RSR are configurable to a degree few techs will fully comprehend. Verisimilitude is near Holodeck levels!

Whether you track already, or have been thinking about it, Metro NY Sim DE/Racing can be a great adjunct. In the off-season, in the case of pesky lockdowns, and in between track events you can gain, improve, and hone your skills in Sim. Most of the tracks we go to in HPDE, and most of the tracks PCA Club Racing visits, are available in the iRacing. We synchronize the Sim season with the HPDE season to help maximize enjoyment of both. Needless to say, Sim time is cheaper than track time, and incidents are free.

If you go to the track with Metro, you will know it offers wonderful society along with driver education. Metro NY PCA Sim DE/Racing uses a free software program called Discord for communications. This is the same program used by the ACO to manage the 24 Hours of Le Mans. Through Discord we communicate by text and voice, ensuring a high social quotient. We allow aspects of most sessions to be guided by attendees, and we try and keep things fun. In between sessions, we use Discord to promulgate information

and chat. There is a wealth of knowledge available about equipment, technique, cars, tracks, and driving. Especially when we all have fewer opportunities to drive our real cars, and the club cannot offer a full slate of real-world activities, Sim DE/Racing takes up the slack.

Those already involved with Sim driving are aware of its costs, which are undeniably modest for anyone who owns, let alone tracks, a Porsche! Nonetheless, there are expenses. Time spent on track with Metro NY PCA Sim DE/Racing isn't one of them. That extremely small expense is being covered for members. The cost of equipment and an iRacing membership are higher. Please come and find the information through our Discord Server, where you can find excellent advice on what you need, what you want, and also what you should avoid. It is really a matter of how little or how much you wish to spend.

So there you have it: a little introduction to another activity now offered by Metro NY PCA. We hope you will choose to learn more, and we look forward to your participation. Download Discord from www.Discord.com and shoot us an email at metronypcasimracing@gmail.com, and let's go driving together, no matter how cold or dreary it is!



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Membership Update

Bill Riehl



Membership changes
this month through
12/31/2020

New Members	24
Transfers	-3
Expired	33

Test Drive	
Participants	38
PCA Juniors	90

of expiring or has expired already, please click the membership tab, click the renew tab, then click on the renew your membership highlighted in Red.

Here are some photos of our new members this month. We welcome you!

Metro NY Region Membership

Active Members	2,237
Affiliate Members	<u>1,035</u>
TOTAL Members	3,272

To Renew Your Membership:

Visit the National PCA website at pca.org, log in to your account, check your membership renewal date in the upper right corner of the home page just under your name. If your membership is within 2 months

Paul Kakavas	2003 911 Carrera Cab
Jason McManus	2012 911 Carrera 4 Cab
Bill Getz	2011 911 Carrera S
Dallas Maddox	1968 911L
Gabriele Sewtz	2000 Boxster S
Jorge Schneider	2004 Boxster
Marc Katzman	2020 GT4 Clubsport
Dmitri Jacobs	2004 911 Turbo
John Cariello	1999 Boxster
John Winer	2020 911 Carrera S
Russ Methlie	2009 Boxster S
Luan Bexheti	2013 911 Carrera S Cab
Vlad Hirnyk	2007 911 Targa 4S
Anderson Reyes	2020 911 Carrera 4S
Robert Schlederer	1999 911 Carrera

Paul Kakavas - 2003
911 Carrera Cab, below.



Bill Getz- 2011 911 Carrera S, above



Jason McManus- 2012 911
Carrera 4 Cab, right

Marc Katzman- 2020 GT4
Clubsport, below



Welcome The New Members



Dallas Maddox- 1968 911L



Jorge Schneider- 2004 Boxster



Gabriele Sewtz- 2000 Boxster S



Dmitri Jacobs- 2004 911 Turbo



John Cariello- 1999 Boxster



John Winer- 2020 911 Carrera S

(Continued on page 54)

Welcome New Members

BILL RIEHL - MEMBERSHIP CHAIR

January/February

NOVEMBER

Steven Sammut
Locust Valley
2016 Boxster GTS, White

Massimo Balestri
Sleepy Hollow
2002 911 Carrera, Black

John Donnelly
Rye
2017 911 Carrera, White

Jorge Schneider
Huntington
2004 Boxster, Red

Andrew Ertel
Bedford
2006 911 Carrera 4S Cab,
Black

Gabriele Sewtz
Brooklyn
2000 Boxster S, Artic Silver
Metallic

Bill Getz
Manhattan
2011 911 Carrera S

Jason McManus
Quogue
2012 911 Carrera 4 Cab,
White

Christopher Skinner
Manhattan
2017 718 Cayman

Faisal Mushtag
West Harrison
2018 Panamera

Daniel Diez
Rockville Center
2006 Boxster S, Seal Grey

Michael Tinis
East Meadow
2014 911 Carrera S

Dmitri Jacobs
Dobbs Ferry
2004 911 Turbo, Midnight
Blue

Paul Taglieri
Yaphank
2012 Panamera Turbo S
Carbon Metallic Gray

Matthew Wells
Shelter Island
2014 Cayenne Diesel, Red

Christopher Johnson
Dobbs Ferry
2000 911 Carrera 4 Cab
Black

Jonathan Bell
Woodbury
2006 911 Carrera S

Rob Penwall
Manhattan
2004 911 GT3, Speed
Yellow

Hector Ortiz
Ronkonkoma
2019 911 Carrera, White

Eric Miller
Glen Head
2021 911 Carrera 4S, GT
Silver

Richard Rieger
Bedford
2020 Cayenne S, Gray

Steven Smoke
Brooklyn
2011 911 Turbo S, Black

Marc Troy
Hampton Bays
2019 911 Carrera

John Cariello
Massapequa
1999 Boxster, Black

Michael Caimano
Wilton, CT
2013 Cayenne GTS, White

Benjamin Tan
Bayside
2017 718 Cayman S

Russ Methlie
Brooklyn
2009 Boxster S, Black

Brian Byrne
Bronxville
2013 911 Carrera Cab

Laurel Touby
Manhattan
2020 Taycan Turbo S,
Frozen Blue Metallic

DECEMBER
John DePietro
Staten Island
1986 928S, Viper Green

Mark Rakauska
Monroe, CT
2012 911 Turbo S Cab,
Midnight Blue Metallic

Christopher Lee
Massapequa
2015 Cayenne Turbo, White

Yves Coleon
Tuckahoe
2006 911 Carrera 4S Cab,
Silver

Norm Stump
Southampton
1985 911 Carrera Cab,
Nutmeg Brown Metallic

Justin Friedman
Brooklyn
2017 911 Carrera 4S

Jeffrey Snow
Glen Cove
2020 911 Carrera S, Blue

Luan Bexheti
Astoria
2013 911 Carrera S Cab
White

Ronald Baudilio
Yonkers
2016 Macan S, Black

Abel Brea
Hastings on Hudson
2015 911 Carrera 4S, Black

Peter Vonderlieth
Brooklyn

Jason Dobbs
Long Island City
2016 Cayenne S E Hybrid
Black

Terrence Stamm
Merrick
2012 Cayman, Platinum
Silver

Justin De Castri
Jericho
2017 911 Carrera Cab
Graphite Blue

Anderson Reyes
Bedford Corners
2020 911 Carrera 4S

(Continued on page 59)



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Welcome New Members, Continued

Russ Methlie- 2009 Boxster S



Luan Bexheti- 2013 911 Carrera S Cab



Vlad Hirnyk- 2007 911 Targa 4S



Robert Schlederer- 1999 911 Carrera



Anderson Reyes- 2020 911 Carrera 4S

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MICHAEL BRIEF



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FOR SALE: Hard top for 996 widebody. Red/saddle headliner. Excellent condition except for dirt/grease mark on B-pillar which can probably be cleaned. Asking \$100. Call or text Frank 914-830-2038 for fciano@gerberciano.com (11-20)

FOR SALE: Porsche 3 spoke OEM Black Leather steering wheel 944 924 964 S Turbo, no rips or tears, complete with horn contact, \$199; Porsche 911 70s 4 spoke steering wheel w/o horn contact, \$50; Pair of beige genuine sheepskin high back seat covers, \$100; Pair of black with gray piping high back cloth seat covers, \$50; Set of Porsche Excellence Magazine No. 1 (Jan/Feb 1987) and ending with No. 84 (April 1999), \$84. Call Tom at 631-662-6376 or email tomonion@hotmail.com for pictures (10-20)

FOR SALE: Michelin Pilot Alpin PA4 N-SPEC Performance Winter Tires. 235/40R 19 Front and 265/40R 19 Rear. Used two seasons on a 2018 Cayman 718 for less than 3000 miles. \$599. Will deliver in the metro NY area. Call Herb Landau at 631-332-7000 (10-20)

FOR FREE: Luggage Racks for First Gen Cayenne. Never used, in good condition. Pick up in Nesconset NY. Free to PCA member. Text me at 631-848-7674, please do not call. Nat Lanza (10-20)

WANTED: 1986 944 driver side mirror. Need just internals but will consider whole unit. Also 1983 911SC passenger side brake light/taillight unit. Reasonable prices please. Thanks Chris 917-334-3254 Ccanon@rcn.com (01-21)



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(Continued from page 52)

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Robert Schlederer
Brooklyn
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West Islip
1996 911 Targa, Silver

Thomas Mulvihill
Manhasset
1984 911 Carrera

Chris Minster
Fairfield, CT
2008 Boxster S, GT Silver Metallic

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