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MAY 2021

Post



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PORSCHE POST

May 2021, Volume 68, Issue 5

Articles

- 6 From the Editor
- 8 President's Page
- 9 Rally -- Be on Time
- 10 Skid reMarks
- 12 Porsche Tech
- 15 Concours Corner
- 20 Track Ramblings
- 24 Membership Update
- 26 Eastern Region Update
- 36 Trekking with Stew and Sue
- 41 Driven for Speed
- 44 Sim/DE Racing - Simulacra
- 48 Advertising
- 50 Welcome New Members
- 54 Website Update
- 52 My First Day at the Track
- 56 North Region Update
- 58 Trading Post Classifieds
- 61 Member Anniversaries

Events, Activities and more

- 4 Committee Listing
- 5 Calendar of Events
- 11 Autocross Schedule
- 13 Vintage Rally and Concours
- 17 Driver Education Schedule
- 22 Trek #2 Announcement
- 27 Approved Tech Sites
- 31 SIM Racing Announcement
- 37 Christopher's Voice Announcement
- 40 Personalized Drinkware
- 59 Advertiser Index

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Stephen Landau, Louis Varone and Thom Moeringer on Dune Road at Westhampton Dunes. Photo by Stephen Landau.

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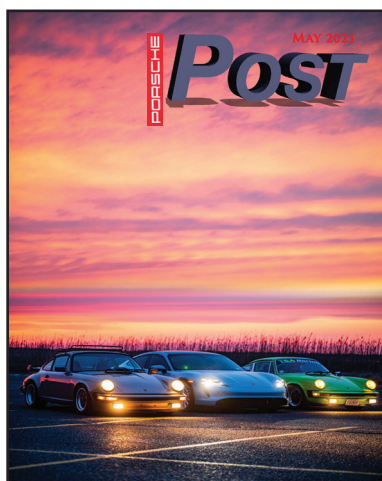
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The Porsche Post will not be forwarded!



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2021 Metro New York Region CALENDAR OF EVENTS



May 2 Autocross - Nassau Coliseum
 16 Concours - Vanderbilt Museum
 22 Vintage Rally/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
 19 Trek #3
 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 (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



The projects are largely completed and the cars are ready for spring. I have taken a few rides up north to Bear Mountain, to Hayfields in North Sales, and also a couple of jaunts running errands. I have started the season by cleaning and detailing with a sense of excitement that this year will be better than last. The pent up demand to get out and drive is overwhelming and I have noticed the speed at which events are filling up. Ex-

amples are the Cars and Coffee at Gold Coast Porsche, the speed of the registrations of the Gold Coast to Montauk Trek, our own first Trek, and the interest in our Pindar Rally and Concours in May. We are hopeful that our membership is largely (fully) vaccinated and that we are on a path to normalcy where we can drive and enjoy each other's company.

In the meantime, the Metro Board is working hard to deliver superior programs this year, and our Concours program is back on track, while AX has launched strong. More events are being planned so we hope to find some sense of normalcy as the weather improves. As always, keep checking our new and improved website to make

sure you stay current on all of our plans and you do not get closed out.

May will be a busy month for Metro, with the active AX schedule, our Rally and Concours as well as "just open" Concours event at the popular Vanderbilt Museum in Centerport on May 16th. Additionally, we are going to start scheduling our popular MetroCarsandCoffee and "Where's Metro Wednesday?" events that were so well attended last year.

I am aware of some new cars in the Metro stable this year, so please feel free to show off your new ride this season, we are anxious to see your new purchase. A few have been at the Manhasset Cars and Coffee, at Hayfields and also at the Gold Coast Cars and Coffee. Not only are we seeing some new cars, we are also seeing some interesting and unique collector cars, a few of which are captured in this issue.

If you were able to participate in the Gold Coast trek to Montauk, please send us your photos and we will include them here in the Post. Metro would love to cover this event with interesting photos both on the road and in the parking lot. Similarly, if you have not yet registered for the Pindar Rally and Concours event on May 22, there are still some openings so I encourage you to sign up.

We continue to ask reluctant members to participate, and with the growth in the membership, we also expect to see

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.

new faces along with your cars. Ask for a Board member and we would be happy to introduce you around. There is no better way to enjoy your car than to meet like-minded car nuts who find polishing or cleaning a car to be better than psychotherapy.

The annual Porsche Parade scheduled for mid-July in French Lick, Indiana is still accepting registrations as of this writing. If you are planning to attend, please let me know so we can plan to either drive together or meet up during the Zone events. This is a first class destination with a large number of amenities that will compete with all of the PCA activities. I have been to a couple of these

events and it is quite amazing how many Porsche-crazy people will drive hundreds of miles or more to get there. I expect it will be very well attended and very organized.

This issue of the Post reflects a lot of planning and scheduling that Metro has in store for the membership for 2021. We encourage you to “find your zen” behind the wheel and join us. We look forward to seeing you out there. Have fun but be safe.



Metro and Gold Coast make it from Jericho to Montauk for tacos at tt's Restaurant. Photos by Mitch Hackett



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



I was so happy when the April issue of the Post was delivered to our home on March 28th! I know all mail isn't delivered in the same timely fashion in other regions but when my copy showed up on time I had to smile. Not only was our Post delivered to us on time, this issue was one I was proud to be a part of. For the untrained eye, the subtle differences in the Post from last year to now

might not be easy to spot at first glance but if you really look you'll have to agree that our magazine has a much better, cleaner look. Compare the April issue to an issue from a year ago. The time and effort that Linda Annicelli and Ed Reiner have put into our Post over these past few months has really paid off. I tip my hat and bow...Thank you Linda and Ed for a job very well done. Bravo.

The new Metro PCA website is up and running. The new site is always changing. Metro NY PCA events are coming and going on a monthly, sometimes even a weekly basis. Jennifer has no less than 14 people in position with the club feeding her information (most of the time daily). Jennifer has a lot of work to do each and every day, week, and month. Our Metro NY PCA website is non-stop, seemingly a living thing. Since the site went live the usage by members has increased some 42%. Jennifer tells us that the average site visitor spends no less than two minutes surfing around. Jennifer has gone through a lot these past months (actually years) that had her in pain almost every day. Jen kept going and worked hard on the website throughout. Jen's recovery has been astonishing. It seems like all went well. It was good to see her happy and smiling at the last board meeting. To me Jennifer looked like a new person. We are all very happy for her and we wish Jen well.

As I think about all the events we have, the ideas brought up for possible new events, and all the work the people in place perform I am really amazed. Our Metro board is chock full of good hard working people that are going above and beyond to keep our club members with plenty to do no matter what the activity they want to participate in. Just today the June Trek registration opened. It was

sold out in less than two hours! Do you think Trek is popular? Stewart and Susan have done a great job over the years. It's sad to see them step down from their post.. But you know what they say. "When one door closes, another door opens."

Bill Riehl will be leaving the Membership chair position but not before he made sure it was handed off to very competent hands. Jeff Lanka will be stepping up and filling the spot. I can quote Adam Fox who said that "Jeff is the perfect fit for this position. Jeff is one of the nicest, cordial guys you'll ever meet". I'm sure everyone on the board will welcome Jeff with open arms.

I'd like to also officially welcome back Michael Tashjian to the Technical chair position. Michael has replaced John Mingst. Michael is a wealth of information and I really look forward to reading his upcoming columns. John happily left the Tech position after being Tech chair for quite a long time. John has stayed very involved as Metro Vice President.

The season is now in full swing with Driver Ed, Autocross, Trek, and so much more. I only wish I had the time to participate in all we have to offer. Come on out and have some fun. Have an idea our club members could benefit from? Send me an email. Presidentmetronyregion@gmail.com I would love to hear from you.



Be on Time

JEFF GOLDBERG - RALLY CHAIR



Join Metro for the 2021 Vintage Rally & Concours on May 22nd. We will be meeting at the Park and Ride near LIE Exit 58 at 8 AM. The first car will leave at 9 AM plus their car number in minutes.

The day begins with a Rally of approximately 60 miles finishing at Pindar Vineyards on the North Fork of Long Island with a Concours. Both events are

planned to be low stress and fun.

On the Rally you will follow route instructions and answer multiple choice questions as you drive. We will tell you the approximate location of the answers and all you have to do is pick the correct answer. Easy-peasy right? Well, it'll be a little harder than that. Our devious Rally Master, Hugo Burnet, will test how well you read the General Instructions, Route Instructions and Questions — all handed out in the morning in your packet. HINT – READ THE GENERAL INSTRUCTIONS CAREFULLY!

When you arrive at Pindar Vineyards you will be directed to our private parking corral. We will also have an area with tables and chairs reserved for participants.

Concours Chair, Paul Celentano, is organizing the Vineyard portion of the day. The Concours judging will be exterior only. Participants in the Rally will have time to

do light cleaning and detailing before their car is judged. Each car entered in the Concours will receive one bottle of wine.

Our hosts Pindar Vineyards and Dan's Paper is arranging for local restaurants to set up stations and food trucks so you can buy refreshments. This is a great way to support East End businesses that have suffered during the pandemic shutdown. Of course the Pindar store will be open for the navigator to buy and enjoy wine for before the ride home. Water is recommended for the driver.

Pindar Vineyards and Dan's Paper are sponsoring this event in charitable support of "Rise Life Services of Riverhead". A portion of your entry fee will be donated to this charity. RISE is a nonprofit 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. Their purpose is to recognize and identify the special needs of the mentally and developmentally disabled persons and to provide them with a superior professional system of care and services in a homelike environment.

Registration is open now at [Eventbrite.com](https://www.eventbrite.com). Search for: *Vintage Rally & Concours, Metro NY PCA, Metro New York PCA*.

We will be following New York State Covid-19 regulations in effect at the time of the event. The time and date of your registration will be the determining factor if we need to limit participants, so register early.



Snowflake Rally, 2020

Skid reMarks

DAN FISHKIND - AUTOCROSS CHAIRMAN



Event number three is behind us, and the 2021 season is well underway. Season points are racking up and the top 10 driver pool is starting to form. I am in first place in the season points, a place I have never been in before, so I am thinking of cancelling the rest of the season and just keeping the trophy for myself. A bold move

if I say so myself, but I am sure everyone would thank me as it would save wear and tear on their tires. A guy can dream, can't he?

So, what would an autocross article be without mentioning Covid-19 guidelines? It seems that Covid-19 guidelines are being lifted and the outside gathering limit will be up to 200 people. This is good news; however, we will still take precautions and stay safe by sanitizing all equipment during the day, in between uses, and keeping people masked up and distanced from each other. I am hoping the day comes soon when we will not need masks anymore, but until then, we'll do our part to keep everyone safe and healthy.

The Cadbury Egg Autocross event was a good one. Some might say it was eggcellent and I can assure you they are not eggagerating. Despite the warmer than usual weather forecast for the area, Tobay Beach, which remains a weather enigma, was as cold as usual. It did warm up as the event was winding down which did us no good. The turnout was good, so I am not complaining. Mark Valera designed the course and did a great job. The course deviated from its usual direction which provided a nice change for all the participants. All drivers received ten runs to show everyone how it's done, and this is how it turned out.

Results:

S2, with three drivers found Raghunandan S in his stock Cayman in first place with a time of 41.459 seconds. This time earned him Fastest Pax of the Day. Nice driving Ragu. Robert N came in second in his Cayman with the time of 46.145 seconds. S3, with two drivers, found Derek M in his Cayman S in the lead with a 42.560 second run around the parking lot. S5, with two drivers, saw Moshe

E in first place with a 911 C4S with the time of 48.939 seconds. Excellent job Moshe. This was his first event. P3 found Andre C in first place with a time of 42.239 seconds. He's been driving Michael K's 911 for the season and has been showing Michael how it's done. P4 found Bricklin D in first place with a time of 47.789 seconds. P5 found Ken H in first place with his Cayman. He drove the course in 49.674 seconds. Dan F took the win in P6 with a time of 42.739 seconds. Three-driver P8 found John F in first place with a time of 45.529 seconds and Miranda F in second place with a time of 40.022 seconds. Only about four and a half seconds behind her dad. This was both of their first events and they did an amazing job.

I2 with two drivers found John M in first place with a time of 47.469 seconds. Ioannis K came in first in his class of I3 with the time of 42.518 seconds. M1 found Tim M in first place in his 914 with a blinding time of 41.778 seconds.

Christine P dominated X1 with a first-place time of 38.953 seconds. This time was fast enough to earn Christine the Fastest Time of the Day award. Congratulations Christine. Richard W came in second with a 41.444 second run around the lot and Graham M came in third with a 41.576 second run. X2, with seven drivers, found Paul V in first place with the time of 39.903 seconds. Anthony C came in second with a time of 41.501 seconds and Matthew C came in third with a time of 41.732 seconds. X3, with 13 drivers, found Jose A in first place with a time of 41.758 seconds. Steve T came in second with a time of 42.373 seconds, and Matt T came in third with a time of 42.738 seconds.

Unfortunately, the Tax Extension Autocross which was scheduled for April 11th needed to be cancelled due to inclement weather. I took a ride down to Tobay Beach around 10:00 am that morning and although it seemed decent on the mainland, Tobay Beach was engulfed in heavy rain and fog and it would have been impossible to run the event safely. Our next event is May 2nd at the Nassau Coliseum. I hope to see everybody out there.



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



992 GT3- The Continuation of the Sportscar

Arriving in spring of 2003, the new water-cooled Porsche GT3 (996) would help cultivate a class of sportscar specifically developed for the weekend road course warrior. A whopping 381hp, extended redline, 6 piston brakes, and a bunch of newly developed parts such as PCCB. Fast

forward a decade and change and presto two additional generations (997 & 991) and welcome the 992 GT3.

The 992 GT3 is set to hit gridlock on the BQE in winter 2021. This should be one of the most highly produced GT3 models and most user- friendly. Gone are the nicknames, widow maker, and welcome, "Honey, I'm taking the GT3." Thanks in part to more aggressive aero via a radical rear diffuser and swan neck wing, the new GT3 can achieve downforce that was only available in a full Cup format. So now you can really take that ramp at full blast and show that Mitsubishi Eclipse with a chain for a license plate holder who's boss. Technical specifications are being closely guarded for the time being, but the naturally aspirated 4.0-liter engine accompanied by two gearbox options means its users should have the most interactive driving experience yet. Porsche has decided to stick with naturally aspirated 4.0 liter, rather than more

efficient turbocharging. How much longer this goes on for is questionable. I believe 992 is the final run before forced induction or electric assist. Out of the box Porsche will offer a 6-speed manual or PDK, and paint to sample for those wishing to drop 12K this go around. And since I've touched upon color, I must admit that Shark Blue looks gorgeous in the photos. If history is any indication of future trends, the next color up on the block is Brown or Hot Pink.

Let's talk RS. Has the GT3 deviated too far from its original intent to be a minimalist weekend warrior weapon of choice? Maybe. It depends on how you look at it. Building and selling 25000 cars provides (arguably) better quality control, more money for R&D, testing, and cost to the consumer (yeah right). So, Porsche has decided to fluff it up a little to ensure they not only sell upwards of another 25000 cars as in the 991 series but surpass it. Perhaps the RS will be rawer, and, in your face, God knows the wing is big enough. The RS should sport a PDK, figure a modest 40 bhp, and an even more aggressive suspension setup, and maybe even a cool helmet case. Sold separately.

Now the most important question. Should you go out and buy the latest and greatest? Yes. The Porsche GT3 has and will continue to be the benchmark all others aspire to. Reliable, fast, carry reasonable long-term value, doesn't get dated nearly as quickly as a comparable 2 door in its class, and yeah, it's a 911.





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



Dipping Your Toe into Concours

If you've been thinking about competing in concours but feel somewhat intimidated by the whole concept, I'm here today to tell you that we have an event coming up that is the perfect opportunity to dip your toe in, that being our Vintage Rally and Concours at Pindar Vineyards.

First and foremost, I think it is important to really define what exactly concours is, because I often get questions and even offhanded comments from participants in other club events thinking all it is about is polishing your tailpipes. While tailpipes certainly come into play, really what it is about is presenting your Porsche in its most perfect form and condition to share with fellow enthusiasts and perhaps even future enthusiasts. Sure, there is plenty of OCD cleaning and restoring involved, along with judging, but really it's about getting out there and enjoying our cars just like other club events. If you

head over to the PCA website, you can find a full description of the various types and classes of concours.

For simplicity's sake let's just say there is "full concours" where the entire car is judged and "top side only" where just the outside is judged. On the local level we are strictly looking at cleanliness and condition versus originality (though I would be happy to work with anyone looking to compete on the national level where originality comes more into play). At some point this season we will have another concours workshop like we did before Covid but for now, if you haven't been scared off yet, and you shouldn't be, the best place to get started is with a "top side only" event like the one we are holding at Pindar on May 22nd. Clean and prepare the outside of your car, and enjoy a stress free afternoon with music, food and fellow car enthusiasts all for a great cause. We've invited a few other clubs to participate with us (Ferrari, Jaguar and Aston Martin clubs) so this is certainly going to be a great event to ease into concours with. Head on over to the Eventbrite link (found in this issues flyer), sign up and give it a try...and remember the old saying "a clean car is the sign of a sick mind" or was that a dirty mind?



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Watkins Glen International

August 27-28 (Fri/Sat)

Lime Rock Park

October 1-2 (Fri/Sat)

NJMP Lightning

November 5-6 (Fri/Sat)

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Please email our Treasurer Tommy Rendano at tommyrendano@gmail.com if you can name anyone in these photos. If so, we will award you with a gift from the Metro Mart. Tommy thinks these photos go back to the late 50's or early 60's, but the photos are so old that the date on the back of the pictures are in Roman numerals.

Track Ramblings

FRED PACK - DE INSTRUCTOR



Let's Play Nicely Together, and an Odyssey contest

I'm going to start out with the Odyssey contest. You likely remember the story of Odysseus from high school. It starts with him having been imprisoned for ten years on the island of Ogygia far from his home in Ithaca, to which he wants to return.

He encounters many difficulties and enemies on his journey home, but he finally does arrive safely. I've been participating in DE events for more than 50 years and have had a few Odysseus-like struggles to get home after the event. I describe my worst struggle below, and I invite my readers to submit their own worst such journeys to me at fhp911@gmail.com. The only rules are that the stories must be 500 words or less, and you must have gotten home in your car, under its own power (no cars in trailers.) My two worst times both occurred in returning the 260 miles from Summit Point, once in the mid-1990s when the gearbox in my '84 911 lost all the gears except 2nd, and the other in 2017 when the shifter cable in my '11 Boxster S froze and I had to get home in 3rd gear.

In November 2017, I was about a mile from Summit Point the night before an event when my car got stuck in 5th gear. To complicate things, I was towing 1000 pounds of trailer, tires and tools behind the Boxster. The problems began when I had to stop at the gate house and get underway in 5th. The clutch was very unhappy about this and emitted unpleasant odors. A few hundred yards later was the bridge over the track, which required more clutch slipping and odors. I did get the car and trailer parked in the paddock, and someone drove me back to my hotel. The next morning I got under the car and manually put the car in 3rd gear. I did my instructing duties and when the event was over, I began the Odyssey to get to my race shop with a very sick car. I knew that I'd be fine on the highway, but it is 11 miles of local roads with traffic lights to the Interstate and every red light I'd encounter during my 260 mile trek would mean another clutch-ruining opportunity. If the clutch died I'd be up the creek without a paddle. I did manage to avoid most of the red lights getting to the Interstate. But I'd still have local roads

and traffic lights to deal with at the other end. Plus, I didn't know if I had enough gas, and if not there would be more stops and starts.

I made it to I-81N and began the easy part of the drive. The dashboard indicator of gasoline mileage remaining made it seem like I might get there without a pit stop. But 3 hours later as I entered New Jersey I realized that I would probably run out of gas a few miles short. I was getting more and more anxious and worried. I hoped that I could find gas right near a highway exit, and I did, but it was somewhat up a hill. I had enough momentum as I entered the gas station to get to the pump without any clutch operation, but I had to park the car pointing up that hill at the pump.

I prayed to all the deities whose names I could muster that the car would have enough clutch left for one more 5th gear uphill start. I can't convey how worried and anxious I was. Just writing this now more than 3 years later brings me back to that moment – would I get underway one last time, or would the car die?

To my amazement and surprise, the car did what it had to, and I was underway for the final leg. By now it was quite late at night and at the few red lights I encountered there was no cross traffic, so I coasted through them. I got to the race shop! I had called my wife to meet me, and she was already there. The car truly stunk of burnt clutch material, and the shop people told me that when they arrived two days later, it still stunk.

That's my Odyssey story. I was delighted that it ended happily, although a large bill awaited me when I picked up the car.

The rules of the contest: submit your story about getting back from the track with a sick car under its own power. Maximum length is 500 words. I'll select what I feel is the most interesting story and print it in my next column. Please get your stories to me by the early May since I'll be on deadline for the June issue.

Let's Play Nicely Together

When you're on track you want to go fast. Sometimes the 'red mist' can cloud your judgment.

(Continued on page 29)

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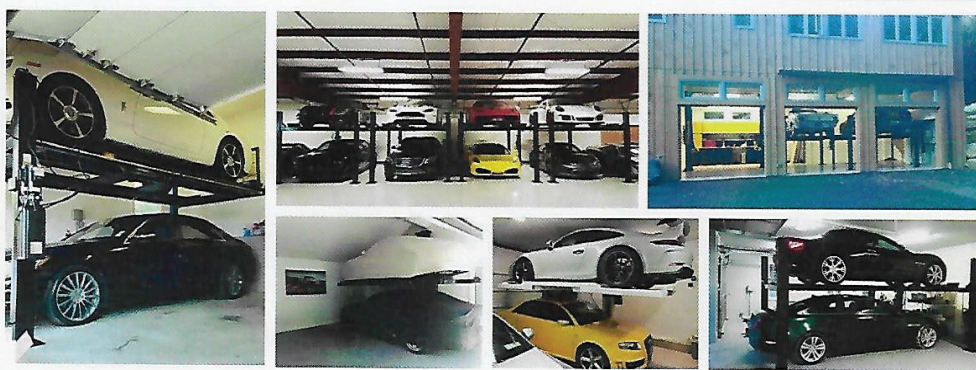
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It's Time to Plan Trek #2

Date: Saturday August 7, 2021

Start Time: 8:00 AM

Start Location: New Rochelle

As of now we are uncertain where Trek #2 will lead us but we are hard at work creating the route. One thing we know, however, is that there will be some pretty great roads and plenty of good things to see!

So join us as we further explore the best roads that Westchester and the surrounding areas have to offer.

***Registration for this Trek will go live on
Wednesday July 7th***

***The link for registration will be on the Club website
www.metronypca.org***

***For further information contact
Sue or Stew at
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We hope to see you then!

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Membership Update

BILL RIEHL - MEMBERSHIP CHAIR



Membership changes
this month through
April 2021

New Members	50
Transfers	-5
Expired	0
Test Drive	
Participants	37
PCA Juniors	92

New members this month - We welcome you!

Lorenzo DeGuia	2007	911 Carrera
Matthew Comito	2009	911 Carrera S
Henry Hey	2009	911 Carrera 4S
Rolando Balcarcel	2014	911 Carrera S
Laurent Massart	2011	911 Carrera 4S
		Cab
Michael Torres	1988	944
Derek Griesshammer	2014	Cayman
Robert Romanelli	2012	Cayman
Jim Flynn	2007	911 Turbo
Sergio Vinelli	2016	911 GT3 RS
Alex Karavousanos	2016	911 Carrera
		GTS
Zachary Lee	1996	911 Carrera
Donato Guardavaccaro	2018	911 Targa
David Weinstein	2007	911 Carrera 4S
Lennox Glen	2018	911 Carrera
Steven White	2013	911 Carrera
James Bowen	2004	911 Carrera

Metro NY Region Membership

Active Members	2,297
Affiliate Members	<u>1,041</u>
TOTAL Members	3,338

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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.

Please see photos on page 53



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Eastern Region Update

MITCH HACKETT - EAST REGION DIRECTOR



Happy May to Metro members! The middle of April was rainy and cooler than earlier in the month. I did manage another great Metro autocross at Tobay Beach, but the second event for April was cancelled due to rain and sea fog. We will go back to Tobay in the fall.

I encourage all Metro members who haven't tried autocross to give it a go! It's a blast. Please follow Dan's column for more info.

18th with our sponsor, Gold Coast Porsche. We ended at a restaurant on the East End where Gold Coast gave members a \$20 comp for food. This was posted on our website, and briefly on our Facebook page. It sold out quickly. This is a Gold Coast event. They were generous in inviting Metro members to participate!

I remind all to check the Metro website and Facebook often, as events may pop up with short notice. Maybe I will call it PUP (Pop Up Porsches).

Be well, be safe, and stay tuned. I can be contacted at flat6mitch@gmail.com. Thanks, and don't forget mom on Mother's Day!



But, I digress. East activities have been limited so far, but we did help coordinate a large rally to Montauk on April



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(Pack, continued from page 20)

Or you just don't want to let that guy pass you even though he has caught up with you. Or worst of all you pass someone who has not given you a pass signal.

Those are examples of Not Playing Nicely Together. DE events are NOT a race; we get a lot of track time during an event. The season is long. If a guy (or a train of cars) holds you up you can pull into the pits for a few seconds and get right back on the track – you've lost a few seconds but gotten yourself clear track. You can always talk to the person who never let you by (or have the Chief Instructor talk to him/her.)

The whole premise of DE is that you will be courteous on track and will avoid conduct which can cause an accident or a hospital visit. Courtesy is what makes DE so safe.

Here is some text from an article I wrote in late 2019 about an incident at Lightning:

During a Red (instructor) session I caught up with a Spec Boxster on the main straight. The entire way down towards Turn 1 he didn't give me a passing signal even though I was right on his bumper, nor did he do so in the twisty parts leading to Turn 5. I expected him to wave me by on the long run towards Turn 7, but he didn't. I bided my time, assuming he hadn't noticed me but would give me a pass signal on the main straight. Again, he didn't, even though I pulled alongside and honked my horn. Once again there was no passing signal for the rest of that lap all the way onto the main straight. I was right on his bumper again and I realized that he had no intention of letting me by at all, ever – and this was the 3rd complete lap of that behavior. So, I did what I felt I had to – I passed him without a signal. His conduct was so intentionally bad that I couldn't tolerate it any longer. In short order he receded in my rear-view mirror. And he was an instructor!

As I reflect on this, I have come to realize that both he and I could have used better judgment. I could have

pulled into the pits, waited a bit and gone out again on track, as we often tell our students to do when they are held up by slower traffic, but I didn't want to, which was less than ideal judgment on my part. The other driver was guilty of exceptionally poor conduct and judgment. He didn't want to be passed, so he repeatedly refused to give me a passing signal. This had to be an ego thing, which is very bad. We all must leave our ego behind when we're on track. The risks are too great. (I did tell the Chief Instructor about his behavior.)

I often write about the passing rules for DE. These rules, more than anything else, are what make DE events so safe. There is hardly ever any car-to-car contact.

Please take a look at <http://pkvista.com/TraqJunk/Passing.html>. It's a short page I wrote about passing rules.

I also wrote:

Later, in the paddock, I went up to the driver of the Spec Boxster. He was working on his car. I told him he hadn't been courteous to me. He replied, "I apologize" and resumed working on the car. I reminded him that he had repeatedly not let me pass. He said that he had already apologized; what more did I want? I repeated that for 3 laps, including with me honking at him, he hadn't given me a passing signal. Again he said, "I apologized". Finally I asked him if he had seen me. He said, "Yes", and went back to working on his car.

I'll never understand that guy's conduct or his dismissal of me afterwards, but I do know that what makes our activity work is Courtesy, of which he had none. Let's play nicely together and all will be well. Use good judgment at all times, let the car pass you which has caught up to you – he's faster. (As I heard in a driver's meeting years ago, "He didn't beam down from the Starship Enterprise.") We are not racing in DE and there are no trophies. We all want to drive home at the end of the day.

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





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Trekking with Stew and Sue

STEW AND SUE TEICHMAN - TREK CHAIRS



It is the middle of April as I sit here writing this article, and already we have had some beautiful, sunny, 70-degree days. Normally, with weather like that, I would have been out driving the beautiful back roads with the top down in the GTS Cab and enjoying the early tease. However, for the moment I am

Porscheless so this was not an option. I took it out of storage a few of weeks ago only to drive it to the dealer where I pre-traded it for my newly ordered Porsche. I am excited and filled with anticipation but must remain patient because the new one is not estimated to be delivered until the middle of June...and that is only if they run true to estimated delivery times. These days one cannot bank on that because there are shortages of all sorts of components and depending on individual configurations, any given order can be delayed at any given time. Or, at least, that is what the website is telling me when I visit it to track the progress. I just hope it arrives in time to head out to French Lick, Indiana for the annual Porsche Parade because that promises to be a great event and I am really looking forward to attending. So, right now the vintage Vette claims the second spot in the garage and will be utilized on a more regular basis until the Porsche's arrival.

Sue and I are busy planning the season's treks. As I have previously stated, all of the registrations for the treks will be done on-line only this year via a link on the website which will only be present and then activated on the stated date. The activation date will be well publicized in my articles as well as on the website, club Facebook page and the flyers we create for each event. The registration for Trek #1 (which will take place on Saturday June 19th) went live on April 15th and will accept new registrants until, and if, it sells out and then we can be contacted if you wish to be put on a waiting list. A portion of each registration fee will go to 501(c)3 organization, Christopher's Voice; a Westchester based charitable organization doing some great work to keep autistic people safe and first responders educated on how to interact with them.

Our second trek of the season is scheduled to take place on Saturday August 7th. Though we do not yet have a

destination, we have begun the process of researching and crafting a route that will be fun to drive while providing lots of visual enjoyment. It takes time but we will be well prepared before the appointed date arrives. In the meantime, I can tell you that the registration for that trek will open on Wednesday July 7th so be sure to mark your calendars and go to the website then to follow the link for registration to Trek #2.

In light of the still prevailing Covid-19 concerns we have made the difficult decision to cancel the weekend trek scheduled to take place September 17th-19th this year. In its place we have planned a 3rd day trek which we believe everyone will enjoy. It will take place on Sunday September 19th and will be a route that encompasses some of the most loved roads we know of. Fall foliage should add a nice palette of back-round colors for this event. It will end at FDR Park where we have rented a covered but open sided pavilion where we will have a catered BBQ. Ribs, pulled pork, chicken and all the sides and accompaniments you would imagine at a Texas style BBQ. All prepared and presented by our friend Joe Quartarano of Le Jardin Du Roi in Chappaqua and his award-winning BBQ team. Registration for this event will go live on Thursday August 19th and will be limited to 50 people which will ensure our ability to provide a Covid-19 safe dining environment.

(Continued on page 43)



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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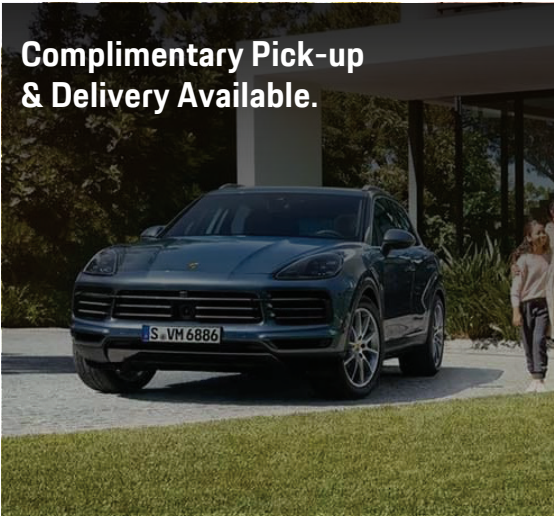
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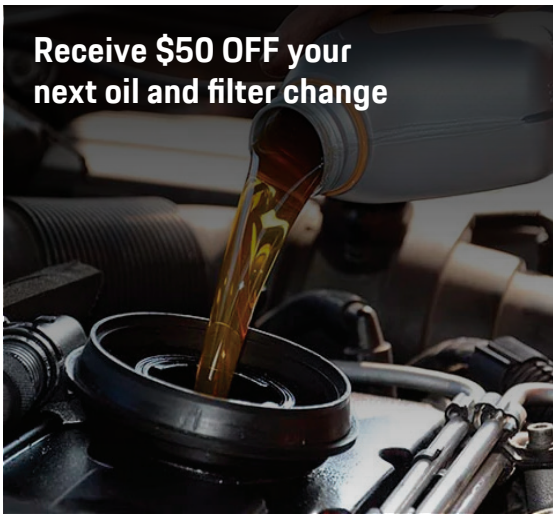
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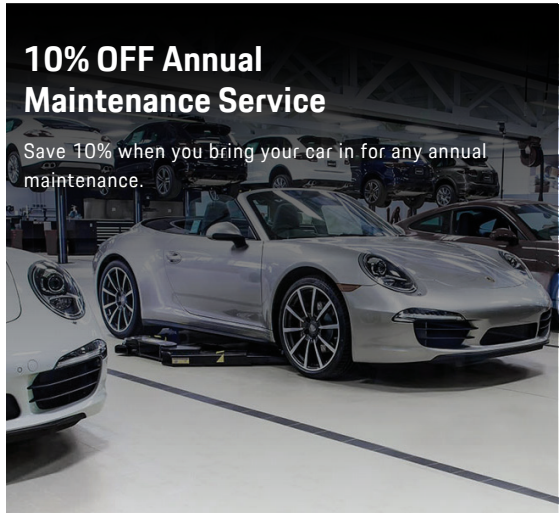
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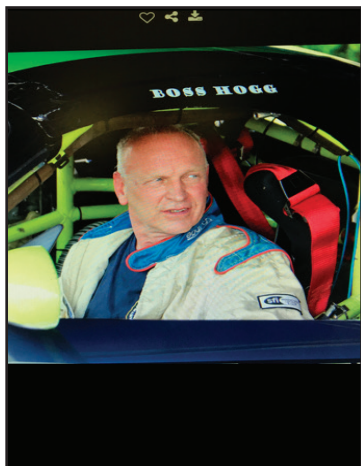
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I can't help but to be excited as the beginning of a new race season starts to unfurl. The clock ticks down as we prepare the cars for their first race.

The excitement is further heightened when a Metro seasoned driver that I have watched for years as he climbed the DE ladder of advancement decides

to take the next step. PCA Club Racing. When that DE driver is a friend of mine the excitement intensifies even more so. When more than one Metro DE driver decides to take the next step at the same race...and they are both friends of mine...well, what more can I say. Such is the case this season.

Our first race of this 2021 season will be Lime Rock at the end of April. Next to the usual suspects that race seasonally under our banner we are glad to add Jeff Lanka to the mix. Also racing for the first time will be long-time Metro member Tom Wiencowski Senior. Both these rookies will be racing in the very competitive Spec Boxster class (SPB). Also with us are my friends Marc Pensabene, Mike Stenko and Todd Roth. Mike is racing his 2003 Boxster S in F class. New to us this season is racer Steven Goldman. Steve has been racing for years and we are very glad to welcome him to the Rudtner's Racing Group. Steve is driving a very well prepared SPB classed car. As of today the car count in SPB for the Lime Rock race is 26!

Just a few days ago the Hudson Valley PCA region hosted an "Unmuffled" day at Lime Rock. With the limit set at 50 cars we knew we'd be getting plenty of track time. I asked all the guys racing under our banner if they wanted in. Jeff Lanka, Marc Pensabene, Steven Goldman, Bill Riehl, Mat Gluckson, Marvin Rosen and me from the our Rudtner's camp participated. The schedule turned out to be set with two groups, A and B, ½ hour on, ½ hour off. All our cars ran great all day. We could not have asked for better weather. The temp was about 65-70 and it was dry. The only dry day of the week! I saw many other Metro based drivers there as well. The M-mechanics guys were there with a strong showing of clients. Adam Fox and

Jennifer Clarke were there. As usual Babak Maharlouei seemed to be leading the charge. My ole friends Richard Lambert and Bill Wenzel were both there as well. It's always good to see these two guys at the track.

Jeff Lanka used the day with HVR to prep for the upcoming PCA race both mentally and physically. Jeff told me afterwards that the day with HVR at Lime Rock helped shake off some of the uncertainty about where he might be among his fellow racers. After checking his data he felt quite a bit better. Most of the racers used the day for a little extra race practice.

When a driver decides to participate in his or her first race there are so many feelings that run through. Besides the obvious excitement of the first race there should also be a feeling of nervousness. This nervousness should be there. It's totally normal and should be expected. I am so glad to be there for both Jeff and Tom during their preparation for their very first PCA club race. There is no doubt there will be a lot of excitement along with some expected nervousness on race day. Hell...I'm nervous every time I get in my car for a race.

By the time you read this the Lime Rock race will be in the record books. Jeff and Tom will have become PCA club racers! I wish them all the luck in the world. Happy racing ☺.



Mike Stenko gets ready to race with support by Rudtner's crewman Otis Holman.

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GT3RS



(Teichman, continued from page 36)

Because of the cost commitments for food and the covered pavilion, this event will be rain or shine. After lunch the park will be available for everyone to enjoy so bring your hiking shoes or frisbees and take advantage of this beautiful part of the county. We tried this format once before but in a much smaller pavilion and everyone really enjoyed it which is why we are doing it again some six or seven years later.

All of our treks, unless otherwise noted, begin in Westchester county where there are bathrooms and coffee and breakfast sandwiches available at the start. A short mandatory safety meeting is held prior to the start of each trek. We have a rest stop of about 30 minutes about half way into the route. The total drive time is about 3 to 3 1/2 hours. If lunch is included in the day's trek, then you can plan on about another 2 to 2 1/2 hours. This year lunch will be optional on the first trek and paid for individually (if wanted) at the finish point at the iconic Red Rooster in Brewster. We are not sure of the format of the second trek yet because appropriate outdoor dining is hard to find that

can accommodate a group of our size. The third trek on September 19th, however, will include a meal as described above, and will be included in the price of registration. Any trek that includes a meal as part of the event will only be open to those who participate in the whole event. There is no option to participate and pay for the drive portion only. On those events with meals, refunds can only be given if cancelled prior to the cancellation date and that date will be stated on the flyer and registration site.

There are so many club activities to participate in with the Metro New York Chapter of PCA. If you are a new member, I encourage you to try as many of them that pique your interest. They are all run by volunteers who derive a great deal of satisfaction from providing quality events that make this chapter such a vibrant fun club. We hope you enjoy your membership and urge you to volunteer in some capacity to help this club be the type of club you will continue to enjoy. In the meantime, remember to take every opportunity to get out there and keep on trekkin'.



Porsches assemble outside tt's Restaurant in Montauk following the run from Gold Coast to Montauk on April 18th.



Photo by Mitch Hackett

Simulacra

ADAM FOX - SIM/DE RACING COORDINATOR



The goal of this month's Simulacra is to be shorter than the prior ones, while delivering a sense of what's been going on in the world of virtual Metro NY PCA DE and racing. The fact that I'm writing this "letter from the other side of the screen" minutes before my deadline and after running the third race of our second season may provide a rapid rhythm,

with enough directional changes for you, valued reader, to feel some lateral acceleration of the verbal variety.

Competition

Tonight we raced at Le Circuit de la Sarthe, better known to most as the venue for the 24 Hours of Le Mans. It's a track with which I have a passing familiarity and for which I have an abiding passion, having attended the race a number of times as a member of the media, and having been fortunate enough to drive a few moderate laps around it...in a mundane street car the day before the race. We are running three classes this season, defined by the cars: the 718 GT4 ClubSport MR, the 991 GT3 Cup, and the RUF RT12 Track car. The latter two cars are also being run in the upcoming PCA Sim Racing Season 6. Our series awards points for finishing position, fastest race lap, laps led, and for safety: staying within track limits and not touching other cars. I thought Le Mans the best race so far this season, despite the fact that being in the slowest class I couldn't see most of the action and was lapped just at the finish line! Our two previous races were on the Daytona Road Course and at Spa-Francorchamps. So far, the tracks are increasing in both length and, arguably, in difficulty. Next week we race on the Nürburgring 24 Hour course, which combines the Nordschliefe and most of the Grand Prix circuit. As will become apparent, there is a reason for including this most challenging of circuits.

At this point in the season, the championship is led by Randy Teague, followed by Adam Girling and Karl Bocchieri. They have all been driving the massively powerful and somewhat unpredictable RUF. Those who

attend HPDE with Metro will know both Randy and Karl are long time instructors in real life. It turns out they are also formidably fast in sim. Yes, the skills translate!

The season's champion will win an original piece of automotive art donated by Bruce Thomson, most likely a painting or sketch of a car of their choosing – perhaps their real life or sim track car. Bruce's work can be seen at <http://brucethomsonstudio.com>.

Teamwork

While we enjoy driving with and racing against one another, it's sometimes even more fun to team up and race against others. In setting up the sim DE and racing program for Metro one of the primary goals of our Chief Sim Driving Instructor, Shaibal Bandyopadhyay, was to field one or more teams in iRacing's special events series, particularly the sports car endurance races. Notable among these are the iRacing 12 Hours of Bathurst, Daytona 24 Hours, Sebring 12 Hours, Le Mans 24 Hours, Spa 24 Hours, 6 Hours of The Glen, and Nürburgring 24 Hours. We began to fulfill this goal on March 27th when five of us teamed up in a Metro NY PCA liveried Porsche RSR to contest the virtual Sebring 12 Hours. We were placed in a "split" of 55 other teams based on our speed and ranking within the simulation. Thanks to a blisteringly fast qualification lap by Shaibal we began in second place and embarked on 12 hours of mutual support, each of us driving for an hour or two at a time, with one or two others spotting.

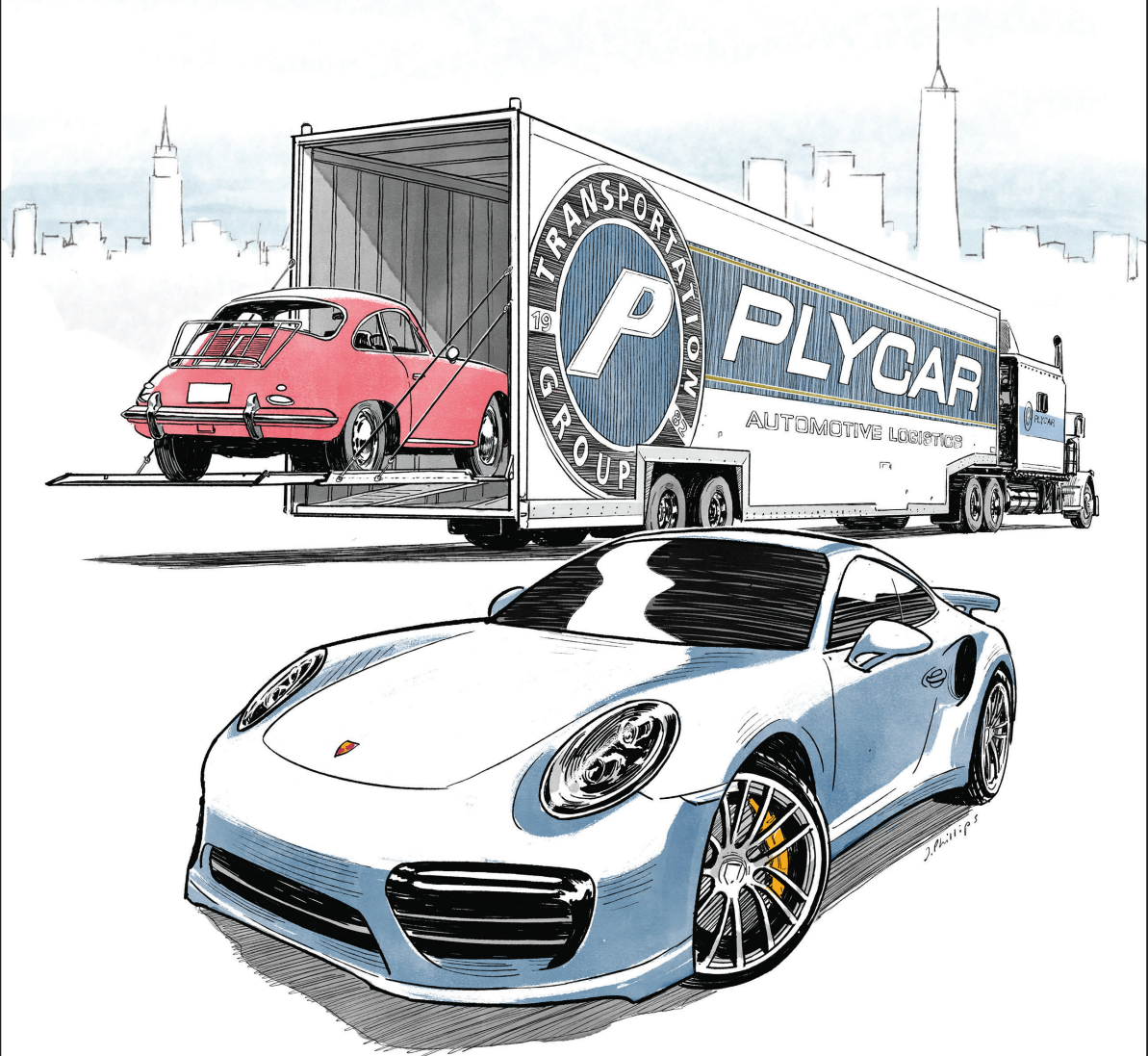
(Continued on page 46)



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(Sim/DE Racing, Continued from page 44)

We livestreamed our progress, and it was a great learning experience. Only one of us had done this before, and we managed to finish 17th out of 55, which is not a bad result for a first try. Our next race will be the Nürburgring 24 Hour race on April 24th, a surprisingly grueling and difficult undertaking even in simulation: the Nordschliefe has marvelous flow, but demands incredible care and respect. At night, the track is entirely dark and even the lights of a Porsche racing car make shockingly little impression. It will be fun.

Education

Those who were at NJMP Thunderbolt for the first HPDE of the real-world track season will perhaps realize that we ran Sebring for 12 Hours virtually almost immediately after returning home from Millville. Interestingly enough, Thunderbolt is one of the tracks available in iRacing, and I was commenting to one of our real-world instructors who also engages in PCA Club Racing that it might be a good idea if track novices could spend some time using a sim to familiarize themselves with the basics before their first foray out of pit lane. He concurred; agreeing that at the very least it would afford those with no prior experience an opportunity to learn tracks before they drove them. This was one of our thoughts when embarking on a sim DE/racing initiative, and we continue to hope that real and simulated DE and racing will work hand in hand for Metro members.

This concept came to mind again a couple of days ago at Lime Rock Park. I was there with the friend who introduced

me to sim racing, a naturally fast driver in the virtual world and real life. Curiously for a dyed in the wool enthusiast

from the Metro NY area, he had never driven Lime Rock, nor had he piloted a 911 on track. He had, however, copious experience of both in sim. At the track he was immediately among the quickest drivers in the group, and but for traffic would have been significantly beneath the magic minute all day. He attributed this in part to the car, but very largely to the degree of comfort and familiarity imparted by the time he had spent in the simulator. Lime Rock is exactly as he expected because it has been reproduced so accurately and thoroughly in sim. The Porsche he was driving behaved on track near enough like those contained in the sim, despite the fact it is a street car.

This is an anecdote perhaps worth keeping in mind if you are about to begin going to the track, or if you are going to a new track for the first time. There really is no substitute for experience and practice, even if it's virtual. We'll let you know if that extends to endurance racing after the team has done quite a lot more events. Better yet, why not join us? We can field multiple teams, and the goals are fun and education along with speed and victory. Drop me a line to metronypcasimracing@gmail.com if you're interested.





Advertising

JULIE REIMANN - ADVERTISING CHAIR



We've had some beautiful driving weather and I've taken full advantage of it. I recently caught up with Veni Ercegovic, the NY Tri-State chapter leader for Women in Porsche (WiP) who along with her NJ co-leader, Judy Eig, launched the Tri-state chapter's first Meet and Greet in April. Over coffee, Veni (Renngeschäft.com) and I talked all-things-Porsche and instantly

clicked. She also gave me a little background on WiP, why she joined, and what the road looks like in the future.

She began with how it all started when Laurina Esposito, founder of WiP and current CEO of Porsche restoration shop Espo Resto in N. Hollywood, CA, left her high-end fashion management career in 2016 to join her father in the Porsche restoration business. Laurina had been surrounded by Porsches since she was in diapers, handing her father tools while he worked on several Porsche restorations in the driveway until he opened Espo. Although there was push back (from some) when Laurina first joined the company, because of her gender, she quickly honed her skills and gained respect from the Porsche community. It was in those first few years at Espo that Laurina began to search for like-minded women in the Porsche community. To her surprise, there wasn't much available out there so she started "Women In Porsche - a community of women who are dedicated to sharing the stories of women who love, work with, and drive Porsche". And just like Laurina, Veni was also interested in meeting other like-minded women to connect with, especially in the Tri-State area.

Over the past year, WiP has grown internationally by connecting women who share a love and passion for the Porsche brand but is also dedicated to giving back to their communities. With clean roads and finally some good weather ahead, the NY Tri-State chapter is taking part in the organizations larger initiative, #WiPCares, to raise money for charity this month. The NY Tri-State's first charity drive on 5/16 for Drive Toward A Cure is to raise awareness and donations for research and patient care for Parkinson's Disease which affects nearly one million Americans and 10 million worldwide. Visit the website's #WiPCares page to make a donation today to Drive Toward a Cure which will be eligible for tax write off.

The chapter is also dedicated to bringing ladies from the Tri-State area together throughout the year with events and drives to support local charities. If you're interested in learning more about the NY Tri-State chapter, join the Drive For A Cure charity drive, or connect with Veni and Judy on future events, email them at wiptristate@gmail.com or follow and message them [@womeninporschetristate](https://www.instagram.com/womeninporschetristate).

As some of you may know, I'm from the Midwest. I grew up in a family of stock car racers, working on the car all week, racing it on Saturday night and beginning the whole cycle again on Sunday. I feel like I've found my home in Metro and I'd love to create a place for everyone to feel included. I'm inspired by Veni (who by the way is also a Metro member) and have begun planning a few events for us gals with my colleague in crime and webmaster, Jennifer Clark. I'd love to hear from you-reach out to me via email at jreimann10@gmail.com with your ideas and stories and let's plan a fabulous summer.



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Welcome New Members

BILL RIEHL - MEMBERSHIP CHAIR

MARCH

Kristopher Kalibat 3/12/21 Rockville Centre 1974 911 Carrera, Targa Red	Terry Baum 3/16/21 Bedford Corners 2020 911 Carrera 4S, Black	Michael Wainfeld 3/19/21 Merrick 2015 Boxster, Black	Shannon Chen 3/24/21 Jericho 2010 Panamera 4S, White
Fran O'Neill-Feldman 3/13/21 East Norwich 2017 Cayenne, Carrera White	Erminia Costantino 3/16/21 Quogue 2012 Cayenne, Blue	Brian Ridings 3/20/21 Monorville 1999 911 Carrera, Arena Red	Raymond Chan 3/25/21 Manhattan 2021 911 Carrera 4S, Night Blue
Sarfaraz Rajan 3/13/21 Manhattan 2014 Cayman S, Black	Lorenzo DeGuia 3/16/21 Brooklyn 2007 911 Carrera, Black	Shlomo Birnbaum 3/21/21 Hewlett 2013 911 Carrera Cab, Battleship Grey	Qian Qiao 3/26/21 Syosset 2017 Macan, White
Dennis Green 3/15/21 Baldwin 2008 Boxster, Black	Sanchia San Juan 3/16/21 Oakland Gardens 2019 911 Carrera T, White	Derek Griesshammer 3/21/21 Brooklyn 2014 Cayman	James Bowen 3/26/21 Coram 2004 911 Carrera, Silver
Fred Federspiel 3/15/21 Larchmont 2018 Macan S, Grey	Ralph Lush 3/17/21 Kings Park 2009 911 Carrera WT	Henry Hey 3/23/21 Manhattan 2009 911 Carrera 4S	Robert Romanelli 3/27/21 Glen Cove 2012 Cayman, Aqua Blue Metallic
Craig Schioppo 3/15/21 Melville 2015 911 Carrera S, Guards Red	Matthew Comito 3/18/21 East Setauket 2009 911 Carrera S, Midnight Blue	Laurent Massart 3/23/21 Mamaroneck 2014 911 Carrera 4S Cab, Basalt Black Metallic	Rico Velez 3/27/21 North Babylon 2017 718 Boxster S, Graphite Blue
Robert Vaccarino 3/15/21 Breezy Point 2012 911 Carrera 4S, Black	Dante DeMartino 3/18/21 Great Neck 2006 911 Carrera 4 Cab, GT Silver	Stephen Genovese 3/24/21 Oyster Bay 2019 911 Turbo S Exclusive Series, Golden Yellow Metallic	Kirsten Brashares 3/28/21 Manhattan 1997 911 Carrera Cab, Polar Silver
Jeff Schwarcz 3/15/21 New Rochelle 2017 911 Carrera S Cab	Harris Chan 3/18/21 Brooklyn 2021 911 Carrera, Silver	Brad Lindenberg 3/24/21 Manhattan 2020 718 Cayman GT4, Grey	
	Michael Torres 3/19/21 Fresh Meadows 1988 944		

New Members, Continued

APRIL

Jonathon Nolan
3/28/21
Halesite
2007 911 Carrera, Basalt Black

Zachary Lee
3/29/21
Pelham
1996 911 Carrera

Dilyaver Sheykhislyamov
3/29/21
Manhattan
2016 911 Carrera GTS

Zheheng Qiu
3/30/21
Flushing
2016 911 Carrera, Lava Orange

Alex Karavousanos
3/30/21
Garden City
2016 911 Carrera GTS

Christopher Echevarria
3/30/21
Brooklyn
2014 911 Carrera S, Black

Patrick Furlong
3/31/21
East Hampton
2012 Cayenne S

Ruth Toribio
3/31/21
Bronx
2014 Panamera, Black

Frank Bruno
4/1/21
Hempstead
2000 911 Carrera Cab, Artic Silver

Samy Selim
4/2/21
Garden City
2017 718 Cayman, Silver

Yuheng Shi
4/2/21
Brooklyn
2018 911 Carrera 4S, Yellow

Sergio Vinelli
4/3/21
New Rochelle
2016 911 GT3 RS, Silver

Lennox Glen
4/3/21
Hollis
2018 911 Carrera, Rhodium Silver

Donato Guardavaccaro
4/4/21
Brooklyn
2018 911 Targa 4S, Black

Bob Munao
4/5/21
Huntington
2018 911 Carrera 4S Targa, White

David Weinstein
4/6/21
Cold Spring Harbor
2007 911 Carrera 4S, Carrera
White

Steven Marotti
4/6/21
East Setauket
2015 Panamera GTS

Sal Artusa
4/6/21
Lynbrook
2004 911 Carrera Cab, Blue

Yan Manelis
Staten Island
2016 Cayman GT4, Sapphire
Blue Metallic

Niv Dauber
4/7/21
Melville
2013 911 Carrera S Cab, Gray

Raghavan Gopalsamy
4/7/21
Woodbury
218 911 GT3

Christine Angel McLaren de
Riordan
4/7/21
Greenwich, CT
2009 Cayenne

Guy DelRosso
4/7/21
Armonk
2017 718 Boxster, Rhodium Silver

Steven White
4/7/21
Armonk
2013 911 Carrera, Melinda White

Jess Bishenkevich
4/8/21
Levittown
1897 924S, Guards Red

Kyle Jordan
4/10/21
Bronxville
2010 Boxster, White

Joon Yong Gong
4/11/21
Manhattan
2020 Cayenne E Hybrid, Black

My First Day on the Track

JOSH KOUBEK - GUEST CONTRIBUTOR

The first Metro New York PCA region Driver Education (DE) of 2021 at New Jersey Motorsports Park in Millville New Jersey was my first time on a racetrack with my very first Porsche — a 2002 911 996 turbo X50 silver Aero. Not only is this my first Porsche but my first fast car period. Although I have considered myself a driving enthusiast my whole life and every car I've owned, from my first car (a \$200 Isuzu PUP, which was great), has been a stick shift car. After joining the PCA in February and receiving my first Porsche Post, I opened to the second page and saw the schedule of NY Metro PCA events. I immediately decided that I would participate in as many events that I could possibly do (I like a challenge). From Autocross to DE events to trekking tours, I want to take full advantage of PCA's event schedule. I want to maximize my Porsche experience.

The first on the schedule was the Autocross seminar followed by a mini school. This event was hosted by South Shore Performance and directed by Dan Fishkind, the Autocross chair. This is when I met Bill. I had no idea who Bill Rudtner was at the time. I thought he was just another car guy who happened to be admiring my car. We talked briefly about the car (how awesome it is) ha hah. Afterwards I was off to Tobay beach to try out Autocross for the first time.

Already the fun of having a cool destination to drive to: for me coming from Huntington I had a beautiful drive down on the scenic Meadowbrook Parkway. Just a few snow flurries fell to make it even more beautiful and memorable. It was like a dream. Having purchased my Porsche in late summer 2020 I added about 500 miles to this 17k mile creampuff prior to the AX. The newness of owning and driving this beauty was absolutely euphoric. This car is incredible. Every time I take it out for a short drive I come home so jacked on adrenaline that I often think, "This car is the hardest drug I have ever done". Perhaps some of you are familiar with the 996 turbo but this one is equipped with the X50 power kit factory option. She is a completely different animal than the "regular" 996 turbo. I had test driven and committed to buy a black one from RFMC. Having second thoughts about the color as well as the slippery carbon fiber steering wheel I asked about another turbo they had in their inventory; the X50 silver Aero. Once I drove the X50 I was immediately sold. It snarled and popped and thrust forward with explosive ferocity that made the non-X50 turbo seem boring. While getting used to the car it became apparent that the clutch was not holding when the boost came on. The

clutch would need to be replaced. Living in Huntington my whole life I had known of Lynmor Motorsports since I was a little kid. Lynmor was my first choice to refresh my clutch. Having completed the clutch repair just the day before the event there wasn't any shake down time to fully sort out the car before the event. Though it may seem that I digress, this is supposed to be about the Driver Education at Thunderbolt, but it's also the story of my introduction to Chief Driving instructor and President of Metro NY region PCA Bill Rudtner.



Welcome New Members



Lorenzo DeGuia 2007 911 Carrera



Matthew Comito 2009 911 Carrera



Henry Hey 2009 911 Carrera 4S



Rolando Balcarcel 2014 911 Carrera S



Laurent Massart 2011 911 Carrera 4S Cab



Michael Torres 1988 944



Derek Griesshammer 2014 Cayman



Jim Flynn 2007 911 Turbo



Robert Romanelli 2012 Cayman

Website Update

JENNIFER DRUBIN CLARK - WEBMASTER



"Teamwork makes the dream work," John C. Maxwell. Metronypca.org has seen a 56% increase in pageviews and a 71% spike in active sessions vs. the previous 30 days (a/o April 7, 2021). Our club's website is getting great exposure: 60% of our visitors are new vs. 40% returning, and our referral sources range from

Facebook links, to forums on PelicanParts.com, and we even got a visitor from 914world.com!

Recent construction of the website was certainly a contributor to the jump in online action, but equally important and necessary for this to happen, was cooperation, focus, input, and drive from the entire

Metro PCA Board. Our President, Bill Rudtner, was persistent and supportive in ensuring that everyone cooperated to whatever capacity was required by me in order to complete my job; deliver something new and shiny for the club to peruse; online.

Helmets off to all of the chairpersons who continue to provide me with relevant content, race results, photos, and exciting events that keep the website looking true and fresh.

I encourage you to rely on the club website for happenings and check back frequently as I tinker with it quite often.

Please email me if you have something you would like to be considered for publication on our website. Send to: metronypcaweb@gmail.com



New Members, Continued



Sergio Vinelli 2016 911 GT3 RS



Alex Karavousanos 2016 911 Carrera GTS



Zachary Lee 1996 911 Carrera



Donato Guardavaccaro 2018 911 Targa 4S



Lennox Glen 2018 911 Carrera



David Weinstein 2007 911 Carrera 4S



Steven White 2013 911 Carrera



James Bowen 2004 911 Carrera

Metro welcomes our new members to the Club!

North Region Update

ED REINER - NORTH AREA DIRECTOR



North region members have had a multitude of cars and coffee events to choose from this spring which include unofficial gatherings at Zumbach's in New Canaan, CT, as well as Bobo's Cafe at the Chappaqua Train Station on Sunday's. Along with the traditional gatherings at Hayfields in North Salem, Porsche's have been on display in large numbers across the

region. These are recurring events and should encourage Metro members to just drop in if you want to drive and chat with like-minded people.

Please keep an eye on the calendar for a "Where's Metro Wednesday?" night, which typically brings out those looking for a cruise and a meal on a warm evening. If you have a great idea for a location, please let me know and we can organize accordingly. On this season's menu will be pizza, burger or tacos in locations across Westchester County. We will respect COVID restrictions, and will find locations with outdoor dining and nice space to park and hang out. Of interest are locations that provide a nice trip to get there, especially locations in Northern Westchester which may require a jaunt through the backwoods or lightly traveled side roads. Please check the Metro calendar for updates.

As COVID restrictions are modified, many popular dining destinations are opening up for those who want to take a drive. As indicated above, Bobo's Cafe is a fun destination with three locations in Westchester County (Chappaqua Train Station, Somers and Baldwin Place near Yorktown) and one in Ridgefield, Connecticut. Bobos' has excellent outdoor dining for breakfast and lunch and its locations are a great drive from points south. Check out the one in Chappaqua on Sunday's, as this one hosts a cars and coffee event.

We now have a new Westchester advertiser, Gabriel Sports Car in Yonkers. Gabriel is one of the top restoration shops in the region and is highly regarded as having

some of the best fabricators in the New York area. Only 10 minutes from the George Washington Bridge, please feel free to stop by the shop for a tour, a conversation or even a discussion about your car.

And while we are thinking of restoration, my '86 Carrera is now completed. We are removing the tape, installing the windshield wipers and sending the car to Rennwerke for the 4-wheel alignment. After 14 long and arduous months, the car and the story are coming together. Please see the June issue of the Post for a review of the process, the effort required to cut out bad metal and weld in the new parts, straightening the car, gapping the doors and the hood and also replacing fender and kick panel rusted out parts. With the painting, cutting and buffing and reassembly, I got to know every nut, bolt, fastener, rubber trim, gasket and seal on the car. A thorough review of the process will be covered, and the steps you need to take to avoid severe metal fatigue.

I will see you both at Vanderbilt and Pindar with the car. Please come by and take a peek.



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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)

2002 996 Carrera Cabriolet in Artic Silver over black. 34000 original miles, 6 speed, with custom forged wheels. Well maintained by Rennwerke Porsche in Elmsford. Stored indoors when not driven. Images of car available. \$29,500. Call Mark 914-736-1193 or mkgoodman@att.net (04-21)

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 \$12,000 Contact for pics and info Chris Canon 917-334-3254 or email ccanon@rcn.com (04-21)

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)

Parts for Sale

4-18" Carrera III OEM 5 spoke rims near mint condition. Off of 2007 911 narrow body. Asking \$1,900. Call Jon at (631)236-7876 (04-21)

FOR SALE: 2 - 16 X 9" Fuchs Maxilite (Replica) wheels. Perfect condition. Asking \$200 for the pair. Contact Ed Reiner at 914-772-5792, located in Westchester. Will deliver to Westchester or Long Island (04-21)

FOR SALE: OEM Mufflers with tips from 1999 911/996. The car had 37k miles when these were removed for aftermarket mufflers. They are in great shape. The right one started to develop the trademark rattle when cold which went away when warm. They include the OEM tips. Pics available upon request. These sell for \$400 each and up with tips. Local pickup and the pair can be had for \$400 OBO. adamrosenfeld@optonline.net (04-21)

FOR SALE: Brand new, in box, Pagid yellow 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)

FOR SALE: 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)

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)



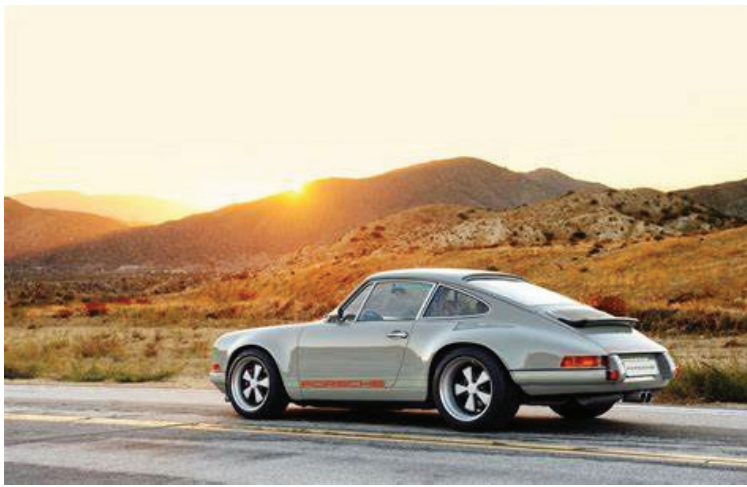
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Croton Auto Park35	Oval Speed 18	tkx Performance.....28
DNJ Mechanical.....26	Personalized Drinking40	The Popular Mechanic.....30
Formula Motorsports.....49	Plycar.....45	Trim and Top.....16
German Auto Repair..... 18	Precision Auto Detailing 60	
Griots Garage.....27	Porsche Gold Coast.....32-33	
Gullwing Motors.....IFC	Porsche of Larchmont 38-39	
JMC Equipment..... 25	Rennwerke Porsche Technicians.....34	



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(Koubek, Continued from page 52)

Having finished the morning Autocross seminar, I headed over to Tobay for the mini school. This was another fun drive on the Meadowbrook and Ocean Parkways. Upon arrival at Tobay the idle was creeping up and it seemed that something wasn't right. Then the check engine light came on. It was clear there was a problem. I asked Dan if there was anyone with good tech knowledge there. He said "No but we were just at a shop (South Shore Performance) I should hurry up and call them before they close". So I did. Bill answered and said to come on back he would take a look and see what he could do. I hurried back to Bill's shop. He had his tech Otis scan the OBD for codes. Nothing detrimental so Otis cleared the codes and basically cleared me to go do the Autocross and have a good time. Now I will digress for a moment if I may just to say that upon arriving back at Tobay the lights came back on. More lights and messages such as PSM inoperable and ABS inoperable also lite up but I really wanted to get on that AX course. So with perhaps questionable ignorant confirmation and biased judgment I found my place in Group A. I staged to run. Everything was fine.

Along with the exhilaration of being able to push the car hard, (albeit for less than a minute at a time which is certainly more than anything you can safely do on the street) I discovered the cars true nature. Without the stability management system to intervene I could feel where and what the car's limits were. Let's just say I was very happy. With the mystery removed my confidence in the car and my driving skills increased tremendously.

So after having had a great time I commented on Metro's Facebook page. I received a message in response from Bill saying "If you want to have some more fun why don't you come to the NJMP DE event." At that point I had to

ask what DE (driver education) was. I didn't know.

This was all brand new to me. Well I definitely wanted to get out on a racetrack. My only concern being the logistics of getting down there so again I referred to the Porsche Post. On the first page or so there is a directory of contacts to help facilitate greater participation and involvement. To my delight I saw exactly what looked like the type of assistance I needed, DE Travel Adviser Steve Fishman and his contact information. So I gave Steve a call. After hearing Steve's enthusiasm and excitement about DE track days I was now intent on making this happen one way or another. After a bold attempt to convince Steve to let me put my car on his trailer and have him come down and be my personal instructor/travel mentor failed, I began to explore other avenues like perhaps renting a trailer or even buying one. I contacted Bill again. I spoke of my reservations about driving my modern classic creampuff down to NJ. His astonishing response was to say, "I'll be heading down there with a couple cars maybe you can tag along". Well there, my prayers were pretty much answered. I registered immediately.

I participated in the second Autocross of the season at Tobay. I came back with my own new helmet, racing shoes and gloves purchased from Dennis at Oval Speed. I got my seating position dialed in a little better and was all set. With fresh oil and a tech inspection from Lynmor I brought the car down to Bill to load onto the Rudtner Racing Rig for two days of track time at Thunderbolt. An incredible experience and honor to ride down to my first track event with a real racer in a real racing rig with a real crew for track support. It was really a dream come true.

End of part one, to be continued.





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