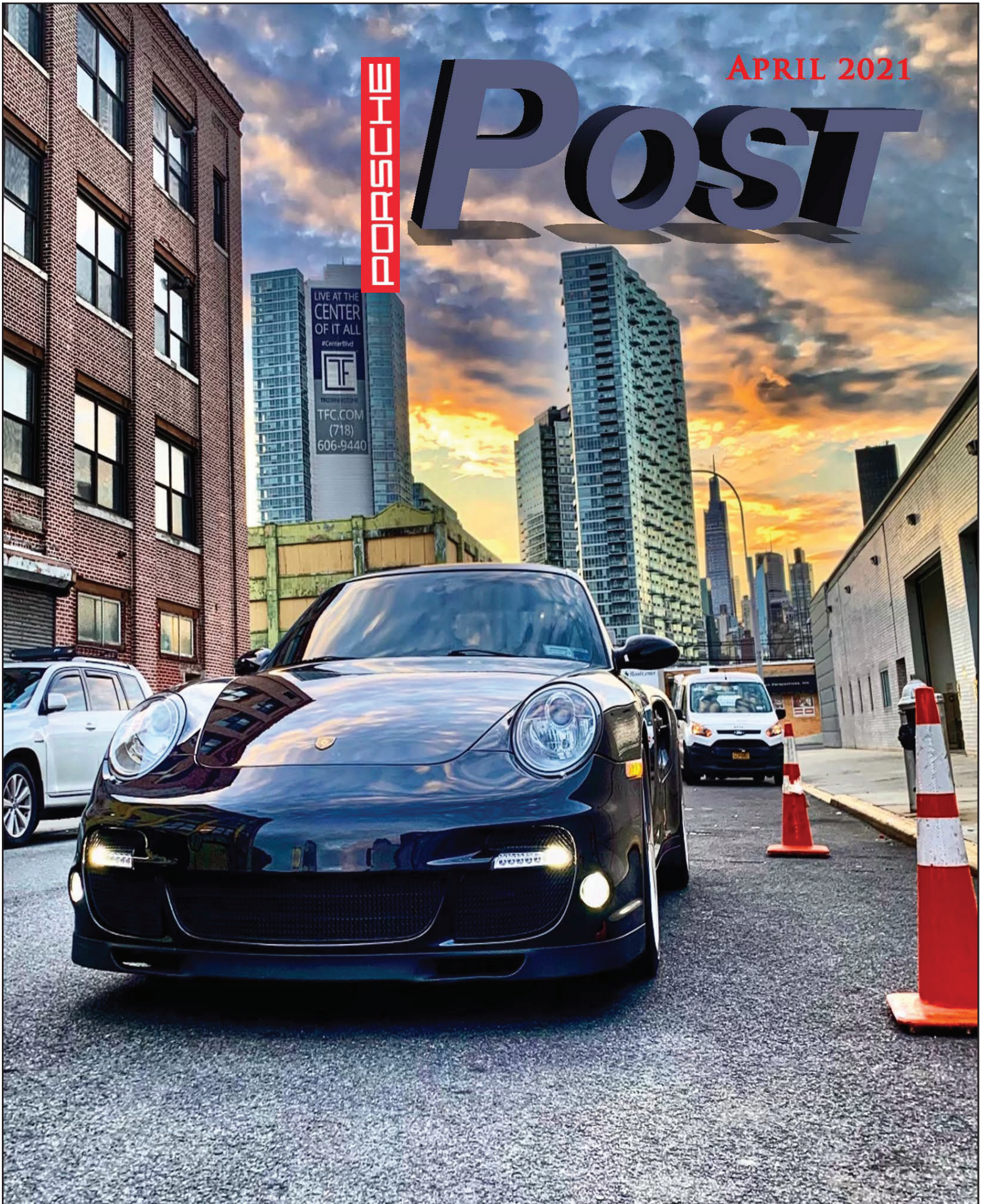


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PORSCHE POST

April 2021, Volume 68, Issue 4

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COVER

A Porsche in Queens at the East River at dusk, right.
Photo by Josh Goldflam.

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National PCA website at pca.org. Notify promptly to avoid missing an issue.

The Porsche Post will not be forwarded!



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2021 Metro New York Region CALENDAR OF EVENTS



April	3	Autocross -Tobay
	11	Autocross -Tobay
May	2	Autocross - Nassau Coliseum
	16	Concours - Vanderbilt Museum (The above event is tentative)
	22	People's Choice Charity Rally and Concours - Pindar
June	2-3	DE - Watkins Glen
	13	Autocross - Nassau Coliseum
	19	Trek #1
July	5-6	DE - NJMP - Thunderbolt
	11	Autocross - Nassau Coliseum
	30-Aug 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
Gardens	19	Concours - Old Westbury
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 (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:
zone1.pca.org and pca.org.



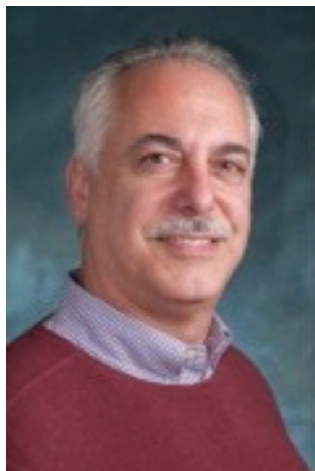
Calendar is updated regularly. Please check the Metro NY PCA website for updates and additions.

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



From the Editor

ED REINER



As the snow melts and the weather gets warmer, our thoughts turn to getting back behind the wheel of our cars. We were spoiled in mid-March with a 70 degree day and I had the chance to drive with the top down and scoot up the Saw Mill River Parkway up to North Salem. I called it “cleaning out the cobwebs” with the wind in (what is left of) my hair and an iced coffee in (the make-shift) cupholder. It was just what I needed.

east, (2) loves showing off their car, (3) loves wine, and (4) appreciates the camaraderie of your fellow members. Please make an effort to visit this picturesque location on the north fork.

Personally, this winter has felt too long and too cold and I am itching to get back behind the wheel for a long spin. I have a couple of trips planned already. I am traveling to the Carlisle (formerly Hershey) Swap Meet at the end of April in Pennsylvania. Please let me know if you are interested in going, perhaps we can caravan or carpool. The Carlisle venue is significantly larger than the Hershey venue and social distancing and mask wearing are required. See the PCA advertisement in this issue for more information. I have also registered for the Porsche Parade in French Lick, Indiana and I have studied the map to plan the trip as well as the activities when I get there. I understand a small group of Metro members are also registered to go. If you are able to get a ticket to go, please reach out to me and we can try to caravan to Indiana which is about 13 hours from New York.

Metro has been hard at work to create events that will bring out even the most reluctant member. This year, the Autocross program kicked off with an AX seminar and a “get your feet wet” mini AX that afternoon on March 6th (photo, opposite page, right, of Mitch Hackett). The following day, Sunday, March 7th was the official start to the Autocross season. With careful planning, we now also have the Vintage Rally and Concours scheduled for May 22nd at the Pindar Vineyard in Peconic, Long Island. You can rally or concours, or BOTH! This is a combo program to wet the palate for the season and get us thinking about being shiny as well as “on time”. The Vineyard Rally and Concours is a must for anyone who (1) loves driving

Now that the weather is warming up, I have a number of destinations in mind for this year, and they include (a) Montauk Point Lighthouse (b) Lime Rock Park (c) New Paltz, NY (d) Squanz Pond, Connecticut (e) Lenox, MA, and (f) Woodstock, NY. I would be curious where you are planning to this year, particularly after a year of curtailed activities, and perhaps we can arrange a club meet-up if you are interested.

The Porsche Post is digital! Please visit 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.

The Metro Board is also working on a group of social activities for the season which is still a challenge to plan due to the changing COVID restrictions. Despite the apparent relaxation over State rules for gathering, we must still take direction from the Porsche Club of America regarding our programs. Please be patient while we clarify and confirm these rules.

My winter has been committed to my car projects and the need to prepare for the season. Like all of us, I had winter maintenance completed on the Boxster which included new tires, shocks and axle boots. The car is ready for

spring. As for the restoration on my '86 Carrera (below, left), it is just about completed and the finished product (a preview below) is nothing short of amazing. I intend to have this car at the Pindar Rally and Concours. Restoring this car and getting it ready for the spring has been an adventure that is hard to describe, and I honestly cannot wait to get this car back on the road.

Lastly, I cannot emphasize how hard the Metro Board has been working to improve the member experience for 2021. Hopefully this issue reflects this.



My 1986 Carrera fully restored



Mitch Hackett attacks Tobay Beach at AX

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 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



It's now April. Funny as it may seem for me to tell you all this but, a few years ago Linda and I planted over 100 tulip bulbs (I love tulips) in the front of my shop. Sometime in March the tulips start to peek out of the ground. This is my signal that spring is here. Just last week, the week of March 12th, the snow had melted away and our tulips started to break through the soil. How happy are we for the

arrival of this long awaited spring?

There are now three different vaccines available to ward off Covid-19. Many of whom I know have already been vaccinated. Our state has begun lifting restrictions. It looks like our Metro driver's season might just get off to a good start. Fingers crossed.

I was very glad to have been the host for this year's Autocross school. With all the Covid-19 restrictions, sometimes changing daily, it wasn't easy for Autocross Chair Dan Fishkind to come up with just the right size room to hold the school. The Autocross school did take place on the 6th of March. My shop building was just the perfect size to have 15 Autocross newbies, seated exactly 6ft from one another so I offered to hold the school at my shop. While Dan Fishkind, Graham Mingst and John Mingst conducted the Autocross classroom session we all enjoyed some delicious bagels and refreshments. I was able to see first hand the interest here. I could also see everybody truly enjoying learning as they enjoyed themselves. The classroom session ended at about 12pm. The attendees then went down to the site of the Tobay Autocross to practice for their very first Autocross. The official first Metro NY Autocross of 2021 was held the very next day on the 7th. I know for fact that despite the cold a lot of people had a lot of fun. The next scheduled Autocross was on the 21st of March. I'm sure it was a blast. I'll bet there will be a few new Autocross participants this season.

In the record books before this magazine gets published will be our first Metro Driver Education of 2021. This year it was a bit early but then again, we've been waiting since

November after a very short 2020 DE season. Unfortunately there's a bit of a stretch between our DE in March until the next DE in June. This next DE in June is at Watkins Glen International Speedway and just precedes the PCA Watkins Glen Club race.

I'm pretty excited about each and every Metro event being held this season. The Teichman's (Stew and Sue), our Trek Masters, are on the ball again putting some really nice Treks together up in Westchester. One must register early for a Trek as Treks are very popular and there is a registration limit.

Jeff Goldberg, our Rally Chair has teamed up with Concours Chair Paul Celentano to put together a fun morning Rally that winds up out east at the Pindar Vineyard. There is so much going on this season. I have to really hand it to all our Metro PCA Chairs, Coordinators and Advisors. Stating that there is a LOT of work that goes into each and every event is a huge understatement. I see Linda Annicelli, our new Post Copy Editor working on each issue of the Post at least 8-12 hours a day, days on end prior to each issue of the Post. Thank goodness she's retired. I know our Editor Ed Reiner puts in crazy time getting the Post together every month. Jennifer Drubin Clark, our Web Master, has been hard at work as well on our new website. I don't know much about building a website but I'd hate to keep a punch card of Jen's hours as she works tirelessly on the site. Like any website it's always a work in progress. And the kicker... everyone doing anything for our club is a volunteer! My hat is off to everyone involved. Thank you all so much.



Be on Time

JEFF GOLDBERG - RALLY CHAIR



Jeff and Paul Celentano are planning the Vintage Rally and Concours (information on page 13) planned for May 22nd at Pindar Vineyards. Jeff will be back next month with more information about our Rally plans for 2021. Stay tuned!



Please see the flyer on page 13



Autocross seminar at South Shore Performance, followed by a mini school AX at Tobay, March 6th.



Skid reMarks

DAN FISHKIND - AUTOCROSS CHAIRMAN



We're off and running! The season opened with the annual Autocross Seminar and Mini school. Eighteen new auto crossers attended and what a great day it was. John and Graham Mingst imparted all their autocross knowledge to the students. These spitballs of information consisted of what comprises a normal

autocross day, car set up, autocross course elements, how to read a real autocross course and many other important gems of information. There was then a Q&A session for the students. The students went to Tobay Beach where they were greeted by instructors who took them on a course walk and then instructed them on the actual course. The students were given the opportunity to drive the course themselves, so they got to feel what a true autocross course is like.

The next day was the season opener autocross. Forty-one drivers came out to the event to compete against themselves as well as the other drivers. Rich Wayne designed the course which was used the day before at the school and then for the actual event. The course was simple enough for the beginners but challenging for the seasoned auto crosser. The weather, although very cold, was not as bad as it could have been for this time of year. We did timing and scoring from inside the truck to keep the workers out of the elements. The day ran smoothly, and each driver got ten chances to better their time on the course. It was great to get back on the parking lot after a long off season.

Season Opener Autocross Results:

Right out of the chute, John M. was hot and took the win in S1 in his Boxster with a time of 83.875 seconds. This time also earned him Fastest Pax of the Day. Mitch H. also took the win in S3 with his new Cayman S with the time of 45.673 seconds. S4, with one driver, was taken by Hector O., who is new to autocross, with the time of 59.078 seconds. Three-driver P2 found Todd R. at the helm with a 44.010 second trip around the course to beat Josh O. who came in second place with a 48.643 second run. Michael K. took the win in P3 with a 44.938 second run, and Martin P. came in first with a 47.311 second run

in P4. P6, with two cars, found Dan F. dominating the class with a 44.878 second run around the lot. Ray R. took the win in P7 with a time of 50.804 seconds.

Our largest Porsche group, P8, had five drivers in it. First place went to Ioannis K. in his 911 Turbo with the time of 44.624 seconds. Geoff D. took a close second place in a similar car with a time of 45.316 seconds to beat out Ben O. whose third place time was 45.905 seconds. Tom P., in our improved class, took the win with a 46.220 second run around the parking lot.

X1, with 10 drivers, found Graham M. dominating the class with the time of 43.898 seconds. Graham, who defected from a Porsche class, just beat his sons in this event. Graham's son, Nolan, came in second with a time of 44.898 seconds, exactly one second slower than his dad, and Mies, Graham's younger son (and Nolan's brother) came in with a 45.282 second run for a close third place finish. The eight-driver X2 found Noah V. at the helm with a 44.588 second run and son Paul V. a close second with a 45.612 second run. John M. came in third with a 45.850 second trip. Lastly, six-driver X3 found Jose A. in the lead with a 42.434 second run. This time was good enough for the fastest time of the day. Irwin H. came in second with a 43.961 second run and Demetrius S. came in third with a time of 45.70 seconds.

So that's it for the Season Opener. Our next event will be March 21st at Tobay Beach. After that, we will be there again on Saturday, April 3rd and Sunday, April 11th. That finishes our springtime at Tobay Beach. We will then head over to the Nassau Veterans Memorial Coliseum for the May 2nd autocross. Please see the flyer in this issue for the rest of the 2021 season's dates.

As in the past, we are doing our best to bring autocross to Westchester. Ed Reiner has offered to continue his quest for possible autocross sites up there. I hope he has a magic wand and will be more successful than we have been in the past.

That is all for this month. The season won't wait for you, so get in your cars and come out and autocross. Use your car the way it was meant to be used. Don't hesitate to contact me with any questions. Hope to see you all out there.



Stay well,
Dan

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

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

Porsche Tech

MICHAEL TASHJIAN - TECHNICAL CHAIR



After a brief hiatus from the limelight, I'm thrilled to be back as your Tech Chair for 2021. A special thanks to our new President, Bill Rudtner, for offering me this position once again. Bill has been a staple at PCA Driver Ed as our Chief Driving Instructor and in PCA Club Racing for decades. His leadership and dedication to the Metro Driver's Ed program has been fundamental to its

growth and enjoyment. I'm sure Bill and the new team have plenty in store for the membership in 2021.

BIG TECH

Gone are Sound Stream radios, Diamondtel car phones, Clifford alarms, and welcome big tech. Though seemingly cliché to say, "big tech", that's what the younger generation, especially those in the lucrative Asian market, are demanding more of. The 992 & Taycan alike show off their endless configurations and gadgetry on a 40' augmented display...okay, maybe not quite 40' but we'll allow it. It displays everything, including G Force; however we got along in life without that, we can't fathom. Performance stats are not only relevant to the drivetrain these days, either. Now processing speed and screen resolution have a tab of their own in the marketing materials and IG post via @porsche. The question now is: where do we go from here?

Hell. Fine, maybe not hell but certainly purgatory. The racing car driver as well as the enthusiast yearns for the raw driving experience, but will this be taken away like so many other invaluable rights? We won't go fully down that rabbit hole. But there's always a 'but', and right now it's the big brother role that all these electronics are able to play. Traffic sign recognition, a.k.a camera, autonomous driving a.k.a tracking, and voice command a.k.a recording are beginning to become standard features and although provide a service, carry inherit risk for abuse. It wasn't too long ago that we were all worried low jack would alert our spouses to our whereabouts. Now GPS and parking alerts let your better half know that you indeed skipped out on the office in lieu of Lime Rock.

For a brief time in our history the car represented freedom; this writer is personally afraid those freedoms and soul

filling private cruises may be a thing of the past. But at least you can still ride a Harley in PA with no helmet...for now.

Let's talk about the positives that tech has brought to the Porsche driving experience. No, I'm not referring to Auto Start/Stop which has given me a faux heart attack on more than one occasion. A real leap in the right direction is Innodrive working in conjunction with adaptive cruise control which uses radar and cameras to recognize topographical road features, traffic, and road signs in advance and adapts. Not like the nonsense Infiniti was marketing in 1991 with the Q45; no, this one actually works. The system can vary speed, gear selection, as well as remain in the lane with the LKA option. All of these are now expected features as they've been fairly popular on many other marks such as Mercedes Benz and Lamborghini for some years now. Another welcome addition that one couldn't have previously thought a necessity is wet mode. Sensors in the wheel well can detect water and choose the mode for traction and other aids in an instant. I can tell you firsthand, it works! Rounding out the cabin, yes, the 400,000USD Burmeister stereo option is back and here to stay. I'm almost ashamed to admit in full transparency: damn, it sounds good.

So, Michael, where does this leave the PCA member when looking for a new Porsche? Ideally, with a 992 Targa GTS. Granted, you may have to sell a couple of organs to buy it outright, but that's why God paired second kidneys and Facebook marketplace.



Coming: May 2021 992 GeeTee3 the inside scoop





Vintage Rally & Concours



Spend the morning Rallying to Pindar Vineyard for a Concours on Saturday May 22nd, 2021

Metro is combining two fun events into a single day

The Rally will be a gimmick rally, meaning instead of calculating times you will answering questions based on the places you drive by.

The Concours cars will be judged for the exterior only. Rally drivers will have time to do light cleaning before judging starts.

Sponsored by Dan's Paper and Pindar Vineyards in charitable support for "Rise Life Services of Riverhead"

Registration will be conducted through Eventbrite.

Rally Only: \$45.00 per car

Concours Only: \$45.00 per car

Rally & Concours: \$55.00 per car

Each Concours entry will receive one bottle of wine per car

Food Trucks and Local Restaurants will be represented for purchase of food and refreshments. This is a great way to support East End businesses.

All participants will park in a dedicated area.

Save the date.

Watch the website and POST for more details and registration information.

The event will conform to all Covid-19 regulations at the time of the event.

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Concours Corner

PAUL CELENTANO - CONCOURS CHAIR



Are you ready for the 2021 Concours season? I bet many of you are... and I am pleased to announce that I am writing here today to officially announce two of our events are a "Go". Those two events are the Vanderbilt Concours May 16th and the Vintage Rally and Concours at Pindar Vineyards on May 22nd. While it might seem a bit daunting

having events on back-to-back weekends, rest assured that what we have planned are two vastly different events sure to make up for last year's bust.

Our kick off event will be the Vanderbilt Concours at the Vanderbilt Museum and Planetarium. Metro returns to this familiar venue after a several years break, with a traditional "full" concours event on the stunning grounds overlooking the Long Island Sound. For those not competing, besides seeing an array of spotlessly prepared Porsches, the museum offers a great opportunity to stroll one of the premier Gold Coast estates and see the nearly 40,000 artifacts and specimens that "Willie" Vanderbilt curated to share with his guests.

The following weekend brings our Vintage Rally and Concours at Pindar Vineyards. This event is sponsored by the East End's Dan's Papers and Pindar Vineyards, in support of Rise Life Services (RISE) a Riverhead based non-profit. RISE is a non-profit organization that

was established in 1980 as Aid To The Developmentally Disabled (ADD) by family members who were concerned about the physical and emotional decline of patients compelled to live in crowded institutions. One of our missions at Metro is to give back to the community, and this event affords us the opportunity to share our cars and raise money for an East End non-profit that has been doing amazing things. Check them out here at www.riseliveservices.org. Jeff Goldberg is planning a great rally route to the event for those that wish to participate in a "gimmick" rally. To lighten things up on the Concours front, we are making it a "top-side" only event where just the outside of the car will be judged, a perfect opportunity for those new to Concours to dip their toe into competing. As members, you will have the opportunity to participate in just the rally, just the concours or both. Additionally, for those that just want to be spectators you will have the ability to purchase tickets directly through RISE that will include admission to see the cars and a tasting. Pindar Vineyards will provide its spectacular back drop along with music, tours and local NOFO food for purchase. I'm confident you will not be disappointed!

Event registration links will be published shortly on our website along with our Facebook and Instagram pages. Stay tuned, and as always, if you have any questions, ideas to share or want to volunteer to help, don't hesitate to reach out to me at pcelenta@yahoo.com or by text at 516-297-5356.

PS Also stay tuned for April dates for our Concours Clinic and Judges workshop.



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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)

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October 1-2 (Fri/Sat)

NJMP Lightning

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

For further information contact Stewart Teichman at metrotreks@gmail.com or call 914-645-1000

Track Ramblings

FRED PACK - DE INSTRUCTOR



Personal and Track Observations

Personal

I've been writing this column for more than 15 years and sharing my observations with Metro members over that period. I'm feeling like it's time for me to share a little more about myself. The first thing I'll reveal is that I can't take the credit for the name of this column

– Track Ramblings. I borrowed it from John Bond, the original owner/publisher of Road & Track magazine, and modified it to suit. Every issue of R&T during his ownership had a column titled Miscellaneous Ramblings. I liked that name and pressed it into service when I started writing for the Post.

My long fascination with fast cars may be in my blood: my mother, who was born in 1917, was kind of a wild child herself. She often got stopped for speeding and had enough chutzpah to talk the policemen out of giving her the ticket. She spent a lot of time in Harlem as a teenager in the late 1930s at the Apollo Theater which was owned by her father, where she would smoke reefer with the Black musicians. Her father gave her a Lincoln Zephyr, which was a very fancy V12-powered car made from 1936-42. She decided to take it on a cross-country trip to California. The trip was not a success. The car died in Kansas as I recall the story. It seems that she didn't know you had to check the oil level, and cars of that era went through oil very quickly. The Zephyr story brings me to the present: an engine which hardly loses any oil in street use can easily go through a quart in very few tracks days. You should check your oil level every day at the track, and always bring a spare quart with you to the track.

My mom was in Cuba in February 1958 to get away from the cold. The Batista dictatorship had recently created a "Las Vegas of Cuba" in Havana and she went for the adventure. During her trip the second running of the 500 Kilometers of Cuba Grand Prix car race occurred. The 1957 running had been won by the great Juan Manuel Fangio. He returned for the 1958 event, along with Stirling Moss, Maurice Trintignant, Masten Gregory and other notables. Fidel Castro's rebels weren't doing very

well with their intended revolution and were holed up in remote mountains. Castro realized that the race gave him an opportunity to gain worldwide headlines for his cause: He could kidnap Fangio, who was a 5-time Formula 1 champion and was probably as famous then as Hamilton and Schumacher are today. His people did kidnap Fangio at gunpoint and did get the worldwide attention they craved. The race, without Fangio participating, was won by Moss in a Ferrari 335S after there was a horrible crash killing 7 spectators which was caused by a Porsche dumping its oil on the track. The rebels released Fangio shortly afterwards. When my mom got back home she told me about all the excitement. Less than a year later Castro ruled Cuba.

Track Observations

The 2021 track season is underway. Metro's first event was held March 25-26 at Thunderbolt. Watkins Glen will host us June 2-3. I hope to be there. Registration opens April 19. Sign-up at clubregistration.net. Your car deserves a thorough inspection at a dealership or race shop before venturing onto the track, separately from the mandatory pre-event inspection shortly before the event, which is simply a cursory going-over.

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. PCA requires a 'Snell approved' SA or M-type helmet. Open-face helmets are allowed, but the full-face are safer.

You deserve a tune-up after the long winter also.

For track novices and first-timers, 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.

Non-novices should consider subscribing to Ross Bentley's Speed Secrets Weekly. For \$24 per year, you get a weekly email from Ross, a widely published racer, author, and coach, discussing a broad range of topics focused on how to be a better track driver/racer.

(Continued on page 22)

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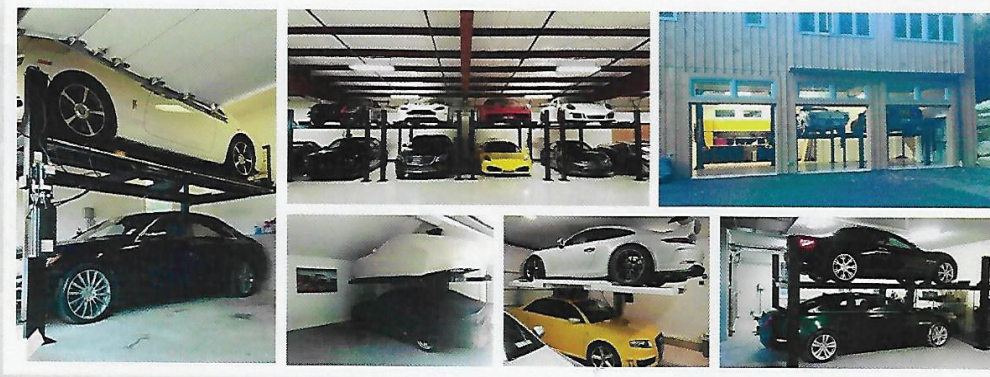
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(Pack, continued from page 20)

For everyone

It is very important to develop your on-track situational awareness. This is the knowledge of what is going on around you, and why it is so important to look in all three of your mirrors very often. Driver Ed events are so safe because passing is only permitted when the passing car is given a hand signal by the car being passed. Even so, it is critical to know where you are in relation to the cars near you.

Lastly, you need 'seat time', meaning increasing your time driving on track – you aren't going to learn much of the

craft of driving on a racetrack until you put in the hours, BUT seat time alone will never make you very good. You also need 'purposeful practice', meaning spending track sessions with goals in mind, such as working on driving the correct line, not coasting, or not braking too early. Make a goal before each session, work on it during the session, and spend a moment after the session honestly grading your performance. Then set new goals and repeat.

I'll see you at the track.

Feel free to contact me at fhp911@gmail.com



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Membership Update

BILL RIEHL - MEMBERSHIP CHAIR



Membership changes
this month through
March 2021

New Members	30
Transfers	0
Expired	37
Test Drive	
Participants	37
PCA Juniors	91

New members this month – We welcome you!

Bob Lippiello	2015 Cayman GTS
Ali Baqueri	2010 911 Carrera 4S Cab
David Wang	1980 911 SC
Fred Koetter	2003 911 Carrera
Namik Abdulzade	2021 718 Spyder
Brad Ohebshalom	1988 924S
Matthew Sadowski	2002 Boxster
Aaron Scharf	2014 911 Carrera 4S
Ronit Gopalani	2003 911 Carrera 4S

Metro NY Region Membership

Active Members	2,263
Affiliate Members	<u>1,034</u>
Total Members	3,297

Please see photos on page 50

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 on the RENEW membership highlighted in red.

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.



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Eastern Region Update

MITCH HACKETT - EAST REGION DIRECTOR



Spring has finally sprung in the Metro region! The weather is getting warmer as we speak. By the time you read these words I will have hopefully gotten my second Covid vaccination shot. With daylight savings kicking in, I hope to start various meet-ups, some on weekend mornings, and some in "Where's Metro Wednesday" events in the early evenings. We did manage one "Bagels and Coffee" event in January, but the February snows killed any further outdoor adventures.

On March 11, we hosted a Trivia Night Zoom meeting sponsored by Hagerty Insurance. We had 25 Metro members that entered. We were quizzed by Hagerty experts on a variety of automotive topics. We used the honor system to provide answers as best we could, using only our young, and old, gray matter. When all was said

and done, John Mingst scored the highest, followed by Metro immortal, Don Coburn aka Santa Claus. I managed to eke out 3rd place in a tie-breaker. All will receive prizes from Hagerty. I can't thank them enough for offering this winter diversion to our members. Many laughs were had as well as groans due to flubbed answers! Stay tuned for future Metro East events and be sure to check out our new website as well as our Facebook for upcoming events.

Stay tuned for future Metro East events. Check out our new website, as well as our Facebook page for upcoming events.

As always, I ask for, and encourage Metro member input and suggestions for future events. Know a place with food available and a big parking lot? Let me know. Don't be shy. I can be contacted at flat6mitch@gmail.com.

So, dust off those garage queens and get ready to drive! Have fun!



Our Webmaster, Jennifer Drubin Clark (right) will be back soon to the Post. Let's thank her for the hard work she has invested to improve the web presence and functionality of the Metro website. Check out her work at metronypca.org. Photo by Donna Mueller



Metro member Lenny Veneziano takes delivery of the only Porsche Targa 4S Heritage in Westchester. Photo by Lenny Veneziano

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Metro Autocross comes to Tobay, March 6th, above. Photo by Stew Teichman.

Henry Hoeh and Marc Pensabene in the rain, below. Photo by Bill Rudtner.



Todd Roth tends to his race car, above. Photo by Bill Rudtner.



Little Nicholas Mennuti attempts to take Dad's Boxster S out for a drive, but he could not reach the pedals. Maybe next year, The hat says it all. Photo by Nick Mennuti.





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Trekking with Stew and Sue

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Well, we lost an hour of sleep last night due to the changeover to daylight saving time during the overnight. But I don't care; it brings us that much closer to warm weather and long top-down drives in the country! I am anxious to get my cars out of winter storage and into my garage. The vintage Vette will stay fairly

close to home and provide the perfect vehicle for those gorgeous spring days where having no air conditioning is not a detriment. The 911 C4 GTS, on the other hand, is scheduled for some more active duty including a run to the Porsche Swap meet in Carlisle, PA as well as an excursion to Porsche Parade in French Lick, Indiana. Also planned is attending the Boardwalk Reunion in Ocean City, New Jersey and possibly another trip down Skyline Drive and the Blue Ridge Parkway. Although Sue and I received both of our vaccinations, we are still somewhat leery about socializing indoors in close quarters so we will mostly participate in the outdoor activities of the events we attend.

The first trek of the season will take place on Saturday, June 19th. We are going to start off by repeating a route, which many who participated in it last season say, was the best route to date. It will start in New Rochelle, travel the back roads of Lower Westchester and then head into our neighboring state of Connecticut. It will include a rest stop with ample facilities and conclude on Route 22 in Brewster with close highway access to head back home. Although there will be no official luncheon due to Covid-19 concerns, the end point will be at the iconic Red Rooster, a familiar landmark since the 1960's. They have outdoor seating and everyone is free to grab a bite to eat if you want. Or, from there, you can continue up Route 22 about 20 miles to the ever-popular Big W's BBQ in Wingdale. Either way, rest assured, there will be plenty of great roads and beautiful scenery to enjoy. The cost for Day Treks this season will be \$25 per car and a portion of each registration fee will be donated to Christopher's Voice. The Club has chosen Christopher's Voice as the charity to donate to this year and more can be learned about this

501(c)3 organization on our website. Registration for this event will be done through a link on the Trek portion of our Club website and will be limited to the first 40 cars to register. Registration will go live on April 15th. There will be no walk in or on-site registration. So, go to www.metronypca.org and register quickly after registration opens if you want to participate because you know how quickly these events sell out! We will be following all Covid-19 requirements and guidelines for all of our treks. This means everyone needs to wear a mask and remain socially distant. Furthermore, we will have hand sanitizer available and request everyone to fill out the waivers that we will send you upon registration in advance of arriving to our start up location and bring them with you the day of.

We are a club of volunteers and speaking of volunteers, we are still looking for someone to Chair the Trek Program for next year and this is the perfect time to explore this position. We will guide you through the entire process from planning to execution and by the end of the season you will feel confident to take on the role. Plus, we will make ourselves available for any consultation required. It is a fun and very rewarding position so why not get involved. Please contact me if you are interested in exploring this opportunity.

As the weather gets nicer and the temperatures keep rising, I urge everyone to get out there, every opportunity you get, and keep on trekkin'.



Christopher's Voice

A Charitable Foundation for Autistic Children - New Rochelle, NY



Christopher's Mission

Christopher's Voice is a charitable foundation created by New Rochelle Police Detective Christopher Greco and his wife Tracy to help prevent wandering of autistic children, to provide financial assistance and support to struggling families with autistic children and to promote public awareness, training and safety within the first responder community.

Christopher's Voice, Inc. is a 501(c)(3) charity whose purposes are to:

- (1) Prevent Wandering of autistic children by providing free GPS and other search and rescue equipment
- (2) Provide recreational activities focused on autistic children
- (3) Assist families financially by defraying the costs of unreimbursed medical equipment, home, and child care;
- (4) Provide financial aid to autistic children under age of twenty-one (21) for betterment of their living conditions
- (5) support programs which provide first responders with items beneficial to their interactions with autistic individuals
- (6) Financially support legal advocacy to protect the legal rights of autistic children
- (7) Provide free swim lessons for autistic children at risk of wandering and drowning
- (8) Provide grants to special education classrooms for essential equipment

"We are beyond grateful with the project lifesaver perimeter alarm that was donated by Christopher's Voice. Our son Christian is deaf, has autism and is nonverbal. Christian loves the outdoors and If given the opportunity he would run out in a heartbeat. This device will alert us if our son wanders off and most importantly help us find him. It will allow us to have a little peace of mind. There are no words to express our gratitude. Thank you!"

Raffaella Bonaldi, New Rochelle

"I want to thank Chris Greco and his foundation Christopher's Voice, for the generous donation of Project Lifesaver. Words can not explain how appreciative we are to have this equipment to help put a little more ease into our lives." Marie Rizzo Dutchess



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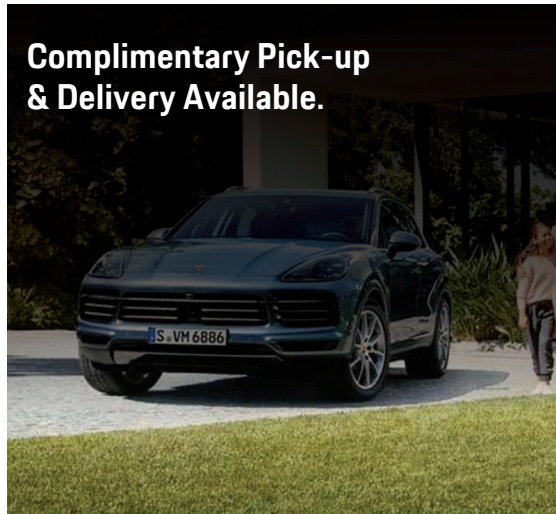
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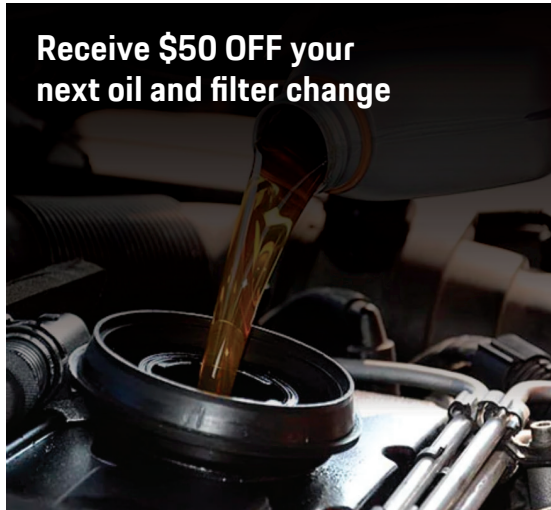
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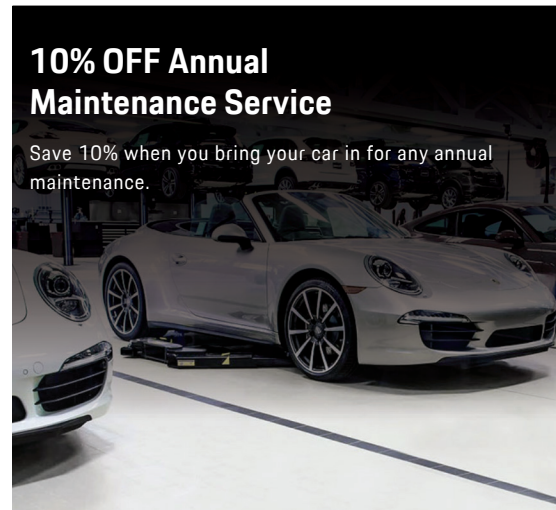
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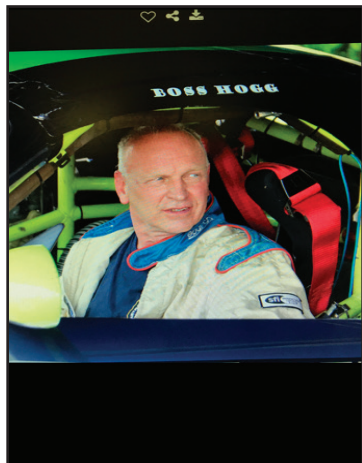
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Driven for Speed

BILL RUDTNER - CHIEF DE INSTRUCTOR



event we'll be on the Thunderbolt circuit. As of the writing of this column our first Metro DE for 2021 was only two weeks away. By the time this magazine hits the press the event will be in the books. I hope you were able to attend.

Next up for us at South Shore Performance will be a track day at Lime Rock on the 13th of April. This one-day track event, hosted by the Hudson Valley Region PCA is only for advanced drivers. It is an un-muffled event! This is just perfect for "un-muffled" race-cars. Perfect for my SPB classed PCA race-car. I'll use this event for some serious practice in preparation for the upcoming race at Lime Rock. I'm hoping there might be some other racers currently running under the Rudtner's Racing Banner that will join us for this event. After the very short, Covid-19 affected 2020 race season, I'm sure most of us could use some seat time. Just a week and a half after the Hudson Valley event we'll be competing in the PCA club race at Lime Rock. This will be on the 23rd and 24th of April. This race is a good venue for club members to come on up to spectate. You can get a real feel of PCA club racing at its best. The PCA club race at Lime Rock is historically held at the end of April. This club race at Lime Rock is a two-day event held on Friday and Saturday. Why only Friday and Saturday when every other PCA club race venue is a three-day affair? Because there is no racing at Lime Rock on Sundays, ever!

Lime Rock Park is a truly wonderful place. There are two men responsible for creating Lime Rock. These two men were Jim Vaill and John Fitch who originally visualized a track at Lime Rock. The gates opened to racers and the public on April 28th 1957. The track is 1.54 miles long without using either of the two chicanes. Navigating the downhill turn properly in a high-powered race-car and

you may see speeds in excess of 160 miles per hour at the end of the front straight-away! Lime Rock Park is cut in the lower section of the beautiful Berkshire mountain range in northern Connecticut. The track is only a two and a half hour ride from NYC. It's also a great place to watch a race, as there are so many good vantage points. Some spectators bring lawn chairs and relax up on the grass hill that overlooks a part of the front straightaway as well as turns one through four. The more involved like watching on one of the tower's two balconies. From here you can see the "Downhill, the front straight and turns one through four.

A common question people often ask of me is "What's your favorite track?" My answer "The one I'm racing that day." It's true. I do have favorite tracks but in reality they are all fantastic. Each track has its own personality. So many tracks have similarities to another. Turn one, two, at VIR is very similar to Big Bend at Lime Rock. The esses at VIR are very similar to the esses at Road Atlanta. Turn ten at VIR similar to turn five at Road Atlanta. Roebing Road in Pooler, Georgia reminds me a little of Bridgehampton. But really, the track I'm looking forward to is the next one on our schedule. So in the month of April, Lime Rock is my favorite race-track. Of course I'll be hoping for nice weather at the Lime Rock race. Weather nice enough to give me a chance to break the SPB record. The track temperature has to be right. The air has to be right. Everything has to be right. A few years ago I got within hundreds of a second off the record. The SPB race record is 1:00.269. My best. 1:00.534. Maybe if all is right... You just never know...



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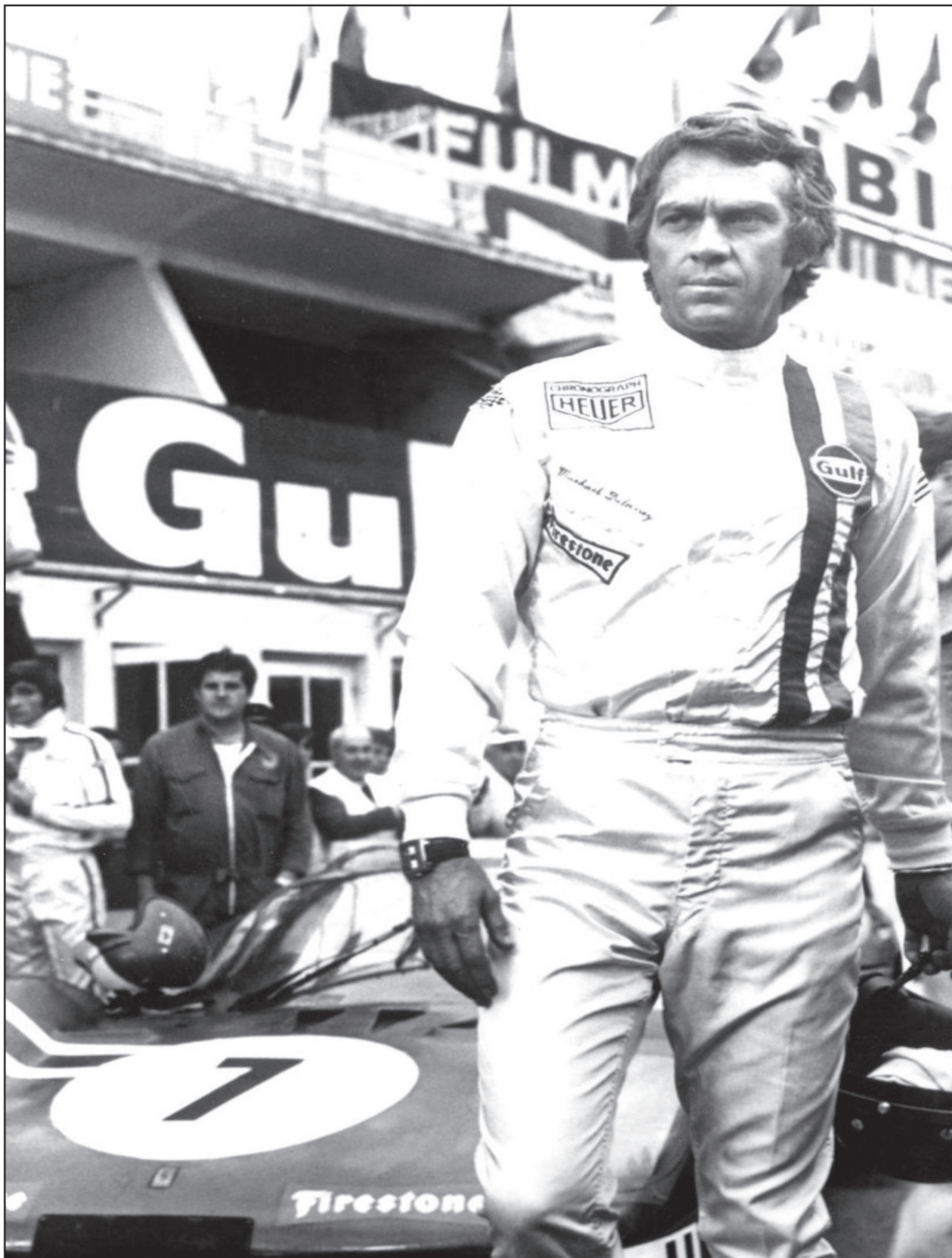
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Proprietors: Matt Kammet and George Boutsikos

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Simulacra

ADAM FOX - SIM/DE RACING COORDINATOR



By the time you read this, the real track season will have begun and so will Metro NY PCA Sim DE/Racing's second season. I had planned to write a mercifully short column about our great plans and induce more of you to join. We will run nine weekly races on Thursday evenings starting April 1st. This season there will be

points and some modest awards for the champions. Only the best eight races of each competitor will be counted. We will also hold three other sessions each week, on Saturday, Sunday, and Tuesday evenings. We will enjoy some of the most exciting and challenging tracks in the world, and the weather will always be good.

Thanks to all those who read my previous contributions to The Post. A number of members wrote to me about joining us in sim and some of their correspondence leads me to opine and hopefully advise on something far more basic than Season Two. The most common question is "what equipment do I need?"

What follows is not definitive, it is a guide.

To allay some confusion: I believe all of us driving in sim with Metro are doing so from our own homes using our own equipment. Our vibrant socializing is entirely verbal. We use Discord, a cross-platform communications software that allows threaded messaging (text both public and private), voice communication, and video streaming. We also store documents and pictures and link larger files to our Discord server, so it is both an information archive and a communications hub. The first thing we provide a Metro member interested in sim DE/racing is access to the Discord server. You can look at it from your phone, tablet, or PC.

The necessary minimum components of a sim setup are: a Windows PC with mouse and keyboard that meets the minimum requirements for running

iRacing (listed at www.iRacing.com) and has all the inputs required to plug in a screen with both the resolution and response speed to run iRacing smoothly; a force feedback steering wheel; brake and throttle pedals; speakers or headphones; a comfortable, adjustable seat; some rigid and strong structure to which one can mount the other pieces. A set of these minimum spec components, pre-owned if possible (CPO unlikely!) are good to test one's interest in the hobby. For even some of the best drivers "lower end" components may suffice for years. Those who can outclass a GT3 RS on track while driving their spec Boxster will understand this well.

The more "realistic" spec below is what one might build once sure that sim racing is a hobby for the longer term: a great adjunct to the other social and driving offerings of the club.

The core is a computer, including mouse and keyboard, the fastest current CPU (chip) for which you can budget, 16 Gigabytes of fast RAM (memory) and storage through a good SSD (Solid State Drive) of 256 Gigabytes to a Terabyte depending on the amount of storage desired. As important is the video card. Simulators run better with a good GPU (graphics processing unit) that has its own copious supply of onboard RAM to smoothly process and deliver a high-quality visual experience. As of this writing, a medium or higher 3000-series nVidia graphics card with at least 6 Gigabytes of RAM is recommended, if you can find one. A high-end 2000-series nVidia card will do. Sound and adequate USB ports will be built in. The ideal CPU is an Intel i9, however higher-end AMD Ryzen processors offer excellent value. Such an upgradeable PC should serve your sim needs for three to five years.

It is possible but not easy to get a decent sim experience with a single monitor. The sense of speed and a wide field of vision are sacrificed, no matter its size. VR (virtual reality) is probably the best solution. It unfortunately comes with an increased likelihood of Simulation Sickness, a form of vertigo which is transient for most people. VR provides sight and sound through a headset.

(Continued on page 46)

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(Sim/DE Racing, Continued from page 44)

The Oculus Quest 2 is probably the most accessible and simple one available. It must be used with an accessory cable: driving simulations do not work properly with anything wireless. VR requires at least a single monitor to control the computer.

The alternative to VR is a three-screen setup in which the monitors, usually of equal size, are on stands placed to wrap around the driver. It is probably best to go with 27" or larger monitors running at the highest resolution your graphics card can support.

A force feedback steering wheel is a necessity. You will both steer with the wheel and receive most of the haptic (feelable) feedback you get through it. Good wheels are usually belt-driven and great wheels are direct-driven. Programmable buttons are essential if you will use VR and very useful otherwise. Wheels include paddle shifters, and some are sold integrated with their "button box" while others are sold separately. The variety of wheels is too wide to make a recommendation other than by company. SimXperience, Fanatec, and Simucube all make excellent wheels at a variety of price points.

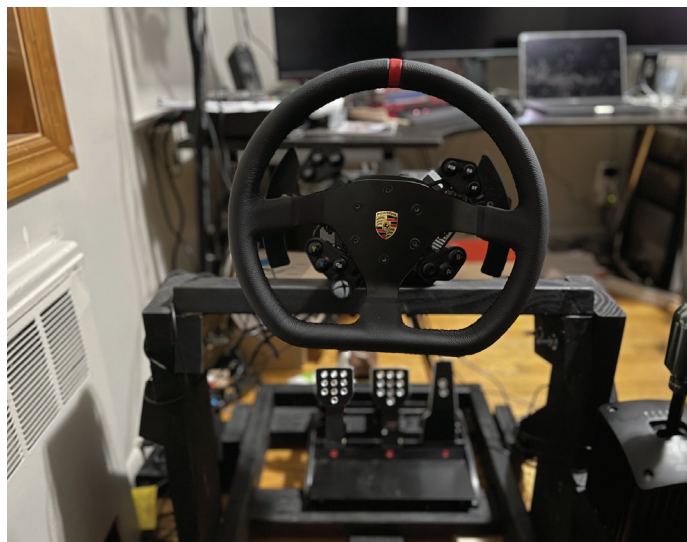
Even more important than a wheel are pedals, the key to good and fast virtual driving. Low-end provide neither resistance nor the feeling of a real car, especially in braking. Pedals in the mid-range, which suffice for most sim drivers, have load-cells generally with foam or elastomer compression damping for the brake. At the high end are hydraulically damped load-cell pedals. As important as the load-cell, is pedal adjustability. Once again, the variety of pedals is too great to make a specific recommendation, but the three manufacturers mentioned for wheels are also the place to begin looking at pedals. At the top end, one begins with Heusinkveld, but also by knowing the expense is not justified until one has reached the limit of, for instance,

Fanatec load cell pedal capabilities. Given that many professional sim racers have yet to reach those limits one may draw conclusions about the return on investment.

The final essential components for a simulator are perhaps the most important and least considered. The rig and an integrated seat are vital to a good sim racing experience. You can drive a sim from a desk or a table. Jacques Villeneuve can famously drive a sim well using a mobile phone. For mere mortals to drive well and have a good, realistic experience, a solid, rigid rig and comfortable seat are necessary. A used racing bucket – aged out of track eligibility – makes an excellent seat for a sim; a new one is more costly. The important thing is that the seat is comfortably supportive.

Every component will be attached to a frame – the rig - that forms the simulator's cockpit. The forces imparted to the pedals and steering wheel are at least as high as in a real car. A force feedback steering wheel may exaggerate the force it applies to help the driver feel the sensory inputs missing from a real car in motion. Similarly, screens need to be securely held in place relative to the driver. A solid rig is a vital foundation for any extension beyond the components mentioned above. The best pre-built rigs are probably those from sim-lab.eu, trakracer.com, simrigs.com and nextlevelracing.com. They are highly configurable, reasonably priced, and intelligently designed to be rigid and strong; assembly takes a few hours.

You can build your own rig from scratch using the same aluminum pieces, or wood. Plans abound online. The important thing offered by the makers of good rigs are proprietary pieces such as adjustable wheel, pedal, and shift mounts, which are too complex for most of us to design and produce ourselves.



You will have noticed that despite having too many words, this column is short on numbers. Budget is the prime determinant of what anyone will or should buy for use in sim DE/racing. There are two issues with pricing what has been described: the numbers will only be good for a short while after publication, and the descriptions are broad. Due to recently imposed tariffs and the shortage of chips for GPUs (largely diverted to the car industry, ironically) this is a relatively expensive time to build a sim rig. That said, the setup I described as “minimum” can be had new for \$1100-\$1600 with a pre-built computer from somewhere like Microcenter, without a rig and seat. Using a single screen with or without VR, and Logitech G923 wheel and pedals, one will have a good, basic setup. You may well have much of that at home already, at least in terms of the basic PC and a monitor.

The more “realistic” setup outlined above will cost around \$5200 at its high end. A very well speced \$2000 computer from NewEgg or Microcenter, paired with a \$1200 force-feedback wheel from SimXperience or belt-driven wheel from Fanatec, \$350 pedals from Fanatec, a \$400 Oculus Quest 2 with cable, and a \$150 monitor will attach to a high spec rig with Sparco seat and monitor stand costing around \$1000. For a triple monitor setup add \$800, including the stand.

Between these figures and the move to full-motion simulation there are still a few frills one might add. Low

Frequency Emitters (LFE), aptly known by the original trade name ButtKickers, take the low range of relevant sounds from the sim and turn them into vibrations to extend feedback beyond the wheel. These can be split into as many as eight channels. LFEs with amplifiers cost around \$200 each, so one for each corner of the car adds \$800 to the sim. A manual H-shifter, which can also be used as a sequential stick, costs about \$250 and provides another dimension to the experience for those cars that support it. The Fanatec ClubSport shifter happens to have been patterned on the Porsche 911's, so has a familiar feel with lovely action.

We only use the iRacing simulation, for which a fast wired internet connection is required. You probably have one already. iRacing membership costs about \$100 annually (discounts are generally offered), with each additional car – including every Porsche – and track priced under \$15. There are many, and discounts apply to bulk purchases. The only thing Metro NY PCA Sim DE/Racing asks members to buy are the Porsches we use and the tracks at which we run.

If you've managed to read this far, congratulations and thank you. My hope is that all the basic questions of “how to begin” are now answered. For more information and to join us in sim, send an email to metronypcasimracing@gmail.com. We'd like to drive and race with you!



Advertising

JULIE REIMANN - ADVERTISING CHAIR



I'm enjoying my role as the Metro New York Advertising Chair. Getting to know all of our amazing advertisers and sponsors is very rewarding. This past fall we hosted an "Ask the Expert" a virtual event featuring one of our advertisers, Trim & Top of Port Washington, New York. The owner, Doug Duke, presented recent projects and was available

for all member questions, including a lively discussion of proper maintenance and care of convertible tops. Spring is officially here and it's time to make sure our cars are ready—especially those rag tops!

Trim & Top is a second-generation family-owned business, Doug taking over the reins from his father in June of 1980. Since then, he's dedicated his career to his craft with his high-quality workmanship. Are you looking to fully restore the interior of your classic car or perhaps you've got one or two repairs to get your baby spring ready? They specialize in custom and

antique upholstery, convertible tops, headliners and carpets. Whether it's a 1968 Mustang old school vinyl top replacement, a new headliner for a 2007 Porsche Cayman S, a 1967 911s Factory Trans Am Racer with new carpets, rear quarters and rear seats or a 1971 Mercedes Benz 280SI full Interior Restoration, Doug is the man to call!

Connect with Trim & Top on their Facebook page or at (516) 883-1200 to keep up with all of their new projects, serving as ideas and inspirations! "From Past to Present Your Choice for Quality Auto Upholstery and Convertible Tops", Doug Duke.

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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!





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Welcome New Members



Bob Lippiello 2015 Cayman GTS



Ali Baqueri 2010 911 Carrera 4S Cab



David Wang 1980 911 SC



Fred Koetter 2003 911 Carrera



Namik Abdulzade 2021 718 Spyder



Brad Ohebshalom 1988 924 S



Matthew Sadowski 2002 Boxster



Aaron Scharf 2014 911 Carrera 4S



Ronit Gopalani 2003 911 Carrera 4S



Metro welcomes our new members to the Club!

Tech Corner

JOHN MINGST - TECH ADVISOR

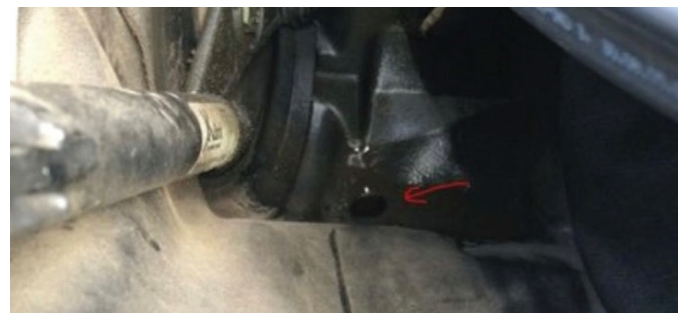
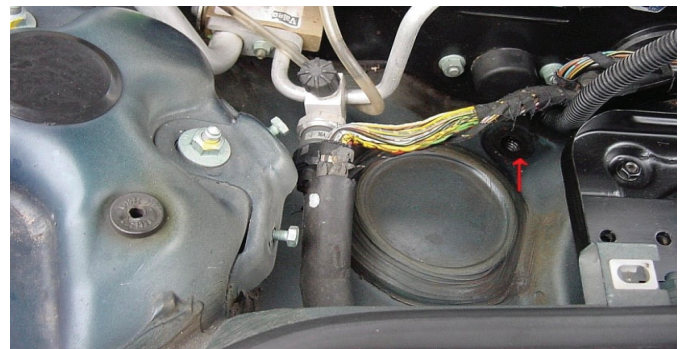
This month I thought I would talk about a nasty little problem that Boxsters especially early ones suffer from and that is water leakage from clogged drains. Now on the surface you might say no big deal I will just dry it out and normally that would be the case but remember this is Porsche and they maximize space saving and one of these space savings is that there is a central alarm control module also referred to as the immobilizer under the left seat on U.S. cars. Take a look you can't miss it. It's a large square metal box directly under the seat. So here is the issue; as water leaks in the car it goes to the low point under the seat exactly where the box is located, If it gets flooded, you are looking at about a \$2,000 repair. Ask me how I know this, well when I purchased my car it came with all the original receipts one of these was the replacement of the immobilizer and the reprogramming of the keys. So, you might say no big deal I hate the alarm system I'm glad it's dead. Not so fast the immobilizer also controls the ignition and a few other functions, seems everything runs through it. When it gets wet, you can sometimes resurrect it by opening it up and drying it out but it's much better to prevent it from happening. If you do drown it, unplug the battery and get a fan and or a hair dryer to dry out the area, (the rug and the padding absorb lots of water), then see if things work again. You may have to remove the seats and clean the immobilizer.

Removing the seat is a very simple. There are four Torx bolts holding down each seat. To take the seat completely out, you will have to disconnect the large connector under the seat. DO NOT disconnect that connector with the ignition on or turn the ignition on while the connector is disconnected, or you will set off your airbag light. That can then only be reset with a Durametric tool which most of us don't have. There is the possibility of setting the seat on the ground next to the car without disconnecting the connector, but it does get in the way a little. If you go that route, you don't have to worry about the airbag light.

So how do we find out if the car is draining properly and not into the car. There are four drains that we must look for and test to see if they are clogged. I usually fill about a quart of water and look underneath the car and look for it to drain out. I also see how long it's taking to drain out because a partial block is just as much of a problem. The two rear drains are located inside the convertible top area toward the front on both sides. (I have captured this in one of the pictures below). They drain just forward of the rear wheels. If your top is closed open it to the service position which is about 1 foot retracted, this also opens up the rear panel giving you clear access to look deep into

the well on each side to see the drain hole in the front. If you don't have water running out as fast as you pour it into the area you have a problem. Be sure to check each foam liner drain tray for any rips or tears. Be very careful is you push a piece of wire down the drain to clean, you can rip the foam or push off the hose below and cause more problems. If you find any tears that are not large you can use silicone RTV to patch. Replacement of the liner would be an article all to itself, that is a hint. The front drains are much more straight forward. The are buried on either side of the battery compartment. You can run water through these and use a wire if necessary to clean out like a Roto Rooter®. The two pictures below show their locations.

If you leave your car parked outside regular maintenance for this is a must, a good thing to do when you are washing your car. Happy Motoring!



Welcome New Members

BILL RIEHL - MEMBERSHIP CHAIR

FEBRUARY

Bob Lippiello 2/13/21
East Northport
2015 Cayman GTS,
Rhodium Silver

Christian Prag 2/13/21
Southampton
1986 944 Turbo, Guards
Red

Gaston Lara 2/17/21
Transfer from Northern
New Jersey
Elmont
1995 911 Carrera, Grey

Alexander Kaizer 2/17/21
Whitestone
2001 911 Carrera Cab.
Speed Yellow

Joshua Helfand 2/17/21
East Hampton

Brian Ryglewicz 2/18/21
Glen Rock, NJ
1990 944 S2 Cab, Guards
Red

Keith Knorr 2/19/21
East Patchogue
2013 911 Carrera 4, Grey

Gary Chan 2/19/21
Manhattan
2007 911 Carrera 4S

Thomas Murtha 2/20/21
Bayville
2001 911 Carrera 4 Cab.
Blue

Brad Ohebshalom 2/20/21
Great Neck
1988 924 S, Red

Matthew Monchik 2/20/21
Woodbury
2008 911 GT2, Midnight
Blue

Kevin Li 2/21/21
Fresh Meadows
1985 944

John Krause 2/22/21
Wantagh
2019 Cayenne, White

Kyle Ma 2/22/21
Fresh Meadows
2020 911 Carrera 4S

Anthony Serra 2/22/21
North Salem
1991 911 Carrera 4 Targa,
Black

Ali Baqueri 2/23/21
Huntington Station
2010 911 Carrera 4S Cab,
Black

Renato Faria 2/23/21
Transfer from Upper
Canada
Manhattan
2018 Macan S, Dark blue
Metallic

Matthew Sadowski 2/23/21
White Plains
2002 Boxster, Grey

Fehmi Zeko 2/25/21
Manhattan
2020 Macan Turbo, Black

David Wang 2/25/21
Brooklyn
1980 911 SC, Light Blue
Metallic

Fred Koetter 2/25/21
Greenwich, CT
2003 911 Carrera

Umesh Dimri 2/27/21
Manhasset
1991 911 Carrera 2, Black

Namik Abdulzade 2/28/21
Manhattan
2021 718 Spyder

Ronit Gopalani 2/28/21
Jericho
2003 911 Carrera 4S,
Meridian Metallic

David Koehler 2/28/21
East Northport
2007 911 Carrera S Cab,
Speed Yellow

MARCH 2021

Massimo Bottino 3/1/21
Eatontown, NJ
2006 Cayman S, Silver

Ellen Yetzer 3/1/2021
Westhampton Beach
2017 Cayenne S, Grey

George Halkidis 3/1/21
Bayside Hills
2020 911 Carrera, Grey

Aaron Scharf 3/1/21
Pelham
2014 911 Carrera 4S

James Stork 3/3/21
Freeport
2016 Macan S

Ray Huang 3/4/21
Flushing
2014 911 Turbo, Dark Blue

Christopher Anelante
3/4/21
Mineola
2004 911 Carrera

Jacqueline Abraham
3/8/21
Elmsford
2011 Cayenne S, Black

Henry Dunn 3/9/21
Transfer From Hudson
Valley
Saugerties
2001 Boxster, Black

Rolando Balcarcel 3/9/21
Huntington Station
2014 911 Carrera S, Red

Jake DiMeglio 3/9/21
Hawthorne
1999 Boxster, Silver

Steve Farbman 3/9/21
Manhattan
2021 Macan GTS, Volcano
Grey

Sachin Bansal 3/10/21
Larchmont
2006 911 Carrera S,
Atlantic Grey

Gold Coast Cars and Coffee Highlights March 20th





Metro would like to thank the team at Gold Coast Porsche for a fun event. The large number of cars and attendees were attributable to the pent up demand to drive and socialize. We were glad that the weather was largely cooperative despite the chilly temperature. We are looking forward to many more similar events this year.



North Region Update

ED REINER - NORTH AREA DIRECTOR



The spring season is upon us and we are facing the driving season with great anticipation. There are a few updates for us here in the north region which we are excited to highlight.

Metro is awaiting a final approval for a concours event at the Harbor Island Park in Mamaroneck. Since Harbor Island is a County park, this request

much receive approvals which we hope to receive by the middle of April. Please keep an eye on the calendar in the Metro website for updates.

Separately, we continue to look for Autocross sites in the north region. Despite plentiful open space, we are finding little availability in our county parking lots and public spaces. However, we will continue to search for venues. We are also looking into Rally's, and we hope to have more information to you soon.

Road repair is well underway in Westchester and in the region, particularly surface repair and guardrail replacement on the Taconic, Saw Mill and the Sprain Brook Parkways. Watch for signs to close lanes by the Highway Department while these repairs are underway. Abrupt lane closures are a hazard.

I am continually amazed by the number of commercial vehicles on the restricted parkways, particularly the Hutchinson River Parkway. With overpass heights at no more than ten feet, tractor trailer and box trucks are hitting overpasses at an alarming rate. I encourage you to signal confused truck drivers to pull over and call the County Police who patrol the parkways. They will escort the trucks off the roadway before someone gets hurt.

I have also been receiving requests for information about car winter storage space in the area. Commitments need to be made early but there are always options. I will assemble some available locations in the north region which include Stamford, Connecticut. Please let me know

if you are interested in securing storage space.

Most importantly, the restoration my Carrera is completed (below). The new tires and wheels have been mounted. I need to install the license plates and stickers and then have the car prepped for delivery. This thirteen month adventure is coming to a close. Details in the May issue.



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As Porsche embraces the past, yet sets new standards in performance and technology, we also understand the passions that drive Porschephiles are as diverse as the cars themselves. Our vintage department is globally recognized for its expertise and skill, developed over decades of working on some of the world's most coveted Porsches.


Modern Porsches receive the same attention-to-detail in our street department as our staff uses the latest tools to diagnose, repair and enhance the finest vehicles from Stuttgart.

Track enthusiasts benefit from the expertise of our competition department that has delivered hundreds of podiums and numerous championships in PCA races up and down the East Coast.

No matter which Porsche you drive, or how you drive it, we've got you covered. Even if you forget to put the top up on your Speedster.

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Trading Post

MICHAEL BRIEF - POST COORDINATOR



TO PLACE A FREE LISTING IN THE TRADING POST, SEND YOUR "WRITE-UP" ALONG WITH YOUR PCA MEMBERSHIP NUMBER TO MICHAEL BRIEF AT porschetradingpost@gmail.com.

Cars for Sale

2004 996 Turbo Cabriolet X50 in Artic Silver over black. 34,000 original miles. 6 speed, featuring Carbon fiber trim, embroidered Seats, painted seatbacks, and more. HRE 19" wheels, Techart ground effects, Brembo brakes! Originally a California car, I am second owner. All books, 2 sets of keys and Porsche COA. \$57,999 Call or text Chet 631-291-2801 or ckutsc33@aol.com (01-21)

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 \$99,000. Call 914-318-2957 or email cyclark3@gmail.com (01-21)

Parts for Sale

Pagid yellow (brand new in box) RSL29 track pads, (E2474 and E2405) front and rear for 997S, 4S GT3 and others. Sold car. Cost \$700, sell for \$450 or best offer. Call Neil 917-902-9490 or email at nzipkin@arelaw.com (03-21)

BBS Sport Classic 17" wheels and tires. Front 225-45 ZR17 7JX-17 ET55. Rear 255-40ZR-17 8.5JX-17 ET50. Shod with BF Goodrich G Force Sport Comp-2 tires. Summer compound tread, tread wear 340. Fits

Boxster, Boxster S, 911-993 narrow body, and 968 cars. Very good condition. No rash. Stored indoors. Date code 2018. \$1,200. Contact Mitch flat6mitch@gmail.com for pics or info (03-21)

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)

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)





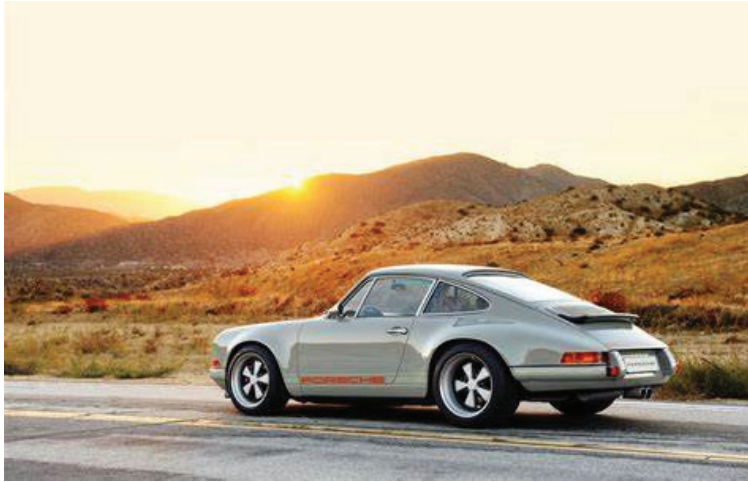
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Endnotes

- Congratulations to PCA Junior Brendan Nankoo for getting his driver's license.
- I apologize for missing photo credits in the March issue, I will make sure proper attribution is provided going forward.
- If you send me a photo for publication, please include your name and a caption. An email from "Porsche Dude 993" does not tell me who you are unless you include a "signature".
- A big 'shout out' to Linda Annicelli, our new Copy Editor whose unrelenting pursuit of editorial excellence needs to be acknowledged and is clearly visible in this issue.
- Do you have technical questions?...we have technical answers. Please send you questions to Michael Tashjian, tech advisor at michael@formulamotorsports.com.
- The Gold Coast Cars and Coffee was very well attended. Please send your thoughts about new or other events to Bill Rudtner, Metro President, at presidentmetronyregion@gmail.com.





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