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MARCH 2021

Post



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PORSCHE POST

MARCH 2021

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COVER

Adam Eckman and Manny Espallat tour Brooklyn at dusk.

Photo by Adam Eckman.

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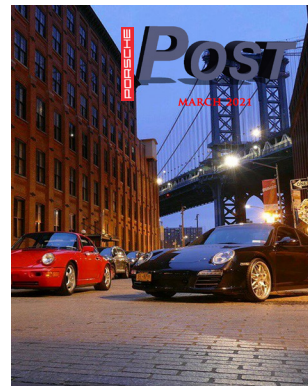
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Send Change of Address to:

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Notify promptly to avoid missing an issue.
The Porsche Post will not be forwarded!



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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
	11	Autocross - Tobay
May	2	Autocross - Nassau Coliseum
	16	Concours - Vanderbilt, Centerport
	22	People's Choice Charity Concours, Pindar Vineyards
June	2-3	DE - Watkins Glen
	13	Autocross - Nassau Coliseum
	19	Trek #1
July	5-6	DE - NJMP - Thunderbolt
	11	Autocross - Nassau Coliseum
	30 - 8/1	DE - Watkins Glen
August	7	Trek #2
	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.

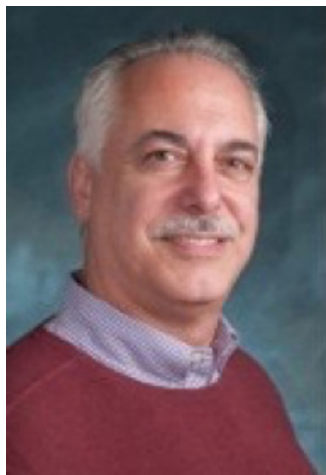
Calendar is updated regularly. Please check the Metro NY PCA website for updates and additions.

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



From the Editor

ED REINER



The winter drags on with more snow and cold weather. Yet there is light at the end of the tunnel. Winter is over in a few weeks and we hope to be back on the road with a full schedule of Club events and activities. Fortunately, I was able to get vaccinated so perhaps this means I can move around more freely, but I am still anxious to get back behind the wheel.

As you can see from the schedule of activities on page 3, the Club activities are listed in chronological order, with more being added. We have scheduled our DE, AX, Concours and Trek programs for 2021, and I have heard from some members about their interest in some longer trips. (As COVID rules change, so do our plans accordingly). We want members to be aware that PCA is hosting the annual swap meet in Carlisle, PA on Saturday, May 1st. Please let me know if you would be interested in a Metro "drive", about 3 hours or so from New York City. Then there is the annual PCA Porsche Parade, returning to French Lick, Indiana, July 11-17 (about a 13 hour drive). We hope this is a good sign of things opening up this summer. You can register now for the

Porsche Parade by going to porscheparade.org.

Please note that we have a new advertiser, Griot's Garage (Page 25). We know that Metro members are obsessive-compulsive about their cars and seem to find buffing, polishing, wiping and rubbing to be an activity almost as fun as driving. How many of us look at the reflection of our cars in storefront windows, or look back at our cars as we are walking away to make sure it is super shiny? Or that we imagine a nano-protective force field around the car that bugs cannot penetrate? Griot's is extending a discount to Metro members (please see Julie Reimann's article on page 37) for more information, so get out there and buff, wipe and polish your brains out. As we restart our Concours program, remember — what is Porsche life if we are not super shiny?

I also hope you notice the improvements in style, format and design of the Post. There has been a tremendous effort made to make the Post more user-friendly and consistent in style and format. We thank our new copy editor, Linda Annicelli, for her hard work and direction. Additionally, we always want comments and suggestions from our members, but we also encourage your contributions as well. Photos of your cars are welcome, including those with kids and dogs which are encouraged. If you take your car to an interesting or unique destination, please send us your photos. We are setting aside space for member photos so

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.

please contribute to metroposteditor@gmail.com. I included a photo below of my 2000 Boxster sitting in Palm Beach, Florida looking across the Intercoastal Waterway.

Separately, we hope you also noticed the dramatic improvements to the Metro website. Now that we have a professional webmaster again (thank you Jennifer Drubin Clark), the website will be the source for timely information and an updated schedule of events. Please continue to check back at www.metronypca.org for more information as it becomes available. At the same time, we respectfully request

you patronize our advertisers here in the Post. Their support for Metro is unfailing, and they encourage you to remain loyal to them as well.

As we prepare for Spring, I want to acknowledge the continued growth of our membership. Please see Bill Riehl's update on new members, as this allows growth and encourages member participation. We hope to see new faces at our events this year which will be a dramatic improvement over our curtailed activities in 2020. We look forward to seeing you out there. Be safe, and stay healthy.



Stay up-to-date and informed about Metro Events through Emails

*PCA needs your email address in order to enable our **President, Bill Rudtner**, to send out his email 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



The start of our Metro PCA Club activities have already begun for 2021. I'm glad to see that our Metro Sim racing league, headed up by Adam Fox, our Sim Racing Coordinator, is gaining momentum. With the lack of real driving during winter months Sim racing is a good way to stay "Tuned up". Adam is easy to reach and always ready to help anyone get started in Sim.

The Snowflake Rally was held on Saturday the 30th of January. This rally was one of Ted Ohland's favorite events. Ted was the Rally Master for over 50 years. After his passing, the Snowflake Rally was renamed the Ted Ohland Snowflake Rally to commemorate Ted. For our 2021 Snowflake Rally the Rally Chair was Jeff Goldberg. Jeff has been involved with Metro events way before my time with the club. As a matter of fact Jeff was one of the first persons I met at my first Metro PCA Driver Education way back in 1995 at Bridgehampton. This year the Ted Ohland Snowflake rally was held under very strict Covid-19 guidelines. Jeff and all the people involved did a great job putting this event on. I believe that most everyone had a great time at this year's Ted Ohland Snowflake Rally. Jeff has another rally or two planned for 2021 and I'm really looking forward to them.

With the arrival of March, Autocross is soon to be in full swing. Our past President and Autocross chair, Dan Fishkind, has been known to run a very good Autocross. I'm sure this season will be no different. Autocross is a great venue to learn car control. I highly recommend it. With 12 Autocross dates throughout the season there's no reason not to try it at least once.

Driver Education is starting a bit earlier than usual with our first date of the 2021 season set to be March 25th and 26th. It's been a longer than usual winter with the adverse February weather and Covid-19 restrictions limiting everything we normally do. I am so looking forward to getting back on the track.

Stewart and Sue Teichman, the Trek Masters, really held the club together last year by holding 9 treks over the 2020 season. The Teichman's really went above and beyond. The extra Treks they put together gave our Metro NY club members something to look forward

to during the 2020 Covid-19 restrictions. Stew and Sue have already begun charting out some beautiful rides for all of our Porsche "Trekkiess"

Heading up Concours again this year is Paul Celentano. Paul has a few nice ideas for 2021 starting with a possible meet-up at the Pindar Vineyards in Peconic on the East End of Long Island.

I'm hoping our social activities continue with the meet-ups like the "Wings and Things" at the Main Event as well as the "Cars and Coffee" and other venues. We have a lot planned so stay tuned. We are also looking for members to contribute to the monthly Post editions in the way of pictures and written columns. I would love to receive written columns from any member. Doesn't matter if you're an Auto-croser, a Driver Education participant, a Club racer a Concours participant or... I'd love to have you submit a column for publication in the Post. Just send your submission to either Ed Reiner at metroposteditor@gmail.com or Linda Annicelli at lannicelli993@gmail.com

There should be quite a bit going on for all our Metro PCA members in 2021. I'm looking forward to a fun and safe year. If you have any ideas or comments please email me at: presidentmetronyregion@gmail.com. I hope I hear from you.



Jeff Lanka and his GT3-R copy



Be on Time

JEFF GOLDBERG - RALLY CHAIR



On January 31, 2021 the 65th annual running of the "Ted Ohland Snowflake Rally" took place. This event is reported to be the longest consecutive running rally conducted by any car club in the US. Metro is extremely proud of this heritage. Metro founders, and Rally Masters, Ted and Nancy Ohland were instrumental in running the Snowflake for over 50 years and

after Ted's passing, his children Karen, Erik and daughter-in-law Lisa Ohland continued the family legacy by being a major part in running the Rally.

Despite an impending major snowstorm, which we missed by just 6 hours, we had a great turnout!

The Snowflake Rally is a Time-Speed-Distance (TSD) event whose object is to pass predetermined locations at an exact time which is determined by following directions that include speed changes and traps to "trick" the participants. The best way to start rallying is to follow the directions and enjoy the scenery and route without worrying about the TSD aspect of the event. This year's rally was attended by several first-time participants and everyone did great!

I want to thank Hugo Burnert, Henry Hoeh, and Dan Fishkind for creating the rally. They took multiple runs to assure accuracy of the route and to confirm it did not change due to construction or accidents on the day of the event. A special thank you to Karen Ohland who reviewed the routes and General Instructions for accuracy.

Without our checkpoint workers this event does not happen. Thanks to the teams Bob and Karen DeMotta, Derek and Susan McKane, Michael Kane and Andre DaSilva, Erik and Lisa Ohland - who sat in their cold cars for hours waiting and watching for all participants to pass. Check out Bob DeMotta's photos on the web and the POST.

Twenty cars participated with 18 teams making it to the finish.

Expert Class

1st – Marie and Ken Hargreaves

Ralliest (unequipped) Category

1st – Claudia & Ivan Vazquez

2nd – Sarah Nicholson & Albert Beicher

3rd – Colleen Lawrie & Rodolphe Boulanger

The remaining places are listed below and on the Metro website.



Car	CP1	CP2	CP3	CP4	CP5	CP6	CP7	CP8	CP9	TOTAL	Place	Notes	First Name DRV	Last Name DRV	First Name NAV	Last Name NAV
2	0	21	59	48	46	109	85	89	0	457	1	1st Place Expert	Ken	Hargreave	Marie	Hargrave
29	200	139	47	200	43	93	20	5	200	947	2	1st Place Ralliest	Ivan A	Vazquez	Claudia	Vazquez
22	200	31	200	66	200	200	83	142	0	1,122	3	2nd Place Ralliest	Sarah	Nicholson	Albert	Beicher
12	200	79	200	154	104	86	38	144	200	1,205	4	3rd Place Ralliest	Rodolphe	Boulanger	Colleen	Lawrie
21	200	89	135	7	7	200	200	200	200	1,238	5	4th Place Ralliest	Frank	Montwill	Jesse	Montwill
27	200	165	200	102	94	35	200	77	200	1,273	6	5th Place Ralliest	Jeff	Tarr	Theodore	Tarr
30	200	49	200	200	200	24	59	200	200	1,332	7	6th Place Ralliest	Griff	Wolz		
19	200	114	200	200	186	21	23	200	200	1,344	8	7th Place Ralliest	Daniel	Lagrasse		
10	200	200	200	97	45	200	5	200	200	1,347	9	8th Place Ralliest	JOHN	ALBORA	Pete	Puccio
14	200	154	200	130	200	83	200	200	200	1,567	10	9th Place Ralliest	John	Fritsch		
18	200	200	127	200	200	71	200	200	200	1,598	11	10th Place Ralliest	Gunter	Jonke	Victoria	Jonke
33	200	54	154	200	200	200	200	200	200	1,608	12		Eric	Heischober		
20	200	17	200	200	200	200	200	200	200	1,617	13		Tim	Mehta	Mark & Clai	Mehta
15	200	200	200	152	77	192	200	200	200	1,621	14		Daniel	Giannone	Paul	Gubista
17	200	200	115	200	200	200	200	200	200	1,715	15		Neil	Greenberg	Paul	Otto
11	200	200	200	200	200	200	200	200	200	1,800	16		John	Berner Sr	John	Berner Jr
23	200	200	200	200	200	200	200	200	200	1,800	17	Leadfoot	Dave	Portocarre	Russel	Hammond
28	200	200	200	200	200	200	200	200	200	1,800	18		Andrew	Umreiko	Paula	Umreiko
3	0	98	40	35	200	81	DID NOT FINISH				DNF	Expert	Mitch	Hackett	Rich	Moore
25	200	200	200	DID NOT FINISH						DNF	20		Marvin	Rosen	John	Re
1												Expert	Jeffrey	Becker	Pete	Schneider

Skid reMarks

DAN FISHKIND - AUTOCROSS CHAIRMAN



The 2021 Metro NY autocross season is upon us. I always love the beginning of the season, as it is great to see everyone so fresh and eager to compete against each other. It is also interesting to see what modifications have been made to cars and how drivers have improved during the off-season. I have

done nothing with my car yet, but I do have some things in mind. I am hoping that by the time the season starts, I will have a new set of rubber to put down on the lot. I also have competed in some Sim Racing during the off-season and that has reinforced the concept that slow is fast, so I am hoping to be mature enough this season to employ that strategy and hopefully take home the Autocrosser of the Year Trophy.

This year you can expect some changes from previous years. For starters, events will be pre-registration only for now and will take place on clubregistration.net. As you can probably guess, this is due to Covid-19 and will be safer for all. As the season progresses, we will determine the feasibility and safety of in-person, day-of-event, registration. You should also be aware that participant numbers may be capped depending on regional Covid-19 guidelines. Since this is the case, it is a good idea to sign up early. Please only sign up if you are certain you will be attending so that drivers don't get unnecessarily prevented from participating.

Another big change in autocross this year is equipment. Snell 2005 helmets will no longer be accepted at events. Since Snell ratings come out every five years, we will be accepting Snell 2010, 2015 and 2020 Helmets at events. Helmets will be inspected on the tech line before each event, so if you have an expired helmet, we will ask you to rent one (helmets will be disinfected). This is good to keep in mind if you are purchasing a new helmet. We allow helmets 15 years past the Snell date so when you are buying a helmet, the more recent year you buy will be able to be used the longest.

One change you will not see this year is the weather at Tobay Beach for the first few events, which will take place on March 6 (Autocross mini school), 7 and 21. Make sure you dress accordingly, as it gets very cold and much time is spent out of your cars. Don't forget to bring food as well, as there will not be a coffee truck as of now. Another thing that people forget, believe it or not, is gas. I can't tell you how many times people ask me if they have time to get gas. The answer to that question will usually be no! If you are not driving, you are working the course and if you are getting gas, then you are not working the course since the nearest gas is about 20 minutes away. So please, please, please plan ahead and fill your cars with enough gas to get through the event.

I am looking forward to an awesome season this year with a lot of great competition for all levels. Despite Covid-19 restrictions, we will be able to have a safe season for all. Please keep in mind that your cooperation and patience is appreciated. As always, please feel free to contact me with any questions at autocrosschair@gmail.com. I hope to see you all out there.



Ed Trainor having fun at Autocross



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 11 - Sunday (Date changed)

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

Try a Track Day With Your Porsche – Part 2

By Fred Pack - PCA Instructor

This is largely a re-run of an article from previous years – my reason for running it again is that (A) I want every Metro member who has not participated in a Driver Education (DE) day to do so at least once. If you have never gotten your Porsche onto a race track you are missing out on a great joy, you have no idea of the superb capabilities of your car, and you will learn skills which are very useful for your everyday driving; (B) there are some essential points you must know about Your First Track Day which are covered here. In addition, please read Part 1 of this article if you haven't already, which ran in the January/February 2021 issue of the POST. In this article I use the word 'he' to refer to the driver. Please do not think that track driving is restricted to males or that I am sexist. All types of people can enjoy it and be equally skilled.

I also want to say that everyone is nervous when considering taking their precious Porsche (and themselves!) out onto the track. The DE program is designed to make you comfortable, safe and happy about your experience. Additionally, you will always have a qualified instructor equipped with a two-way communicator in the car with you, giving you guidance and listening to any questions you may have.

This article focuses on flags and passing. It is very important that you have a good understanding of these two aspects of your Track Day in advance of the event.

But before we get started, there is a critical step to getting on the track: You must register for the event if you want to participate! It is a good idea to register significantly in advance of your desired track date because events do sell out. The procedure is very simple – click on <http://MetroNYpca.org/de-schedule> and you will be taken to a web page listing all of Metro's track events for the year.

Flags

Every track day begins with a Drivers' Meeting at which a great deal is explained to the participants. One of the topics is a review of the flags. When you are out on track, the only way the track officials and corner workers who are observing the track from stations located all the way around the course can

communicate with you is by use of colored flags. It is vital that you understand the meanings of these flags. The Meeting is conducted at a fast pace, so my hope is that by explaining the flags here in advance of your Track Day you will fully understand them in advance. (Note: the meanings of the flags may be somewhat different from one track to another. Pay attention at the Meeting!)

Before I go through the individual flags, I want to tell you of an incident about 15 years ago at Summit Point WV. I was in my GT3, following a Lotus into the high-speed Turn 10, when the Lotus burst into flames at corner exit! Its driver immediately stopped and exited the car. I was able to get by the flames, and I stopped. Meanwhile, a group of cars was approaching Turn 10 and of course had no knowledge of the incident. The corner workers displayed the RED flag, and those cars all stopped before they reached the scene. **THE MORAL: Pay attention to the flags and know their meanings. It matters.**

Green - The track is clear; you can move at speed. (At some events the absence of any flag being displayed means the same thing. This will be explained at the Meeting.)

Yellow - No passing is permitted. Be cautious. If the yellow is displayed stationary (motionless) there is a car or other impediment off the track. If it is being waved, the impediment is on track. In either case, slow down and be careful. You can resume passing when you have passed a flag station which is not displaying the yellow flag.

Blue - This is the passing warning flag: A faster car is approaching you; you should let it pass at your next convenient moment. (This flag may or may not have yellow stripes on it.) Read the PASSING section below.

Yellow & Red - This is the Debris Flag, signifying that there is an object (or liquid, such as oil) on the track – you should slow down and avoid the object.

(Continued on page 35)

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Concours Corner

PAUL CELENTANO - CONCOURS CHAIR



Six more weeks of winter, or so says the little rodent who peers his little head out of the ground in search of his shadow. Whether you follow Punxsutawney Phil or Long Island's own Malverne Mel, I think we will all agree that we are ready for spring at this point. When the salt finally clears and our towns

fill the many potholes that Old Man Winter has left behind, this Metro New Yorker is going to be gearing up for a season that we hope will make up for 2020 and then some. Dates are on the calendar for concours events at Vanderbilt, Old Westbury Gardens and our very first "People's Choice Charity Concours at Pindar Vineyards" in Peconic on Long

Island's East end this May 22nd. Additionally, we are awaiting a date for another first; a Westchester concours at Harbor Island in Mamaroneck. I am very excited about each one of these events, in particular though, our first ever concours that will benefit a charity is sure to be a great opportunity for newcomers to concours to dip their toes into preparing their cars. This event will be considerably less stressful than a traditional concours given that it will be a people's choice event where spectators will vote. No judges sticking their fingers behind your door locks looking for grease or in your tailpipes for soot! We all can use a little less stress these days and throw in a little tasting of wine and I think we have the making of a spectacular day. Also, please keep an eye and an ear out for our next judges workshop which will be announced in the coming weeks. Until then, if you have any interest in volunteering at any of these events, please do not hesitate to reach out to me at pcelenta@yahoo.com. Stay safe out there!



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)

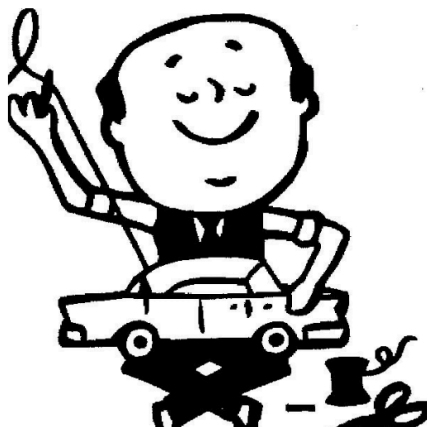


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Come explore with us as we drive around the back roads of Westchester and lower Fairfield County Connecticut. We will be sure to find plenty of great scenery and roads with lots of challenging twisties. Be on the lookout for magnificent homes, horse farms and the occasional deer foraging in the meadows. Capacity limited to the first 50 registrants or the then current New York State guidelines.

Look for registration information in next month's issue of *The Porsche Post* and the website at www.metronypca.org

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Track Ramblings

FRED PACK - DE INSTRUCTOR



Some East Coast Track History and a few track driving thoughts

Henry Ford said, "Auto racing began 5 minutes after the second car was built."

The reality seems to be that the first organized car race occurred on July 22, 1894. According to Wikipedia, twenty-five cars "started the 127 km (79 mi) race from Paris to Rouen.

The entrants ranged from serious manufacturers like Peugeot, Panhard or De Dion to amateur owners; Count Jules-Albert de Dion was first into Rouen after 6 hours and 48 minutes at an average speed of 19 km/h." 19km/h is a blistering pace of 12 mph. Both De Dion and Panhard feature in the annals of automotive engineering - the Panhard rod, named after its inventor René Panhard, was an improvement to early live axle rear suspensions. Count De Dion was involved in the rear suspension design named after him, which was an early kind of independent suspension. De Dion also played a role in the Dreyfus Affair (on the wrong side) and was instrumental in the creation of the Tour de France bicycle race.

East Coast Tracks

Vanderbilt Cup

Car racing quickly came to the USA, where the first race was held in Chicago in 1895 sponsored by the Times Herald Newspaper. New York was not far behind. William Kissam Vanderbilt II, an heir to the Vanderbilt steamship and railroad fortunes, got fascinated with cars and in 1904 launched the Vanderbilt Cup race series, which was run on public roads in Nassau County, NY. Not for the first time nor the last did the use of public roads for racing prove to be unwise, and after a spectator got killed in the 1906 running, Vanderbilt formed a corporation to build a 48-mile toll road between Flushing and Lake Ronkonkoma (the route of the current Rt 495 Long Island "Dis-tressway"), which also served as the track for future Vanderbilt races.

Interesting related history is that his father perished in 1915 while a passenger on the RMS Lusitania, which was sunk by a German U-boat. The Vanderbilt Cup races ended in 1917 when the US entered World War I, but in 1936 Vanderbilt's nephew George Washington Vanderbilt III recreated the series at Roosevelt Raceway in Westbury. It was not successful and lasted only 2 seasons. The final use of the "Vanderbilt Cup" name was for some races at Bridgehampton in the mid-1960s.

Bridgehampton

Car racing started at Bridgehampton on Long Island between 1915 and 1921 on a 3-mile circuit on public roads. Racing resumed in 1949 on a 4-mile public road circuit. The races were popular but after a driver death and spectator injuries a corporation was formed to create a proper private racetrack, and the 2.85-mile course opened in 1957. It became one of the premier tracks in the country, even hosting the Can-Am series several times in the mid-1960s. As a college student I used to watch the races there. Over the years the track lost its luster as a host for important series, but it remained open through 1997 and Metro PCA held many DE events there. I drove it frequently in my 1973 2.0L Porsche 914.

Bridgehampton had a very long uphill straight (not 95hp 914-friendly) followed by a series of three harrowing diving turns to the right which often resulted in cars going off-track onto the sandy runoff areas and rolling over. The 914 was not very happy on that long uphill straight but it was great in the famous "Lightbulb turn". The 'Bridge was nothing like today's safety-conscious tracks. The pavement was ringed by sand on all sides.

Ultimately, it got converted into a golf course, to the great dismay of many sports car drivers. I still cherish my "1997 the final season" Bridgehampton tee shirt. PCA members Dale and Sue Smith got married at the start-finish line if memory serves.

Watkins Glen

Car racing came to Watkins Glen NY in the Finger Lakes area shortly after World War II due to the efforts of Cameron Argetsinger, a local lawyer and businessman.

(Continued on page 19)

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(Pack, continued from Page 17)

He had grown up in the area, loved fast cars and felt that a racetrack would give him a place to drive fast and also put this sleepy hamlet on the map. He persuaded the town fathers to fashion a 6.6-mile course on public roads, and the first race took place in 1948, with the start-finish line on the town's main street. After a fatality in 1952, the race was moved out of town and a 4.6-mile public road course was created. As at both the Vanderbilt races and Bridgehampton deaths ensued, and it became apparent that safety and other issues mandated creation of a private course, a 550-acre parcel of land was purchased and the first track of 2.3 miles was laid out with help from engineering professors at nearby Cornell University. The track hit the big time in 1961 when it was selected to be the home of the US Grand Prix, after the lack of commercial success of earlier efforts at Sebring Florida and Riverside California.

I attended the 1965, '67 and several other US Grand Prix at Watkins Glen and spent an hour with Colin Chapman in the bar at the Seneca Lodge. Changing economics, including the great distance between Watkins Glen and population centers spelled the end for Watkins Glen as home for the annual US Grand Prix after 1980, but it has remained one of the premier tracks in the US and is often home to Metro PCA DE events.

Over the years various changes were made to the track layout, most significantly the addition of the "Boot" section in 1971 and the creation of the "inner loop" (also called the "Bus stop chicane") in 1992 as a safety measure after several driver deaths. Cameron Argetsinger's son Peter became a pro race driver himself and was often seen at Watkins Glen as a driving coach. Peter died in 2020 at the age of 69.

Lime Rock

The track at Lime Rock, which opened in 1957, was the creation of Jim Vaill, whose family owned the land, and John Fitch, a World War II fighter ace and race driver, with help from the Cornell Aeronautical Laboratory. It has been owned for many years by Skip Barber.

Lime Rock's 1.5 mile layout is deceptively difficult to master. When I started attending races there in the mid-1960s the Lotus Elan (1500lb with 105 hp) in the right hands often would lap faster than the Corvettes. Metro PCA often has events at Lime Rock.

Sebring

Sebring in Florida is another example of post-World War II sports car enthusiasm. In this case, aeronautical engineer Alec Ullman, who had gotten bitten by

the car race bug after attending the 1950 Le Mans, got rights to use the Hendricks Army Airfield which had been a B17 training base during the war. Any airfield is potential car track due to its runways, and many such tracks were constructed. The track was host to the US Grand Prix in 1959, but its main fame comes from the annual 12-hours of Sebring which started in 1952. PCA members will be happy to know that Porsche has scored the most wins – 18 – at Sebring, many more than the 12 won by Ferrari. I was fortunate to be in the pits for the 1965 running as a guest of John Fitch who was driving a 904 for the Briggs Cunningham team. Sebring is also host every winter to a PCA Club race as well as numerous DE events, one of which I attended a few years ago.

Some Driving thoughts

For first-time track drivers and novices, I strongly recommend reading my two columns called "Try A Track Day". The first is in the January/February issue of the POST and the second is in the March issue. Both articles explain many of the procedures you must understand which can be quite confusing if you are exposed to them without having read up on them in advance – such things as how to register for the event, getting your car inspected, the meaning of the signal flags, and most importantly the rules governing when and how to pass and be passed when you are on track. (The Metro website has a full library of prior POST issues.)

As a novice, you will have an instructor in your car with you at all times guiding and coaching you. Also, cars are permitted to pass each other only if the driver of the car being passed gives a hand signal authorizing the pass.

Lastly, there is a great online free book for Kindle on Amazon called You Suck at Racing. It explains many track terms, techniques and much more.

Another free resource is Ross Bentley's "The HPDE 1st Timer's Guide. Visit hpde-1st-timer.com and get a copy.

For non-novices I recommend subscribing to Ross Bentley's Speed Secrets Weekly, which you can learn about at speedsecrets.com/speedsecretsweekly. For \$24 per year, you get a weekly email from Ross, a widely published author, racer, and coach, discussing a very broad range of topics focused on how to be a better track driver/racer.

I'll see you at the track. You can always contact me at fhp911@gmail.com



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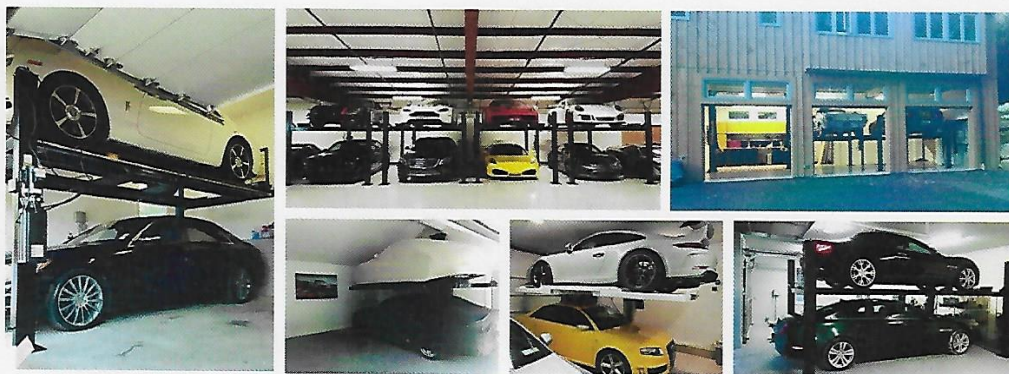
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Membership Update

Bill Riehl



Membership
changes this month
thru 2/1/2021

New Members	31
Transfers	-1
Expired	39
Test Drive Participants	42
PCA Juniors	91

Metro NY Region Membership

Active Members	2,245
Affiliate Members	<u>1,035</u>
TOTAL Members	3,280

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 of expiring or has expired already, please click the MEMBERSHIP tab, click the RENEW tab, then click the **Save Changes** button.

Change of Address?

Visit the National PCA website at pca.org.

Log in to your account, please click the MEMBERSHIP tab, then click MY ACCOUNT tab, then click on the EDIT tab. Scroll down to the address section, input your new primary address. Please add an apartment number (if applicable) on address line 1. Scroll down to the bottom of the page and click the **Save Changes** button.

New Member Photos – We welcome you!

Allan Cooperman	1997 911 Carrera Cab
Matt DeLaura	2006 911 Carrera S
Danny O'Donnell	1996 911 Targa
Miguel Pascasio	2013 Panamera
Behfar Ehdair	2017 718 Cayman
David Knoernschild	2013 911 Carrera
Frank Montwill	1985 944
Tim Omara	2018 911 Carrera GTS
Nick Robinson	2013 911 Carrera 4S
Mike Nguyen	2004 911 Carrera 4S
Demetrio Aiuvalasit	2002 911 Carrera Cab
Slawomir Falandysz	2020 911 Carrera 4S
John Sullivan	2012 911 Carrera S Cab
Donnie Feeney	2016 911 Turbo S
Daniel Zajdel	2014 Cayman S

See photos on page 50



Update from our Webmaster

JENNIFER DRUBIN CLARK - WEBMASTER



With hope and crisp air swirling around, I find this a wonderful time to share some exciting news with you, our members. The Metro NY PCA Website has just undergone a major facelift, Botox and all. We have raised our standards (and our eyebrows), and tidied things up a bit to bring you a more user-friendly

experience and nice, clean, lines. If you have not already gone to enjoy the changes, I encourage you to do so after you read my article but before you go on to read the next one.

Did you know there's a website competition between all of the national PCA clubs? Well, I did not. BUT I am a huge sucker for competition and all I do is win, win, win. We have submitted our site for consideration this season and will wait for hopeful placement and celebration to be announced at the annual Porsche Parade (French Lick, Indiana, July 11 - 17th). I will continue to tweak, fine-tune, and backload the site with media content and archived editions of The Post and dedicate time to maintenance and updates. I want more and I need YOUR help.

- Below is a list of content that you are probably already just dying to have published. So, please kindly review the requests below for photos and content then email your findings

to me at metronypcaweb@gmail.com for consideration in the website.

- Pups in Porsches – include car model/year and your dog's name with the image.
- "Postcard"-worthy locations – interested in seeing photos of your cars at iconic NY locales, for example, like one in front of the Statue of Liberty EXACTLY where they film those Geico commercials. I've got a great one from our Treasurer Tommy Rendano with his 356 parked in front of a Sabrett Hot Dog stand, below. He's winning so far.



- Babes (relax) – got cute pictures of your children or grandchildren pretending to drive your cars, perhaps some actually being successful in doing so? Would love to warm your hearts with published photos of your favorite people in your favorite cars.



Blizzard Clark (and my husband, Jonathan) in our 1964 356C.



Hayley & Spencer Clark in 1982 911

(Continued on page 47)

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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.

Mini School:

- ✓ Be instructed on a real autocross course and experience what you learned in the classroom.
- ✓ Tips on how to read the course at speed.
- ✓ Gain confidence needed for a real event.
- ✓ ** Bring Helmet if you have one.**

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



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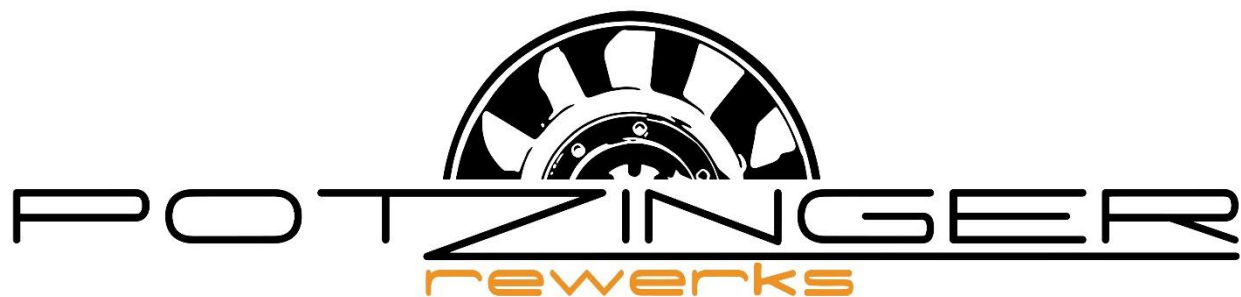


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(Pack, continued from page 10)

It is typically withdrawn after a lap or two even if the object is still on the track – the presumption is that you know about the issue by that time.

Black - Slow down and pull into the pits at the end of this lap. If it is displayed at one flag station only and is pointed at your car (and no other), either you or your car has a problem. [The flag may have an orange circle (the 'meatball') inside the black area.] When you get to the pits an official will explain the reason you have been called off the track. If all the flag stations are displaying the black flag, all cars are required to pull into the pits at the end of this lap. This 'Black Flag All' is usually displayed when a car has gone off-track and the officials need a quiet track in order to send out a tow truck to bring it in.

White - There is a slower-moving vehicle such as an ambulance on the track – be aware and slow down when it is in view.

Red - Stop safely on track. There is need for an emergency vehicle on the track. Come to a safe, controlled stop in view of a flag station as soon as you see this flag. Do NOT do a panic stop – you might get hit from behind by another car! Pull off to the side in a safe, controlled manner.

Checker - The track session is finished. Slow down, finish this lap (with minimal brake application to let them cool down) and pull into the pits.

Passing

The main reason DE events are so safe is that there are strict passing rules which prevent car-to-car contact. The Prime Directive is that a slower car must let an approaching car pass it – you must not hold up faster traffic. Here are the rules:

No passing is permitted unless the car being passed gives a passing signal.

1. No passing is ever permitted in corners, except for instructors in instructor-only run groups and only if this 'extended passing' has been put into effect at the Drivers' Meeting.

This means you **own the turn**. Drivers are often very nervous about "where is that car that was just behind me? Maybe he's going to bang into me during the turn." This is not going to happen during a DE event. **You own the turn.**

2. All drivers are obligated to look in their rear-view mirrors often, and to give a passing signal to cars which have caught up with them. If a corner is approaching soon, it is ok to delay giving the passing signal until just after the corner. As a courtesy, the car being passed should make it easy for the passing car by lifting off the throttle momentarily and not crowding it as the next corner approaches. This 'courtesy rule' is **very** important.
3. **The driver of the car being passed gives the passing signal by extending his left arm fully out the window and points with the second finger to the left, meaning "pass me on the left," or bending the left arm and pointing over the roof to the right, meaning "pass me on the right."** (Do not rest the arm on the roof; rather it should be a few inches above the roof so that the passing driver sees it clearly).
4. The car being passed stays on the racing line. Accordingly, the passing car goes off-line. (Restating this, the car being passed stays on the racing line and does not move to the right or the left – do not do that; it is very dangerous: You might collide with the passing car, who quite appropriately expected you to stay on the racing line).
5. The driver of the passing car is not obligated to accept a pass invitation if he does not feel comfortable making the pass at that moment.

At any given event there may be minor deviations from the above – they will be explained at the Drivers' Meeting. Pay Attention! It could your car (or you) which gets damaged by failure to heed the rules.

You can always contact me at fhp911@gmail.com with any questions.



Simulacra

ADAM FOX - SIM DE/RACING COORDINATOR



March is an off-season for Metro NY PCA Sim DE/Racing. We will still offer a couple of sessions each, some at Sebring in anticipation and celebration of the WEC 1000 Miles and the IMSA 12 Hours. This is a perfect time for you to explore Sim Racing if you haven't. We are eager to help get you started if that is the case.

On April 1st – the significance of the date escapes no one with a sim rig - we begin our second season of Metro NY PCA Sim DE/Racing, just days after some of us will have returned from our first real world HPDE of the season at NJMP Thunderbolt.

Sim racers will be very happy returning to an asphalt track again, feeling real G-forces and experiencing total stimulation. For track rats, Sim racing is not a complete alternative to real track time, but it is an excellent adjunct and seasonal substitute. For those of us who do not race in real life the sim allows us to dive into genuine competition.

While in New Jersey, we'll perhaps reflect on how time in sim has improved our chops on track. On April 1, and for the following eight weeks, we'll be concentrating at least as hard on getting the line right and driving clean while defending our positions and looking for gaps and errors ahead, knowing there will be no point-bys. This is racing, and in our second season we are awarding points to determine class winners. The champions will be recognized with awards, and immortalized in The Post.

THE FIRST SEASON of Metro NY PCA Sim DE/Racing was somewhat experimental. The races were purely for fun and experience. The DEs were informal with some one-on-one instruction at the request of members, and loose driving exercises. Teaching was primarily performed through detailed video track walks made by our Chief Sim Driving

Instructor, Shaibal Bandyopadhyay, and classroom documents. Going forward some sessions will be slightly more formal. Fun will remain paramount, with some secondary goals clearly enunciated.

In the twelve weeks of season one we offered was a weekend open practice of three hours, with a combined DE and race session of two hours on the following Thursday. This gave drivers three days to learn and practice between the weekend introduction of a track and the race. Our contests were around half an hour, and therefore on the short side compared to those of other PCA and iRacing leagues.

We stuck mostly to tracks in and around our geographic area, using the ones we visit in real HPDE as often as was reasonable. Sim DE/Racing is a superb way to learn, relearn, and improve at a track.

We began in November where HPDE finished: Summit Point. We returned there twice, as we did with other tracks to measure improvement over the course of our season. We learned and raced at Lime Rock Park, with and without the first chicane, Watkins Glen with the Bus Stop and Boot – as we use it in real life, Mosport, Mid-Ohio, Road America, Road Atlanta, and Sebring.

In the off-season just ended we visited NJMP Thunderbolt a couple of times in part to prepare for the HPDEs that will take place there in 2021. Unfortunately, NJMP Lightning is not in iRacing's selection of tracks.

It was interesting and gratifying to see most of our drivers improve continually over the twelve weeks. We adapted to tracks very rapidly for the most part. We had a relaxed and enjoyable time with some good driving and a lot of laughs. Most of us have used at least two of the three Porsches regularly offered in the sessions: the 991.2 GT3 Cup, the 991 RSR, and 718 GT4 ClubSport MR.

(Continued on page 47)

Advertising

JULIE REIMANN - ADVERTISING CHAIR



I'm writing my first article as the Metro New York Advertising Chair. It's a fun role in the club, getting to know all of our amazing advertisers and sponsors. I'm excited to welcome our first new advertiser of 2021, Griot's Garage, to our club and to the Post!

In the automobile enthusiast's world, from local car shows to high-

end auto auctions, one name stands out among the rest. Known for their superior car care products and commitment to excellence, Griot's Garage is the name to remember. They know perfection! From its humble beginnings literally in Richard Griot's garage, the company has grown to be the one-stop shop for premier car care products.

Since 1990, Griot's has developed, manufactured, and bottled their liquid car care products in their own U.S. manufacturing and distribution center. This provides Griot's total quality control over the washes, polishes, and waxes they produce. A tour of their website griotsgarage.com will show how a love of cars has led to the creation of leading-edge car care products. From their beautifully photographed catalogs, to

their product development labs and manufacturing operation in Indianapolis, Indiana, to their Art Deco inspired headquarters in Tacoma, Washington, you will get a clear picture of what makes Griot's Garage so special.

As demonstrated on their website, Griot's Garage products are easy to use and they have a team of friendly, extensively trained customer service associates ready to help when you call or email with a question. There are also many free resources available on their website including videos, articles, tech sheets and more. All at your fingertips on griotsgarage.com!

According to their founder, Richard Griot, Griot's Garage was built on high expectations, which is why everything they sell is covered by a 100% Satisfaction Guarantee and Lifetime Guarantee against defect. They strive for perfection in everything they do so, as they say, you always... "Have fun in your garage! ®"

PCA members receive a 15% discount on liquid car care using key code **PCAGG** when purchasing through their website griotsgarage.com or call toll-free (800) 345-5789.

Please don't hesitate to reach out to me with any questions or club ideas as you have them at metrony.advertising@gmail.com. Looking forward to seeing everyone in the Spring!



Trekking with Stew and Sue

STEW AND SUE TEICHMAN - TREK CHAIRS



The official start of spring is now only a few weeks away and this has me feeling impatient to get my 911 out of storage and back on the road again. Sue and I just received our second doses of the Moderna vaccine 3 days ago and we were lucky enough not to have any real side effects.

Also, we just learned that the maximum number of people at nonresidential gatherings is now back up to 50 people. That means, as of now, we are back in business again. Although the current limitation regulations and safety considerations are being somewhat relaxed, it has still not reached the point where we can include the luncheons as part of the trek. Therefore, they will take the same format as last year; approximately 2 ½ hours of driving broken up with a rest stop midway. Due to some personal issues we had to eliminate the trek originally planned for May 22nd but we still have June 19th, August 7th, and Sept. 17th-19th on the calendar. If a weekend does not seem possible due to the Covid situation then we will convert that into an additional day trek. We will also try to schedule another date for some time in August and possibly a Fall Foliage Tour in October as well.

As Sue and I now enter our ninth season of running the Trek program for Metro NY PCA, we have made a difficult decision to step down at the end of the season. I retired a couple of years ago and planned to do some extended international travel. And just when I thought Sue was about to retire to make this all possible, we got hit with the pandemic. This meant no travel was feasible. At the same time Sue was granted permission to work from home which made it too attractive to retire. But as things start to open up again, an enthusiastic travel program will once again be in the planning stages. In order to prepare for this, we decided to do this one last season and then hope that someone will step up to take over the Trek program. Sue and I are willing to

help with the transition and do all the training to make anyone proficient enough to feel totally comfortable to lead the program. All it takes is some free time to drive, and I know we all like to do that, and some time to spend on the computer and the Ride With GPS app. Every trek we have run in the past several years has been sold out so we know there is a huge demand for this program. We certainly hope someone will step up to keep this program alive. If anyone has any questions about Trek and wants to explore this position, I invite you to contact me so we can discuss it. FYI, before Sue and I volunteered for the position, there was a gap of 2 or 3 years where the Trek program did not exist because no one wanted to volunteer. I certainly hope that someone who loves going on these treks, and knows what enjoyment it brings to our many members who participate, will volunteer. I can assure you that spearheading this program brings untold satisfaction and sheer joy.

Now as the roads still have plenty of snow on the side streets and salt has been spread everywhere prior to our next predicted ice storm, I sit here in anticipation of the day when the P-Cars can all come out again and play. I look forward to the day we can all get together again and **keep on trekkin'**. Stay safe everyone!



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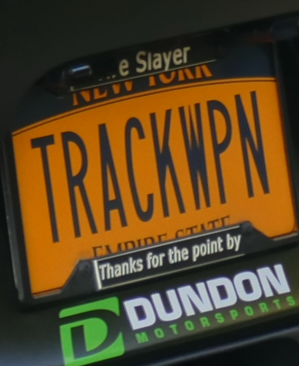


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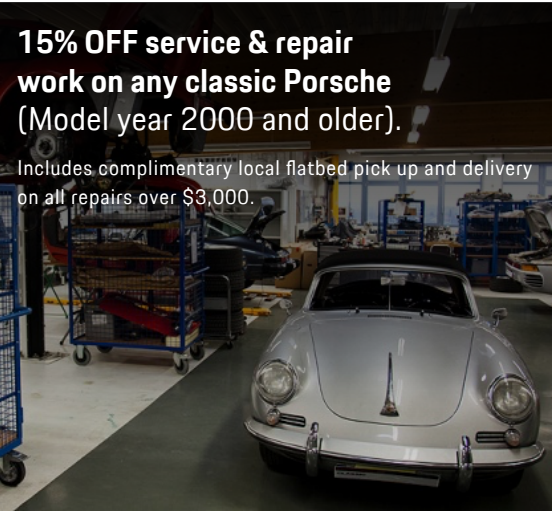
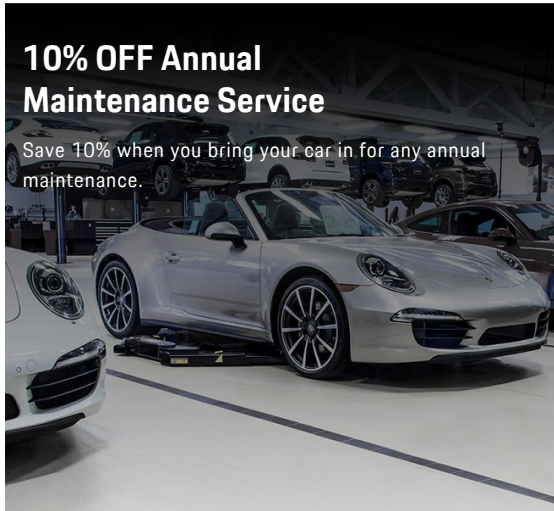
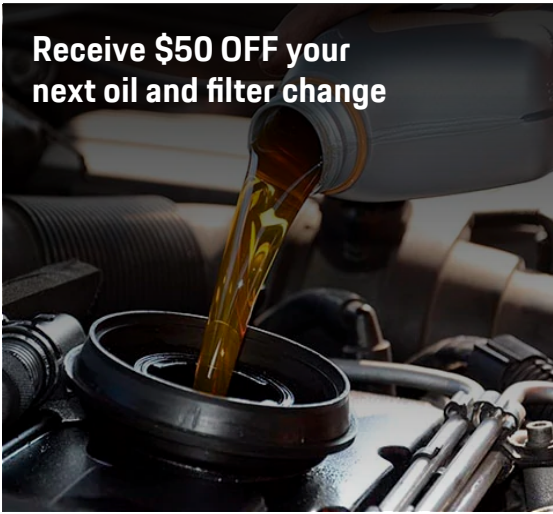
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Driven for Speed

BILL RUDTNER - CHIEF DE INSTRUCTOR



Today the ground is covered with ice. It's the middle of February; Valentine's Day and it is colder than cold outside. After watching a few horrendous accidents on the news, one that took place just yesterday south of Fort Worth, Texas and another bad one just north of Atlanta, Georgia, my friends

have decided not to drive to Austin, Texas Circuit of the Americas (COTA) for an advanced Driver Education and a race. The PCA event at COTA takes place annually on the last weekend of February. A little while back we decided not to race at Sebring this year. The PCA club race at Sebring in February is an event we usually start our racing season competing in. After seeing the results, I so wish I would have gone (coulda, woulda, shoulda). Oh well. As they say. "There's always next year".

At this point in time I am itching to get on the track. I haven't driven on a track since our Summit DE last November. Whether it's a Driver Education event or a race I am itching! Did I say that already? At the least my business feeds my passion. Every day at work my desk is 15 feet from my World Challenge Porsche Cup car. Directly next to my desk is Jeff Lanka's '09 Porsche Cup turned 2010 GT3-R. I look at these two cars parked among a cadre of other fantastic cars every morning. This starts my work day.

In SPB (Spec Boxster class in our PCA), the class we race in, the cars are governed to be "equally competitive" through the rules. But...we are always thinking and working on how to make our spec (SPB) better than the rest. I always reflect on a Francois Cevert interview where he speaks of Jackie Stewart telling him that he wants his car to be the easiest to drive. That way he can drive his car faster than the rest. This statement always rattles around in my head as I think of what I can do to make my car and my client's cars better. The shocks and springs, the balance, the alignment, is the throttle opening all the way? These kinds of questions and more never cease as we look

to be more competitive. When the car is as good as it can be it then becomes up to the driver. There's all we can do as a driver. Am I braking late enough? Am I getting on the brakes too soon? I'm I over braking? Do I have to brake here? Am I getting on the power soon enough? Where am I looking? Are my eyes up? Am I looking through the turn to the exit? Seems like enough to make a sane man go crazy but...there's nothing like it. It's called racing.

For most of us currently racing in the PCA club racing program it all began in our Driver Education (DE) program. This is where it began for me. In my opinion our PCA DE program is really a great place to start. But then again I am biased. It's where we learn how to drive our car on a racetrack. This is performed in a safe, controlled environment. I feel that our Metro PCA instructors are the best. In both the lower run groups (Green and Yellow) the day starts in the classroom. Here we learn all the necessary, rudimentary needed information. All green group drivers (beginner drivers) are assigned an instructor that will be in the right seat each session until the instructor deems the student driving well enough to "solo". We learn so much on that first day. From the classroom training to actually driving on the track, it is very difficult to consume, digest and retain all the information on that first day. It is a progress. Most come to drive their Porsche to its max. They quickly find out it is not so much the car. It's about the driver. For the average DE driver it'll take two to three years of track experience before they come close to driving their Porsche to its potential. So...I'd say don't delay. If you have not yet experienced a day (or two) at the track it may be time to give it a try. Be careful though as you just may get bitten by the bug. Nine fantastic Porsche cars and 26 years later I'm still here participating in DE, teaching in our DE program and racing in the PCA club racing program, and loving every minute of it.



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Heavy Metal and Restoration

Ed Reiner

For those of you following the restoration of my 1986 Carrera, the work is nearing completion. All of the trim bits have been attached to the car, and we are down to a few remaining items. These include connecting the sunroof to the electric motor, wiring in the sideview mirrors, and detailing the car. The Carrera has a new interior with a new roof liner, plus new carpeting in the interior and trunk space. With the new windshield installed, the car looks new, even from close up!

The last few stages have been slow, largely due to other work in the shop requiring more attention. Despite my impatience, I have put up with the delays since the weather has been uncooperative. Now that it is mid-February, we are back to attending to these last few elements. I had the opportunity to start the car and move it around the shop a bit, which is bittersweet. It looks great, sounds great, and smells great but I can't take it with me, yet!

The sunroof is connected to the motor through a cable that runs inside the roof, and this should be

completed by the end of February. Once the electric side view mirrors are connected, Elmsford Auto Body owner Anthony Macchia will buff out the fresh paint, detail the car and check all of the panel alignment. Then the car will go back to Rennwerke Porsche for a four-wheel alignment and a shakedown. If all goes according to plan, I will get the car back by mid-March. One thing I also have to deal with is the VIN sticker in the driver's door panel. The door frame was rusted out and was replaced with new metal. While there is the official vin plate on the A pillar, I found a company in Ohio who can get the VIN sticker from Germany (<https://www.aascsales.com>). I want to keep the car all original.

For anybody considering a restoration project, please let me know if you have any questions or just curious about finding parts for your air-cooled project. I have been working with a few suppliers and I have a much better sense of the parts required to do a solid restoration job and the time and budget needed to do it correctly.



North Region Update

Ed Reiner - North Area Director



Planning is underway for north area members of Metro. We are required to watch the COVID rules for PCA and New York but planning is underway for a number of social events and a concours. The list of Cars and Coffee events was provided last month (Rennwerke,

SpeedSport Tuning, Porsche of Larchmont) for when it is safe and prudent do to so, and there are plans afoot to conduct a couple of Sunday pancake breakfasts at local diners when the coast is clear (COVID-wise). I have been planning for a BBQ in the late summer at one of the Westchester County parks (Pound Ridge Reservation or the Croton Point Park) where there are BBQ grills are waiting for Metro usage. We will certainly communicate with you when we can congregate safely and our calendar permits. You can still park there if you don't have a County pass. Another destination on the drawing board is the Rhinebeck Aerodrome in Dutchess County. Due to COVID, the Aerodrome shut down in 2020 but they are making plans to come back in 2021. I am checking in regularly to monitor their timetable and we will let you know what their plans are for this season. This would involve a spectacular drive up the Taconic Parkway, less than two hours north of mid-Westchester.

Some of our roadways are under serious repair. I am frustrated by the slow pace of the roadwork on the Saw Mill River Parkway from Thornwood through Pleasantville, with the roadway down to one lane each way. Avoid this route if you can and switch to the Sprain/Taconic Parkway as the traffic backup is oppressive. This is not expected to be finished until Spring of 2022. The effort is to raise the road

surface which is currently below the level of the Saw Mill River, hence absurd flooding on a regular basis. Also, please note that one of my favorite destinations in Westchester, the Croton Gorge Park in Cortland, is now closed on weekends due to COVID. People are flocking to the Valhalla Dam Plaza to park and hike. Parking there is easy and who does not love the twisty roads of the Bronx River Parkway?

We are looking at venues for our "Where's Metro Wednesday?" weekday get-togethers in the summer. If you have a place you prefer, please let me know. The thinking is to move it around the County where we can comfortably park, sit outside, and get there via a fun route. Some locations being considered include Tarrytown, Cross River, Scarsdale, Larchmont and Somers. If you have a recommendation, please send it to me (pizza, burgers, tacos, etc.)

As I am always on the lookout for fun destinations and high quality road surfaces, I am listing out some fun spots to consider for our weekend drives. The Sunday county-wide Cars and Coffee at the Dunkin Donuts on Crompond Road in Yorktown, just west of the Taconic Parkway is jammed with cars. It is heavily promoted on the Westchester Car Culture NY Facebook page. This may be the alternative to the cramped parking at Hayfields in North Salem which is friendly to exotics. Other interesting destinations include the Granola Bar adjacent to the Rye, New York Metro North train station, and the Farmers Market at the Chappaqua Metro North Station on Saturday's from 9:00 to 1:00. There is plenty of parking and is right off the Saw Mill (based on what I reflected above; you will have traffic coming up the highway due to lane closures) but this is well worth the trip.

Lastly, as we prepare for Spring, please be sure you are properly protecting your cars and preparing them for the season. Check your tire pressure, check for oil leaks and check your oil level. Also, inspect your tires before you head out. Check the Metro website for up-to-date information.



(SIM Racing, Continued from page 36)

By the end of the season most of us were using the RSR. It's a very exciting and quite difficult racing platform to drive really fast. We all see it frequently on TV contesting professional sports car racing series' such as WEC and IMSA in the hands of Porsche factory drivers; they are making it look easy. The RSR has sophisticated traction control, aero, suspension, and drivetrain setup options as it does in real life, and no ABS. The GT3 Cup is even harder to drive, being more traditionally 911-like and having no traction control, limited downforce compared to the RSR, and little adjustability. The GT4 is the most benign of the cars we offered, providing its own challenges with virtually no downforce and an inherent tendency to wicked understeer which its full gamut of adjustable driver aids barely address. The GT4 is in some senses the most satisfying Porsche to make fast and in others the most frustrating in iRacing.

IN SEASON TWO we are making changes to go along with the points-paying league racing on Thursday nights. DE each week will now be on the Sunday before the Thursday race. When the PCA National Sim Racing season is running, Metro's Season Two aligns with it. We are also conducting our races in the same cars: the 991 GT3 Cup and the Ruf RT12 Track, although we are allowing the GT4 too. If this proves successful, we will try to harmonize with Zone 1 and National going forward, though we plan much further ahead.

So long as there is interest, we plan to offer sessions

(Clark, Continued from page 22)

Read on and learn that the website is also in consideration of publishing consistent "features." If you feel confident that you could hone in on a specific Porsche-related topic and provide me with fresh content, monthly at minimum, I am interested in hearing your ideas. Are you obsessed with steering wheels to the point that you could actually get other people excited about them? GREAT! Maybe you're a professional videographer and have a little "channel" you'd like me to expose? Or maybe you just want to write some dad/mom jokes for me to include as a little snack in our footer? Got homemade, upcycled Porsche artwork to display/ sell? Don't be shy. I appreciate creativity and passion for your Porsche's and our website. A lot of fun and opportunity lies herein; the world is your oyster.

on Tuesday and Saturday nights. Team Tuesdays will be open to anyone, but the focus will be preparation for contesting some of the iRacing special events such as their virtual Nurburgring 24Hrs, Le Mans 24Hrs, Spa 24Hrs, etc. Not all are 24 Hours! Social Saturdays will generally be at the same track as Team Tuesdays each week, with the focus very much on driving socially while providing a lot of practice time.

We intend Sunday DE sessions to formalize, with some virtual classroom instruction and a concerted attempt to help those who need and want improvement. We hope to add more instructors.

While the Thursday sessions will be limited to the cars which can enter the races, all other sessions will be open to other Porsches and a couple of non-Porsches chosen somewhat randomly, or by request. We intend by this to make the Metro NY PCA Sim experience more like the most positive aspects of Metro NY PCA HPDE.

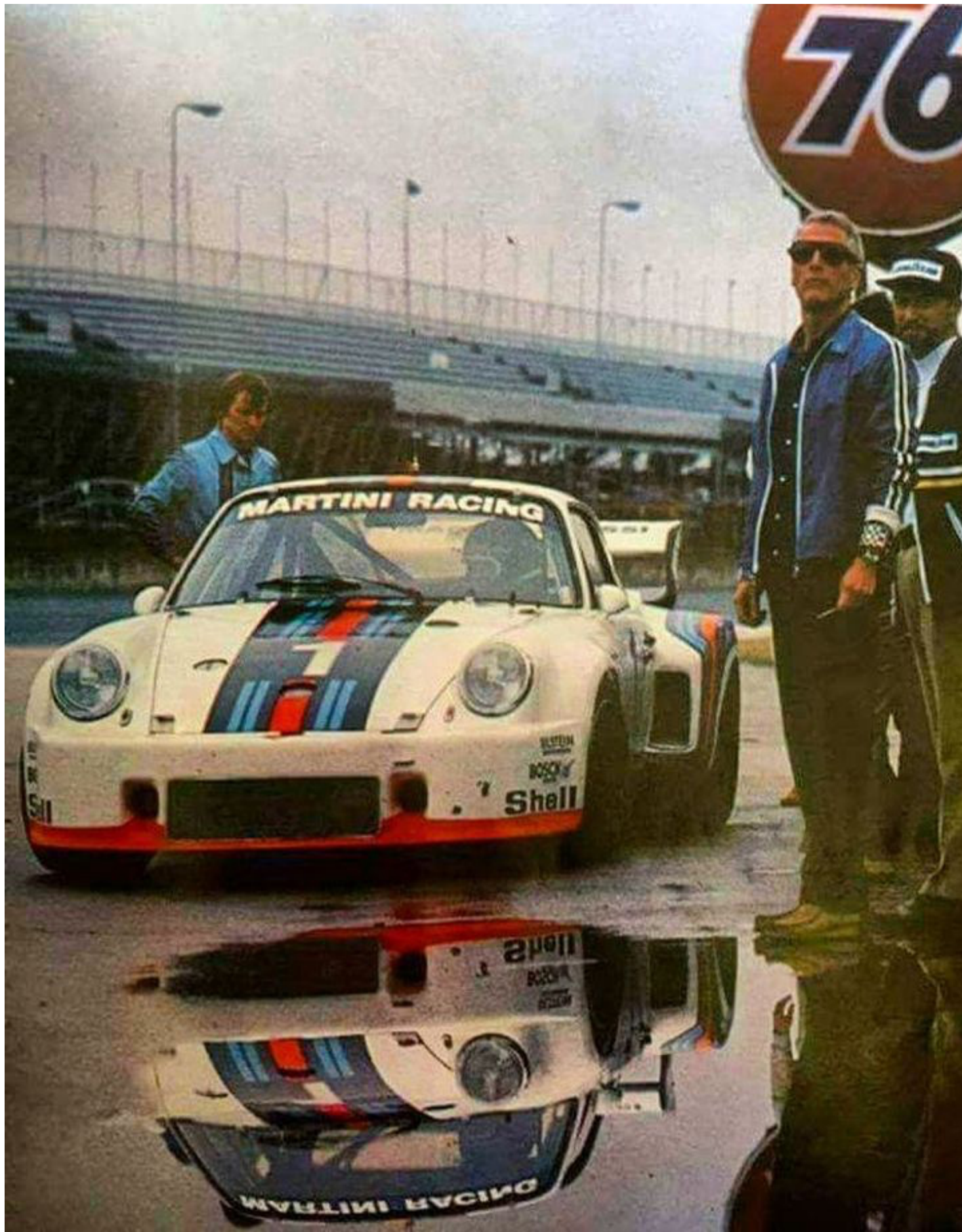
The full provisional calendar for Seasons Two and Three, and the off-seasons after each, are available on our Discord Server and through our Google Calendar. Access to both is available to all Metro NY Region PCA members – just send a request to metronypcasimracing@gmail.com. They will also be available on the club web site at www.metronypca.org. Hopefully you'll join us in sim as well as on the roads and tracks for some driving fun.



On a personal note:

My father-in-law, Elliot Clark, passed away months ago and I miss the hell out of him. Still feels like just yesterday. He encouraged my husband to work hard and splurge on his childhood dream car, a 1964 356C, and he taught me how to drive our 1982 911. He will be forever missed, never-forgotten, and ALWAYS in our cars. "Drive it like you stole it." Miss you pal.







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Welcome The New Members



Allan Cooperman - 1997 911 Carrera Cab



Matt DeLaura - 2006 911 Carrera S



Danny O'Donnell - 1996 911 Targa



Miguel Pascasio - 2013 Panamera



Behfar Ehdaie - 2017 718 Cayman



Frank Montwill - 1985 944



David Knoernschild - 2013 911 Carrera



Tim Omara - 2018 911 Carrera GTS



Nick Robinson - 2013 911 Carrera 4S



Mike Nguyen - 2004 911 Carrera 4S



Demetrio Aiuvalasit - 2002 911 Carrera Cab



Slawomir Falandysz - 2020 911 Carrera 4S

Welcome New Members

BILL RIEHL - MEMBERSHIP CHAIR

January/February Members

Janis DeNardis 1/1/21 Manhasset 2020 Macan S, Malachite Green Metallic	Frank Montwill 1/8/21 Center Moriches 1985 944, Red	Mike Nguyen 1/19/21 Manhattan 2004 911 Carrera 4S, Artic Silver	Josh Koubek 2/1/21 Huntington 2002 911 Turbo
Allan Cooperman 1/3/21 Bayville 1997 911 Carrera Cab, White	Ilana Kipnis 1/9/21 Livingston, NJ 2018 Macan S, Black	Mark Hill 1/21/21 West Babylon 2008 Cayman S	Randolph Weber 2/3/21 Sea Cliff, NJ 1986 911 Carrera Cab, Black
Juan Carrion 1/3/21 Amityville 2013 911 Carrera, Guards Red	Kristine Azeem 1/10/21 Melville 2018 Macan	Slawomir Falandysz 1/22/21 Maspeth 2020 911 Carrera 4S, Carmine Red	Benjamin Rehberg 2/3/21 Scarsdale 2017 911 Targa 4
Scott Mohr 1/4/21 Huntington 2018 Macan GTS, White	Nick Robinson 1/11/21 Katonah 2013 911 Carrera 4S, Black	Donnie Feeney 1/24/21 Chappaqua 2016 911 Turbo S, White	Jason Conboy 2/7/21 Babylon 2005 911 Carrera S, Silver
Matthew Clark 1/4/21 Ossining 1995 911 Carrera, Black	Alexander Lanuza 1/12/21 Rye 2019 Cayenne	Aaron Zimmerman 1/25/21 Manhattan 2004 911 Turbo Cab, Blue	Xiaoyang Jin 2/8/21 Manhattan 2011 911 GT3 RS
David Knoernschild 1/4/21 Peconic 2013 911 Carrera, Black	Miguel Pascasio 1/12/21 Brooklyn 2013 Panamera	Alexander Zekus 1/26/21 White Plains 2002 911 Turbo, Lapis Blue	Kevin Yu 2/9/21 Jericho 2020 718 Spyder, White
Tim Omara 1/5/21 Mount Sinai 2018 911 Carrera GTS Cab, Agate Grey Metallic	Celso Barison 1/13/21 Eastchester 1971 914, White	Joshua Roth 1/26/21 Eastchester 2003 911 Turbo, Artic White	Daniel Zajdel 2/9/21 Rockaway Park 2014 Cayman S, Yellow
Matt DeLaura 1/5/21 Manhattan 2006 911 Carrera S, Black	Behfar Ehdaie 1/13/21 Larchmont 2017 718 Cayman, Graphite Blue	Jim Flynn 1/26/21 West Babylon 2007 911 Turbo, Black	Alexey Levlev 2/10/21 Astoria 2021 718 Cayman GT4, Blue
Edan Darmoni 1/5/21 Staten Island 2007 911 Turbo, GT, Silver	Demetrio Aiuvalasit 1/15/21 Staten Island 2002 911 Carrera Cab, Artic Silver Metallic	Robert Pachino 1/28/21 Manhattan 2017 911 Turbo S, Red	Anthony Princisvalle 2/11/21 Transfer from Hudson Valley Region Pound Ridge 1997 911 Carrera
Edward Kormylo 1/7/21 Huntington 2009 Boxster	John Sullivan 1/16/21 Centerport 2012 911 Carrera S Cab, Black	Jeffrey Bernett 1/30/21 East Hampton 2011 911 Carrera, White	
Rosario Bonsignore 1/8/21 Glendale 2011 911 Carrera S, Black	Evan Jensen 1/19/21 Montauk 2009 911 Carrera S	Ted Stratigos 1/31/21 Huntington 2006 911 Carrera Cab, Silver	

(Continued on page 59)



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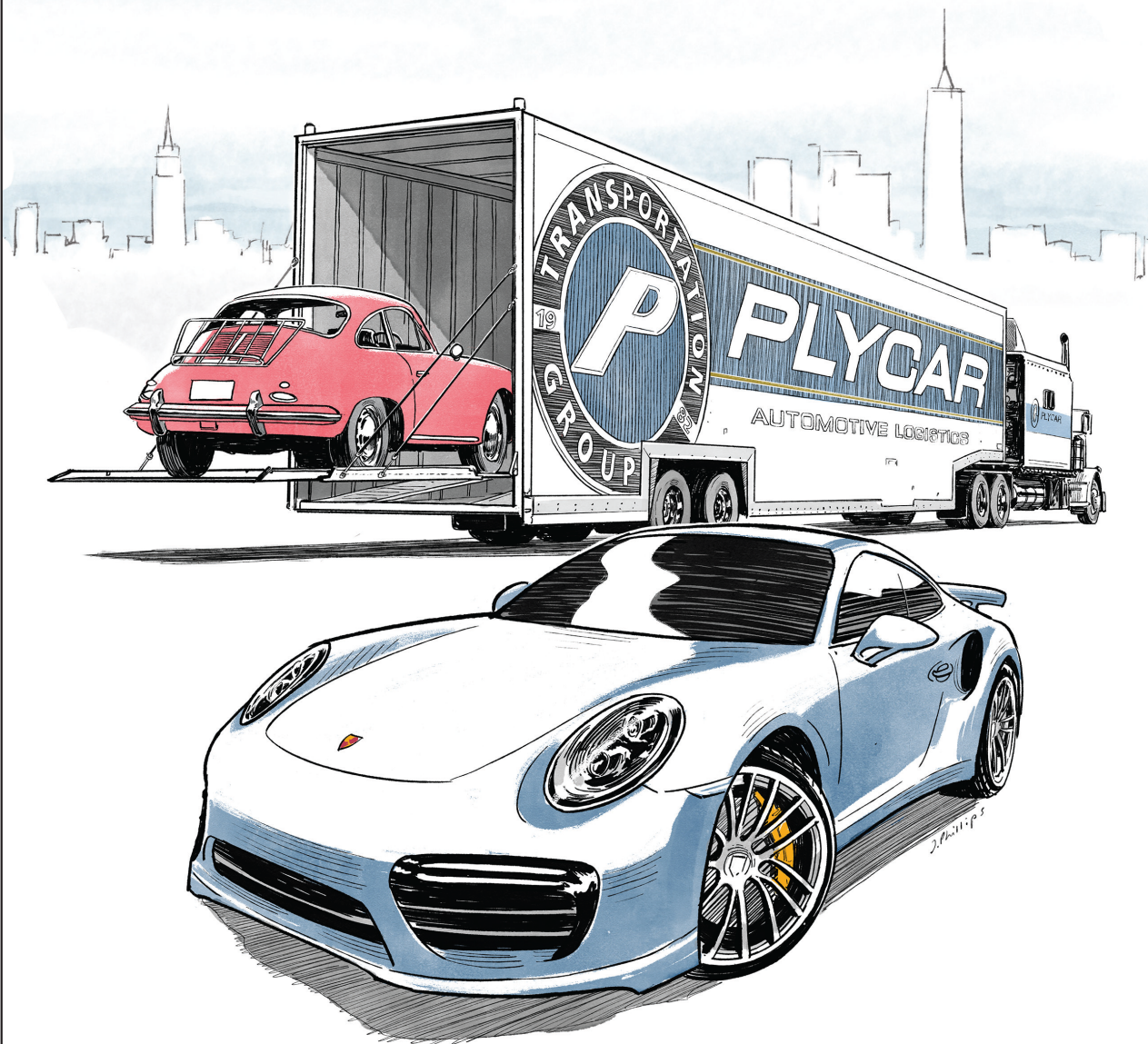
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1986 944 VIN WP0AA0940GN456729 I'm the second owner. 60k miles, Garage kept entire life. Have all receipts from previous owner Guards Red, Black interior Original phone dial rims and newish tires Unmolested, great running car, Excellent condition \$13,500 Contact for pics and info Chris Canon 917-334-3254 (01-21)

1965 356SC Red/tan, 38K mi. since Stoddard restoration. 9K mi. on custom built 1758cc Weber carb Porsche engine. Stored in heated/dehumidified garage during my 27 years of ownership. Runs and drives well, excellent condition. Asking \$99000. Call 914-318-2957 or email cyclark3@gmail.com (01-21)

FOR SALE: Porsche Winter Wheel Set for Carrera 911 (991.1) (2013-2015). Bright silver 5 spoke, split spoke. Continental ContiWinterContact 295/35 R 19 (rear) & 235/40 R 19 (front). Excellent condition with less than 300 miles on them. Cost \$4,550. Sell for \$3,000. Also have Porsche winter mat as well as palm fiber COCO mat sets for sale. For pick up in Pleasantville, NY. Please text only 914-844-2511. Will need last 8 digits of VIN # to confirm compatibility (01-21)

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.

The Trading Post is a free service for PCA members. Items may be listed for sale, wanted, or otherwise reasonable listing. Ads should be submitted via email to porschetradingpost@gmail.com. Please use "Trading Post Ad" as subject line. Include your PCA number. Ads must be received by the 1st of the month for inclusion in the following month's issue. Ads will run on a space-available basis for three issues, or longer at your request only. Classified ads for business are \$50.00 per month, with a limit of 50 words.



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(Continued from page 52)

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5 YEARS

Scott Benson
Stephen Bono
Chris Chieco
Christopher Fuller
Thomas Gavigan
Scott Gutmanstein
Gregory Hosty
Jamie Hubbard
Michael Mazzilli
Derrick Nankoo
Brewster Pettus
Christopher Salvo
James Sullivan
John Varsamis

10 YEARS

Tony Bonet
Marcelo Carrillo
Frank DiSalvo
Frank Harte
Roger Ho
Stavros Kokkosis
Brad Reisner

15 YEARS

Vincent Aceste
Teddy Chen
Albert Cheong
Graham Mingst*
Craig Rosenman
Glenn Schiller
Eliot Senior
Douglas Valerio
Jerry Wortman

20 YEARS

James Bates
Marc Behar
Oggie Caginalp
John Cramer
Craig Olivo
Daniel Ostrower
Gary Steinfeld

25 YEARS

Joseph Buzzetta
James Halsey III
James Hisiger
David Fluhrer
Robert Pritchep, MD

30 YEARS

Elyse Feldman
Kenneth McClure
Leslie Ng

35 YEARS

Michael Allegra
Leslie Goldberg

40 YEARS

N/A

45 YEARS

N/A

50 YEARS

N/A

* Our current Secretary



Welcome New Members

(continued from page 51)



John Sullivan- 2012 911 Carrera S Cab



Donnie Feeney- 2016 911 Turbo S

Metro welcomes our new members to the Club!



Daniel Zajdel- 2014 Cayman S FEB 2021

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