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JUNE 2021

# Post





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# PORSCHE POST

June 2021, Volume 68, Issue 6

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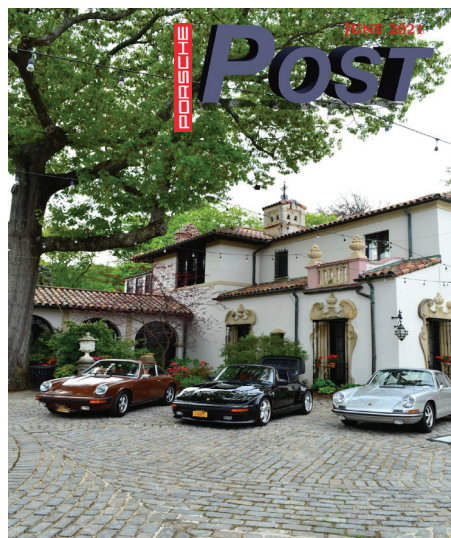
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## COVER

Air cooled Porsches are on display at the Vanderbilt Concours in Centerport, Long Island. Photo by Bob DeMotta.



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# 2021 Metro New York Region CALENDAR OF EVENTS



<b>June</b>	2-3	DE - Watkins Glen
	13	Autocross - Nassau Coliseum
	19	Trek #1
<b>July</b>	5-6	DE - NJMP - Thunderbolt
	11	Autocross - Nassau Coliseum
	30-Aug 1	DE - Watkins Glen
<b>August</b>	7	Trek #2
	8	Autocross - Nassau Coliseum
	27-28	DE - Lime Rock Park
<b>September</b>	11-12	Zone 1 Autocross, Ayer, MA
	19	Trek #3
	19	Concours - Old Westbury Gardens
<b>October</b>	1-2	DE - NJMP, Lightening
	17	Autocross -Tobay
	24	Autocross -Tobay
<b>November</b>	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](http://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](http://zone1.pca.org) and [pca.org](http://pca.org).



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

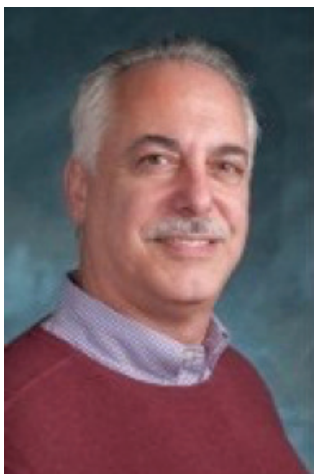
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<http://www.metronypca.org>





# From the Editor

ED REINER



This driving season has started on a positive note, particularly with the benefits of vaccination and the careful “opening” of our events. We are seeing good turnout at our gatherings, combined with a healthy increase in Metro membership. The value of club membership is clear; we are making up for last year’s impact on COVID and we continue to plan and execute for a much improved 2021 season that is not only coordinated but also safe for

the participants. With a busy June on the schedule (more DE, AX and our first official trek), Metro is able to provide Porsche-related enjoyment with something for everyone. This follows our busy May with not one but two concours events.

We also thank Gold Coast Porsche for continuing to support Metro with another Cars and Coffee event, and we look forward to an expanded Cars and Coffee program to connect members to our sponsors. This issue of the Post reflects our commitment to deliver a positive experience to the members, with highlights of our Concours program as well as our driving programs.

I was very happy to see a strong turnout at the Vanderbilt Concours on May 16th in Centerport. Not only is this venue quite dramatic itself, but the participants were clearly happy to be back in action with a competitive concours program after a long hiatus. The camaraderie was obvious to all of the existing and new members who participated. This was an excellent introduction into the season with many familiar and new faces. I was encouraged by the technical discussions going (particularly in the courtyard where the air-cooled cars were set up) while the most prolific wiping and polishing was going on. We need to thank the folks at Vanderbilt and also Concours Chair Paul Celentano for putting on such a great event. Photos of the event are captured in this issue. (A sneak peek on the opposite page.)

Zone 1 members also have new destinations to consider. The Saratoga Automobile Museum in Saratoga Springs, New York (about three hours from New York City) is becoming a popular destination for automobile enthusiasts, with 16 rare air-cooled Porsches from the Steven Harris collection. At the same time, the Newport Car Museum in Portsmouth, Rhode Island (also three years old) has now included a “pop-up” Porsche Exhibit with rare P-cars on display. Are we hearing the call of the highway for road trip? For those who think the Porsche Parade in French Lick, Indiana may be too far to drive; these two destinations are great alternatives to consider.

This issue of the Post also captures the enthusiasm we

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Please send your stories along with high resolution photos to [metroposteditor@gmail.com](mailto:metroposteditor@gmail.com) by the first of each month.



are feeling for a new driving season as the COVID restrictions are modified and we are seeing some light at the end of the tunnel with respect to gathering in groups. Metro continues to follow state, PCA and local requirements as safety continues to be our primary concern. We expect a strong turnout for the Pindar Rally/Concours as well based on the registrations and conversations at Vanderbilt...can it get any better?

For the balance of the season, Metro continues to organize. We continue to remind members to check in on the club website, [metronypca.org](http://metronypca.org) for regular updates. We are always adding to the calendar and look forward to your participation. Most importantly, if you are new to Porsche, please reach out to one of the Board members listed on Page 4 in this issue with thoughts, ideas, questions or

comments. We are always looking for feedback. More importantly, the technical and "operational" questions about your cars can be answered. I am surprised by forum and social media postings about things we take for granted, particularly from first time owners. "Where do I refill the windshield washer fluid?", "how do I check the oil?", "What does the red light on my dashboard mean?" Do not hesitate to reach out to one of us. We are here to make it more enjoyable.

Lastly, COVID restrictions are still in place which reduces the numbers of participants at select events. Please register early if you can, as events are filling up and selling out quickly. We want everyone to get a chance to participate. We look forward to seeing you out there.



Cars are set up in the courtyard of the Vanderbilt Mansion in Centerport, Long Island for our Concours event.

## 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](http://pca.org) quite easily. Also, our **Membership Chair, Jeff Lanka** can be reached at: [metronymember@gmail.com](mailto:metronymember@gmail.com) if you would like to reach out directly.*



# President's Page

BILL RUDTNER - PRESIDENT



This month it seems that things are returning to pre-covid-19 status. According to the government almost half of the US population has been vaccinated. Covid-19 numbers are way down here in the states while in other parts of the world the pandemic still rages. While I'm not a fan of anything forced on me to protect Linda and our girls I decided to take a seat and get vaccinated. I had no re-

actions at all. Although now vaccinated I'm still sporting my mask as I go into the local 7-11 to get my coffee every morning.

Restaurants are starting to get back to a livable client number although still not allowed to be at full capacity. During this pandemic and government issued mandates I'm amazed at the ingenuity of most small businessmen as well as restaurant owners who have done what they can to stay in business. One such restaurateur in particular is fellow PCA member and friend of mine Billy Moustakas. Billy and his family own the Imperial Diner in Freeport. The renovation he has undergone to the diner to keep his patrons coming is just amazing.

I'm not one for government handouts but I will say that the SBA loans (PPP) that were given to small businesses were a happily received gift. The PPP loan let us keep our employees employed through the hard times. Most businesses I know were able to take advantage of these loans.

Back to our region: Our Driver Education program is in full swing with the next event being held at Watkins Glen. The DE at The Glen is sponsored by M-Chanics. All registrants will be given a really cool T-shirt at the event. Adam Fox brought the idea of DE sponsorship into play. What a great idea by Adam.

As usual Dan Fishkind is running a fantastic Autocross program again this year with five Autocross dates already in the record books. There's only seven more to go. Sue and Stew Teichman have some super Treks planned. I'd really like to do one of them this year. The one that re-

ally appeals to me is on September 19th. I'm just hoping there's not a race or DE on that weekend that I need to attend. We also have some wonderful Concours happening thanks to Paul Celentano and a couple of really fun Rallies thanks to Jeff Goldberg. A great job is being performed by all our board members. Thank you.

We really need a "Social Media" chair to take care of our Instagram page and things like this. Can you take this position? Are you interested? Would you like to be a part of the club?

If so please reach out to me at [Presidentmetronyregion@gmail.com](mailto:Presidentmetronyregion@gmail.com) I would love to hear from you.



Metro Treasurer Tommy Rendano's 1964 356 C at Vanderbilt.



# Be on Time

## JEFF GOLDBERG - RALLY CHAIR



Road Rallies are scenic drives on routes predetermined by the organizer. No special equipment is needed for most types of Rallies. In fact, Rallying may be the least expensive form of competitive driving. All driving takes place on public roads within the legal limits.

There are different forms of Road Rallying.

**Time-Speed-Distance (TSD)** is the most intense version. The route instructions specify speed changes for determined distances with the purpose of passing a check point at an exact time. Participants need to drive at these speeds or calculate this time while following the route instructions. TSD rallying will be discussed in a future article.

**Gimmick Rallies** are a much less intense form of rallying. There are no speed changes in the route instructions but contestants must find and answer questions while following instructions.

**Treks** are the least intense form of rallying. In fact Treks are designed to be driven convoy style. The instructions are very simple to follow. Metro Treks take us on great roads that are beautiful and also fun to drive.

Metro's Vintage Rally was held on May 22, 2021. This

was a Gimmick Rally with 50 questions to answer along the drive. It is important for participants to read and follow the General Instructions distributed before the event. The Rally Master sets the rules in the General Instructions providing tricky questions that seem obviously easy to answer but are not.

For example the question may ask if you see a particular sign. Well, as you drive along – there's the sign, in a parking lot. Did you see it? Nope. It doesn't exist!

"What!!"

"There it is plain as day!"

"Why don't I see it?"

Well, if you read the General Instructions for this event it specifies parking lots do not exist. If the parking lot doesn't exist, neither does the sign. Lesson to be learned: Read and study the General Instructions for every rally. The Rally Master will usually make changes for the purpose of a route change or question.

Rally Masters are sneaky and diabolical. Great Rally Masters, especially on TSD Rallies, will entice a team to make a wrong turn. But following the same instructions as those who make the correct turn, will eventually wind up back on course without realizing their mistake.

Rallies are a lot of fun. You will be taken on scenic roads that Porsches were designed to be driven on. Twisty with changes in elevation. Very often the Rally Master will take you on roads you may have never seen regardless of the fact that you lived in the area for years. I hope to see at the next Rally.









# 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](http://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](http://www.metronypca.org/autocross)

or email Dan Fishkind at  
[autocrosschair@gmail.com](mailto: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



Exactly. They say the older you get the more you cannot believe what you've seen. I've seen an airplane land on the Hudson, brail buttons on drive up ATM's, and the birth of a cow in that movie City Slickers with Billy Crystal, but I'll tell you this friend, never did I think I'd see an electric car for practical use. Well, maybe I still haven't, we'll see.

is borderline discriminatory against those of us who which to emit toxins into the atmosphere via our little flat six, dam you PC culture. Ok, focus. The undocumented but tested range on a 4S is 300 miles give or take depending on your driving habits. Porsche numbers are way too conservative for print. Cabin is very Panameraesc, and the overall styling is not too far off from a four door CGT. Ohh, price, a hundred and change for a 4S and tack on 65 for a Turbo nicely equipped. And why we're calling it a Turbo? I have no idea since it is electric vehicle. If anyone out there reading can change this for the facelifted model, I like Neutrinos.

It was not too many "flatten the curve" weeks ago I predicted in this very periodical that electric cars were all but doomed. Lack of infrastructure (which remain mind you), poor recharging capabilities in relation to its petrol counterpart, thermal runaway as a result of damage, and finally the significant carbon footprint left behind at it relates to cobalt and lithium batteries as a whole. Quick sidenote on that last point. I am sure a recycling method is in the works at a thinktank somewhere, or so I hope. I also enjoy the marketing strategy of EV's, sort of like the pharmaceutical commercials to grow your eyelashes longer and the disclaimer. Listen up next time, "in rare cases (well that's relative) we've seen blindness yellow eyes, hotdog fingers (ok made that up), death, lack of muscle control, etc." One must ask the question, is the cure worse than the disease?

For those members who are considering an electric car I highly advise making the trek to your nearest dealer for a test drive. Granted it will feel adulterous for some of us petrol heads to slip into an electric car-too far. But, with the promise of sub 3 second 0-60's coming soon, one must question, am I looking for the best performance package on the block risking being booted out of my fantasy football league for it? Guess that depends on who you plan on pulling for your QB this year and what the other guy drives.

Members - email [michael@formulamotorsports.com](mailto:michael@formulamotorsports.com) with ideas for future articles or questions I can answer in the following months issue. Nothing too over the line though, yes you J.O.



Many clients and PCA members have asked over the years, how does it work? Is it a hybrid? Where do babies come from? Is it practical? Will I be castrated for not supporting the Global Warming movement if I don't concede to the mob and buy an EV? All pertinent questions this day in age. The long and short to all these concerns and interests is, if you are looking for the best performing off the line luxury electric sedan this is it bar none. Using strictly the metrics of performance, aesthetics, and cache, this is the real deal, or so it seems. Having driven them around Monticello Motor Club on more than one occasion in varying conditions at speed, I can say the Turbo lineup is the way to go.

Let's briefly touch on what we're working with when it comes to the Taycan. Sporting a skateboard setup for the lithium-ion battery pack, all-wheel drive drivetrain (available), packaged in a 35% aluminum body, makes the Taycan fast, really fast. Fast enough to blow the doors off most registered DE metal. I know it is unfair, in fact it







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# Concours Corner

PAUL CELENTANO - CONCOURS CHAIR



Well after more than a year I could not be happier to announce that we were able to hold our first concours event of the season on May 16th at Vanderbilt Museum and what a day it was. More than 35 of you registered to share your cars and compete in what has been a long-standing event in Metro's history. Dozens more came to see the diverse

array of cars placed in some of the estates most beautiful locations and to take in the beautiful spring weather. For those of you that are familiar with event planning, you will know that we already have the gears in motion for next years concours at this venue. But before we jump the gun, we still have other concours events on the calendar this year, all with the goal of putting the lost year of 2020 behind and making memorable events for you our members. By the time you read this we will have had our Vintage Rally & Concours at Pindar Vineyards. Maybe it's the cabin fever that COVID created, but I will tell you the reception received from members and the number of you that registered for Vintage has been incredible. I'll be reporting back next month with the details as well as our other scheduled events in September at Old Westbury Gardens and up in Westchester. In the meantime, stay safe and welcome back Metro Concours.



(Photos of the Vanderbilt Concours on pages 17 and 55)

## Vanderbilt Concours Results May 16, 2021

### Street

914	1st Harry Kraus - 1973 914-6
911/912 (1974-89)	1st Jerry Dorman - 1984 Slant Nose Cabriolet
	2nd Emily Mullin - 1974 Coupe
	3rd John Howell - 1979 Targa
911 (1999-2012)	1st Andy Lyman - 2012 Turbo S
	2nd Mike Mazzilli - 1996 Cab
	3rd (Tie) Josh Goldfam - 2007 Turbo / Mike Camito - 2009 S
911 (2012 & up)	1st Steve Pedolsky - 2017 Turbo S
	2nd Boris Kaplevich - C4S
Boxster/Cayman	1st Edwin Lofgren - 2006 S
	2nd Mitch Hackett - 2006 S
	3rd William Karasis - Boxster

Macan 1st John DeCabia - 2020

### Full

911/912 1965-73	1st Dallas Maddox - 1968 911L
911/912 1975-89	1st Ed Reiner - 1986 Coupe
911 1999-2012	1st Anthony Cali 2007 - C4 Coupe
	2nd Frank Gambino - 2004 40th Anniversary
	3rd Tony Curcura - 2009 C4S Cabriolet
928	1st Cody Yaeger - 1987 S4
	2nd Mike Bianco - 1988 S4
968	1st Anthony Nguyen - 1993 Club Sport
	2nd Shelly Sackstein - 1993 Cab
Boxster/Cayman	1st Stewart Teichman - 2003 Boxster



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Metro enjoys the weather and scenery at Vanderbilt in Centerport





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# Membership Update

## JEFF LANKA - MEMBERSHIP CHAIR



Membership changes  
this month through  
May 2021

New Members	53
Transfers	-1
Expired	47
Test Drive	
Participants	2
PCA Juniors	91

### New Members this month - We welcome you!

Jim Levi	2004 911 Turbo Cab.
Massoud Heidari	1997 911 Carrera
Daniel Lerner	2008 911 Turbo
Kyle Jordan	2010 Boxster
Beena Pirzada	2020 Macan
Krishna Manda	2011 Boxster Spyder
Ting Wen Hsiao	2017 Cayenne S
Richard Eliazarian	2018 718 Boxster S
Ronald Myers	2021 911 Carrera 4
Eric Raskin	2015 Panamera Turbo

### Metro NY Region Membership

Active Members	2,348
Affiliate Members	1,061
TOTAL Members	3,409

Please see photos on page 24

### To Renew your Membership:

Visit the National PCA website at [pca.org](http://pca.org). Log in to your account, check your membership renewal date in the upper right corner of the home page just to the right of your name. If your membership is within 2 months of expiring or has expired already, please click the MEMBERSHIP tab, click the RENEW tab, fill out all the necessary information, then click RENEW my membership highlighted in yellow.

### Change of Address?

Visit the National PCA website at [pca.org](http://pca.org).

Log in to your account, please click the MEMBERSHIP tab, then click MY PCA ACCOUNT tab, then click on the EDIT MY PROFILE tab. Scroll down to the address information section, click the green edit button, input your new primary address. Please add an apartment number (if applicable) on address line 1. Click the green UPDATE THIS ADDRESS button.



# Track Ramblings

FRED PACK - DE INSTRUCTOR



## DEREK BELL

I've been on the staff of the PCA Panorama for about 5 years - I'm the proofreader. This means that I get the articles in every issue about a month before publication. My job is to find and fix linguistic and factual errors in the text as submitted by the authors - or maybe I can just simplify the wording.

Proofreading is very much

a 'backstage' job, but soon I will be very much on stage: My article about Derek Bell will be in the June issue of the Pano. Bell is likely the most successful Porsche racing driver in history. He won Le Mans five times, the Daytona 24 three times and countless other successes over a 50+-year career. Metro PCA celebrated his 75th birthday at an event in 2016. I had met him a few times over the years at the track and even at Vail - it turns out he is a skier and we spent some time together. This gave me the idea that maybe the Pano would like an interview article with him, so I asked my bosses and they green-lighted the article. Derek very kindly sat for the interview. Keep your eyes out for it in the June issue.

## CORNER ENTRY

I haven't had a Porsche with less than 300hp since my 250hp '00 Boxster S. Since then I've had an '04 GT3 [380hp], '11 Boxster S [started at 310hp; then got modified to 408hp]. These were very fast cars, and I was among the fast crowd at DE events. As I've explained in other POST articles, due to my 2019 crash at NJMP, I got a new Miata [181hp] as my replacement track car. Of course the Miata is much slower on the straights than the P-cars. Right away I realized that it is very agile and good in the turns. I tried to take advantage of this ability and at the events last fall in mid-pandemic I found myself sometimes fully catching up with the P-guys in the turns. Of course, they would zip away from me on the next straight.

I was recently at a non-PCA Summit Point Main event with the Miata. As I said above, my car has 181hp. I entered Turn 10 leading onto the long main straightaway with nobody right behind me. Shortly after the track-out point I saw an older less powerful Miata in my rear-view

mirror right on my bumper. I pulled away from him and never saw him again, but I realized that he was going through Turn 10 much faster than I had been. And it wasn't because he had more power; it was because he entered it at a much faster speed than I did, which made his corner exit speed faster than mine (at least on that turn) and allowed him to catch up with me. This was eye-opening, and it reminded me that corner entry speed is the most important element of fast laps. Particularly in a low-powered car it is critical.

Consider this thought problem about Summit Point's 2900-foot long main straightaway: There are two identical cars, A and B. Car B is just behind Car A going into Turn 10. (We'll make some simplifying assumptions: they can each gain 45 mph on the straight before they begin braking for Turn 1; their speed increase is linear.) Car A exits Turn 10 at 70mph, Car B at 73. I'll spare you the math but Car B will be more than a car length ahead of Car A at the end of the straightaway, and they were only 3 miles per hour different in their speed at the end of Turn 10! This is why David can be faster than Goliath at track events - it's because his corner entry speed is faster. When you're in a high-powered car you don't recognize the importance of this fact so readily because your horsepower advantage masks the underlying fact: Corner entry speed is critical, and overbraking is what slows your corner entry speed.

So how do you avoid overbraking? Brake less! Unfortunately braking less is much easier said than done. The first step (A) is to brake consistently, which means that you should develop a braking technique called 'threshold' braking -- that you are braking at your car's ultimate capability. Any harder pressure on the brake pedal would engage the ABS and wouldn't slow you more effectively. Next (B), determine the place on the track where you need to apply the brakes to slow to the speed you want at corner entry. (note: sometimes you only need to lose a little speed, so you don't brake to the maximum, or you coast for a moment.) Once you are consistent with A and B, you can then begin to adjust your Beginning-of-Braking point a little nearer the Turn-in point. You may find that you have been braking much earlier than necessary - I certainly did after my encounter with that faster Miata at Turn 10. I got to a point where I was only lightly touching the brake pedal, and only for a short period. I immediately found my exit speed was higher.

(Continued on page 29)



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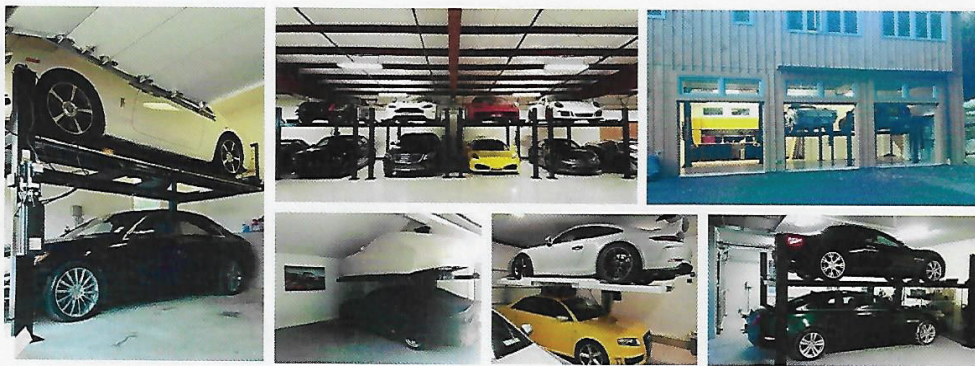
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## It's Time to Plan Trek #2

*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](http://www.metronypca.org)***

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***For further information contact  
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***We hope to see you then!***



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# Welcome New Members



Jim Levi - 2004 911 Turbo Cab



Massoud Heidari - 1997 911 Carrera



Daniel Lerner - 2008 911 Turbo



Kyle Jordan - 2010 Boxster



Krishna Manda - 2011 Boxster Spyder



Ting Wen Hsiao - 2017 Cayenne S Hybrid

Continued on page 29



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# Eastern Region Update

## MITCH HACKETT - EAST REGION DIRECTOR



Greetings fellow Metro Members. Finally things are starting to heat up, literally and figuratively. Our friends at Gold Coast Porsche have put together 3 events this year so far. 2 well attended cars and coffee events, and a large rally out to Montauk, also well represented by Metro. Thanks to Sam, Andre, and

the entire staff for making these venues open for us.

We also were invited to a PCARMARKET event for the retirement of Mike Breen. I have been busy planning events to present in the near future. Member Dan Austin suggested a visit to Whisper Vineyards in St. James. We

will do an event there soon. Thanks Dan! Gino's Pizza also re-upped their offer for 2 slices and a soft drink for \$5. Another Pop Up Porsche event will be a Porsches and Puppies where Metro members can bring their cars, and their pets to hang out together.

More places on my list are Mongo's Coffee, and Cardinali Bakery in Syosset, and Kerber's farm in Huntington, as well as other standbys we have used in the past. Another wing night at The Main Event is under review, and will be presented when we feel it's safe to host.

Keep your suggestions coming. I'm always open to new venues so we can spread the wealth of friends meeting new and old friends. Feel free to contact me. Flat6mitch@gmail.com. Or text 631 827 4430. Looking forward to seeing you out there!



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(Pack, continued from page 20)

Here's a simple tip: choose a place shortly after the track-out point on key turns. I chose the painted start-finish line at Summit Point. Each lap, look at your tach or speedometer at those places. You'll get instant data of how you're doing. Higher revs or speed than earlier = GOOD. At Watkins Glen I choose the flag stations at the exit of Turn 7 (toe of the Boot) and start-finish line.

I'll discuss more about braking in next month's column.

### THE ODYSSEY CONTEST

As I'm writing this in early May I haven't received any

submissions from people who had harrowing or exciting trips back home from DE events. I'm sure I'm not the only one who been in that predicament. I'll extend the contest a month into the June issue. Surely there must be Metro-ers with stories worth sharing.

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.



## New Members, Continued



Ronald Myers- 2021 911 Carrera



Richard Eliazarian- 2018 718 Boxster S



Eric Raskin- 2015 Panamera Turbo

Metro welcomes our new members to the Club!





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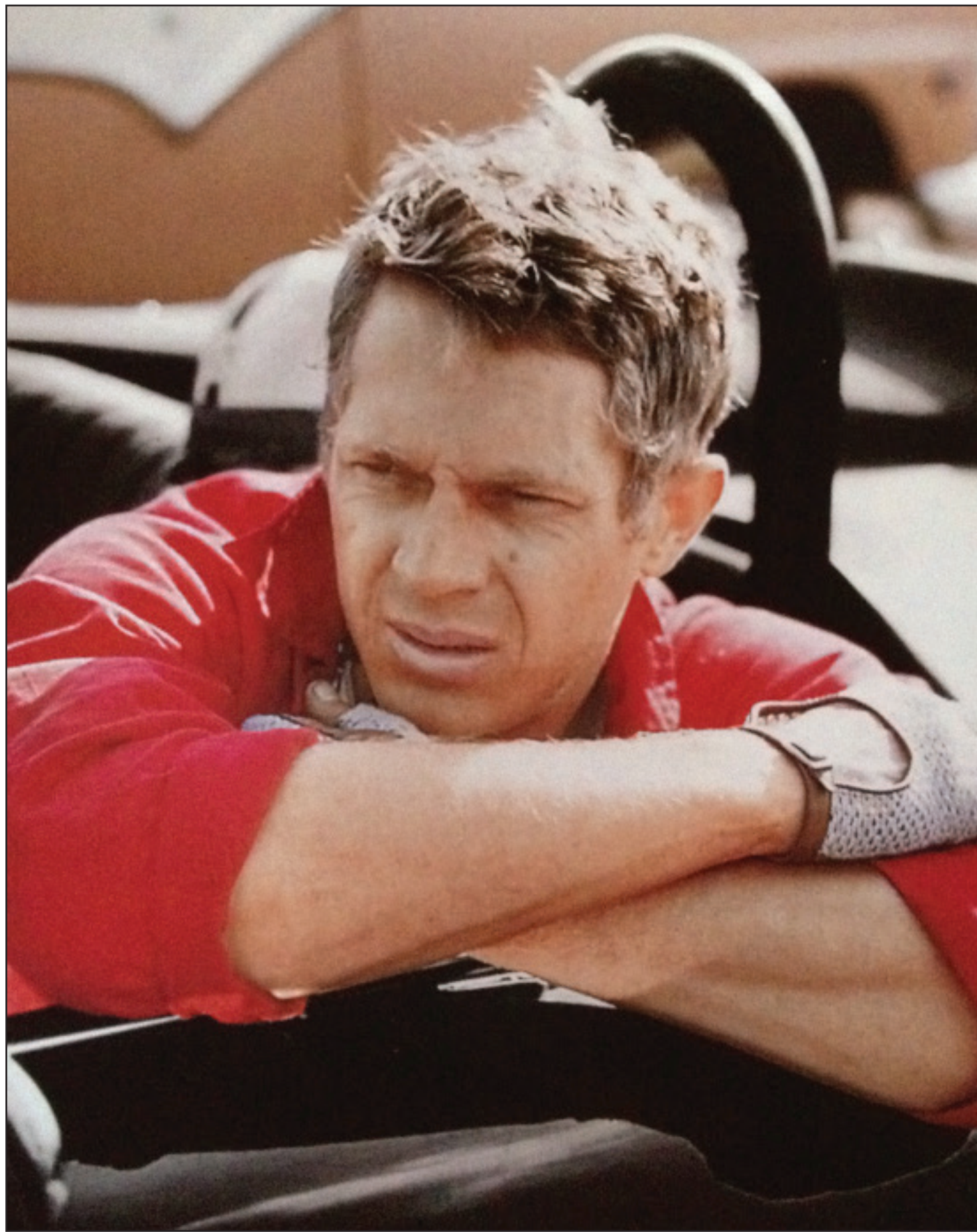


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# Christopher's Voice

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## 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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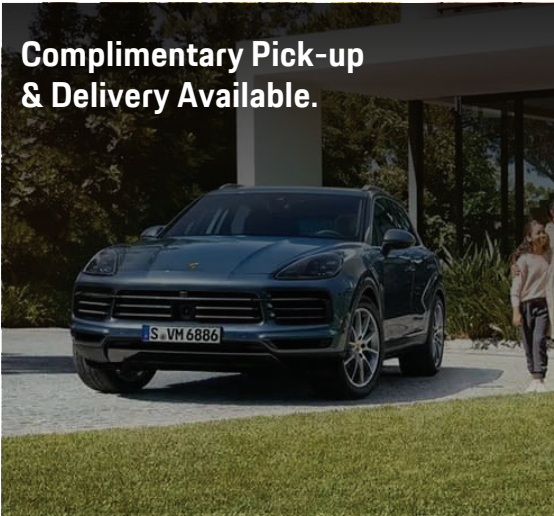
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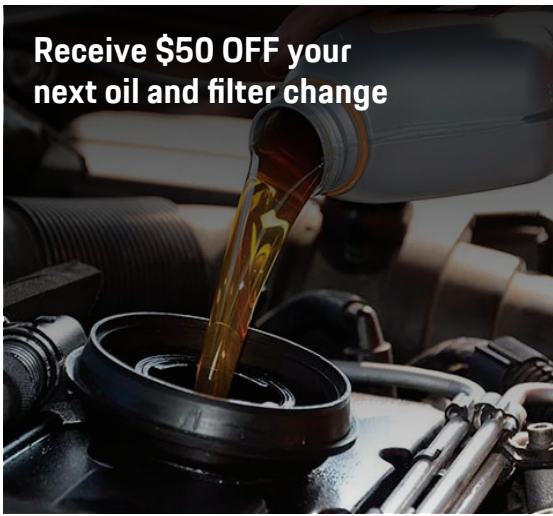
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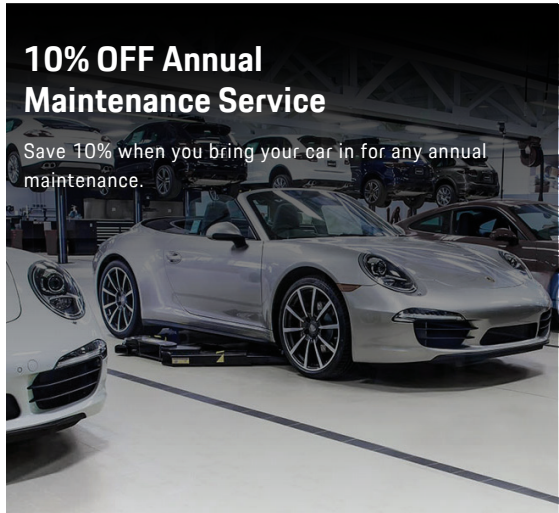
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**August 27-28** (Fri/Sat)

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# Driven for Speed

BILL RUDTNER - CHIEF DE INSTRUCTOR



The PCA club race at Lime Rock is now part of our past. The emotions of those two days are filled with both fantastic highs as well as the lowest of lows.

We had a full cadre of drivers at this past PCA club race at Lime Rock. Racing with us was my ole friend Mike Stenko as well as Steven Goldman,

Marc Pensabene, Todd Roth, Jeff Lanka and I. It was my friend Jeff Lanka's very first race. It was also Metro member Tom Wienckowski Senior's first race as well. How exciting. Their job as a new "rookie" racer was to complete each session and all the races without incident.

Tom and I have a "loosey goosey" very friendly relationship. In the past I've always spoken to Tom with a certain degree of respect. I guess because I thought he was older than me. I found out at the Lime Rock race that I'm older than Tom! That respect was then thrown right out the window, but all in fun. I broke Tom's chops on Thursday evening at Lime Rock about his car being a little ill prepared. The question was asked of Tom more than once. "Tom, did you even read the rule book?" Tom's car didn't have close to the proper decals on it required for club racing. Knowing this a few days before Tom and I had made a plan that I would bring all the proper decals for Tom's car with me to the track. Thursday, after we arrived and set up Tom brought his car up to our camp. I soon started to apply the decals. As I applied the first decal instead of it sticking to the car it just fell on the floor! "What the heck is going on here?" I tried again. It fell on the floor again. "Tom? What did you do?" "Oh yea" he tells me. "My son-in-law polished the car with a Teflon wax." "WHAT?" I exclaimed. "Now you better get to a store ASAP. You need to buy some alcohol so we can clean this car up and get the decals to stick!" I ordered and off he went. Tom soon returned with a can of denatured alcohol. After cleaning the areas where the decals needed to be placed with the alcohol the decals were soon all in place. We took good care of Tom guiding him through the process of preparing his SPB for club racing the best we could. Nevertheless we were all having a lot of fun making jokes

and laughing about everything.

The next day: Friday's first warm up session went off without a hitch. All our cars went out, practiced and all came back without any problems. The only thing the crew had to do was adjust Steve's rear sway bar, swap 5 sets of tires and fuel the cars. The crew for this race consisted of Brian McGrath, Salvador Orellana, Otis Holman and Paul Kane. One thing I really like about these crew guys is that they all love being at the track. They all do a great job.

Between sessions the drivers usually look at their individual in-car film and data. We all look on and share information and tips between ourselves as we are always looking to improve. Unlike the usual for some of us, for this race we were all running very fresh, if not new tires for each session. The grid line up for the second practice is determined by your lap time of the first warm up session. This race at Lime Rock was the first race of the 2021 season for all of us in our camp. We all took it easy on the first warm-up. As oxymoronic as it may sound we all got up to speed slowly. The third session is historically the qualifying session. Personally I was pumped. As I had stated last month, I was on a mission to give the SPB record at Lime Rock a shot. The weather seemed right. Prior to the session I had studied my in-car and data. I saw that I was unconsciously doing things I teach racing drivers not to do. I decided I'd better put my teachings into action for myself this session. I was trying hard. Throttle to brake. Right back to throttle. No hesitation, no delay.

On a hot lap, coming down to the end of the straightaway I kinked my car into Big-Bend at about the number three brake marker as I usually do. I went to the brake (late and hard of course). The car was not stopping. Oh sh\$! At first I thought "Brake Freeze". I pumped the pedal and worked the steering wheel looking for grip. In a split second I found grip again but now I was so far off the racing line I decided to get the car into the run-off area at the end of the straightaway. I did it. Wow I thought, great move, as I was now under control and deep in the run-off area (a safe spot to be so I thought). As I was turning the car around trying to get into position to get back on track I was hit and hard. Seems another car had gone out of control as well. Fluid on track was the reason I thought I had lost the brakes.

(Continued on page 43)

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**GT3RS**





(Rudtner, from page 41)

The other car lost control as well due to the dropped fluid. The fluid was at the number five-brake-marker on the straightaway. The fluid had been carried all the way to the first turn. Later after critiquing his film I saw that the driver of this second car went to the brake at the four-brake marker. He went to the brake in a straight line before turning the car towards the apex of turn one. This is where he lost control of the car. Fluid must have been there. The rear of his car came out to his right. As he did his best to get control the nose of his car headed into the guardrail. This second car careened off the guardrail just after the number one brake marker then again a few yards down. He just missed a stationary 944 also sitting in the runoff area about 50 feet in front of me but he collected me. Ouch. It was an extremely hard hit. Thank God for all the safety equipment we are mandated to have.

Track personal and medical were there fast. After a few questions about my condition they had me out of the car swiftly. I was brought to medical and checked over. This is the norm after any racing incident no matter how insignificant or catastrophic it may be... I came away with a couple cracked ribs. I was very lucky. Unfortunately my infamous #2 car was destroyed.

Once out of medical and back in the game I could not wait to watch the guys race. Especially Jeff and Tom. The forth session of that first race day is always the Fun Race. This is really held to give all the rookies the chance to experience and learn how to take a green flag to start a race. A few days prior to the race I did notice all the

excitement brewing inside of Jeff along with a little nervousness. We spoke almost every day. This was totally normal and expected and I told him so. Once in the car and on track Jeff and Tom were right where they needed to be. They were both having the best time. Before the race weekend Jeff had been concerned with his lap times. I told him not to worry. Usually when a DE driver starts to race the lap times almost automatically go down. And they did. During the race weekend Jeff took two seconds off his best Lime Rock laps. Marc Pensabene also turned his best Lime Rock time ever of 1:02.51. Getting down to one minute at Lime Rock in a 2,500 lb. car with 195-horse power is not that easy. Congrats Marc. Nice job.

We all had a blast at the race. Tom and Jeff made it through the Lime Rock race weekend with flying colors. Congratulations to both Jeff and Tom for completing their first PCA race weekend. I know that Tom and Jeff are just as excited as we near the Watkins Glen race weekend. They are both registered to race The Glen. I'm already prepping a new to me SPB Boxster getting it ready to race at the The Glen held June 4th-6th. Our Metro DE held on the 2nd and 3rd of June this year always precedes the race. Quite a few of the racers come in a day early to get some added track time. This makes our Thursday DE day all that more exciting as we get to watch all the racecars perform. I really hope you have registered for this DE and I get to meet you there.



Upper left, Second car is laid up against the guard rail still going 96 mph! Out of control but he's trying.

Upper right, 944 now comes into the picture. The second car make it through without hitting the 944. Speed has reduced to 67 mph.

Left, just before the crash

(More photos on page 45)



# Simulacra

ADAM FOX - SIM/DE RACING COORDINATOR



It's getting summery. Things are opening up again. I must admit that remaining indoors in a sim rig isn't as appealing as it was a few months ago. Fortunately, both options are available, and on a languidly stormy evening it's great to be able to drive exotic tracks from the comfort of home.

Just as you receive this issue, I will be at Watkins

Glen with Metro NY PCA for our first Driver Education of the year at that track, sponsored by M-Chanics Inc. of Mineola, NY. I'm happy to say quite a few of our sim racing regulars look set to be present as well. Partly in recognition of this we had the sixth race of Sim Season Two at Watkins Glen, and we have a number of practices scheduled for the Team prior to the iRacing 6 Hours of The Glen on June 19th or 20th. Will the DE prepare us for the 6-Hour race, or vice-versa? It's hard to know.

The two topics on which I shall report this month are those mentioned above: our second racing season, and the exploits of the Metro NY PCA Sim DE/Racing Team.

Season Two has gone smoothly and the competition has been intense. It will be over by the time you read this article, but I cannot predict who will win. The top three positions in the championship are separated by only 20 points, with a maximum of 33 available to every driver at each of the remaining races, with a one race drop to be calculated. As of this writing, Adam Girling leads Randy Teague and Antonio DaSilva. All three drivers have been using the RUF RT12 Track car, which they also happen to race together in the same class in PCA Sim Racing Series 6. Because class scoring is slightly different, and because drivers can choose from any of our three competing cars for any given race, Antonio DaSilva (more familiarly known as Rocco to everyone who comes to the real track) is the class leader. Roy Reynolds leads the GT3 Cup class, and Neil Erbesch leads the GT4 ClubSport MR class.

So far we have raced on the Daytona Road Course, Spa-Francorchamps, Le Mans' Circuit de la Sarthe, the

Nürburgring 24 Hour course, Road America, Watkins Glen with Bus Stop and Boot, and the Long Beach street circuit. We will finish up with Brands Hatch and Mid-Ohio. The consensus seems to be that Long Beach was least enjoyed. We probably have different opinions on which was most exciting and fun. One thing that has been consistent is the race craft, which is both accurate and improving. Our league doesn't suffer from the multi-car incidents and lack of awareness that seem to plague so many others. Perhaps we will catch up as we gain more active members, though most of us would hope not!

The Team had a major accomplishment on April 24th-25th. Six of us contested the iRacing Nürburgring 24Hr and managed to finish. This may sound fairly simple, but as someone who has been present for a few real-world 24 Hour races, I promise it's a significant challenge. Firstly, the Nürburgring 24Hr course is complicated, comprising as it does almost all of the Grand Prix course combined with the Nordschleife, and none of us knew it well to begin with. It's debatable how well we know it now, but a few weeks of practice before the race helped.

## The Porsche 718 GT4 Club

I've yet to drive the Nürburgring in real life, but I have some sense of what it must be like based on hours of NLS (formerly VLN) races watched there and the N24 itself. I now have an even greater sense of and respect for the track because of the hours spent racing there in sim. I don't expect to race there in real life, but neither do I expect nor particularly want to drive the Green Hell at night. None of us have driven a track so devoid of light and visible landmarks, no mean feat given the 170 turns and the high speeds through even the tightest sections. To say the 'Ring is dark at night doesn't do the 'Ring justice; iRacing didn't even provide moonlight and there are few reflective surfaces around much of the track.

*(Continued on page 46)*





## The aftermath of Bill's accident



That's racing :-)



The steering rack was broken in half



Yikes. Both corners were broken off the car at the uprights.





(Sim/DE Racing, Continued from page 44)

There was a great sense of accomplishment when we got the car to the finish line still running. I don't think we realized that nearly half of our field had dropped out, nor did it seem to strike anyone sitting through half-hour repairs to rejoin in a still badly battered car, suffering caffeine highs and exhaustion lows, and dealing with the annoyance of the inevitable unexpected, that we could have done the same. For a second effort as a team, in arguably the most difficult of all the races offered, I think we did quite well. Most importantly, we accomplished our goals: we finished, and we had fun.

The schedule for our Off Season leading to Season Three will be finalized on our Google Calendar by the time you

read this, as will the schedule for Race Season Three.

We may choose to space things a bit differently based on lessons learned in Season Two, we will certainly offer a different range of cars and some new tracks, and we are bearing in mind that there will hopefully be other ways to enjoy the driving hobby in the warm season as the real-world re-opens. The sim world, even more than New York, NY, never sleeps. If you want to run with us for fun, practice, or competition and have yet to join our Discord or League, send an e-mail to [metronypcasimracing@gmail.com](mailto:metronypcasimracing@gmail.com). [metronypcasimracing@gmail.com](mailto:metronypcasimracing@gmail.com) if you're interested.



Team Metro NY PCA GT4 iRacing Nurburgring 24Hr  
Livery Side



Team Metro NY PCA GT4 iRacing Nurburgring 24Hr  
Livery Team Members



Team Metro NY PCA near the finish



Team Metro NY PCA GT4 iRacing Nurburgring 24Hr  
Livery Front



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393 Walnut Street  
Yonkers, NY 10701  
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No shortage of camaraderie at the Concours, above left. Air-cooled excellence on display in the courtyard, right, above.



Metro Publicity Chair, Bob DeMotta, left takes on the role of war correspondent as he handles photographic duties at our Vanderbilt concours. This is him taking the photo on the upper right. He emerged unscathed.

Trek master Stew Teichman (in the hat) cleans his unblemished recently acquired 2003 Boxster, right, a first place winner.



Harry Kraus brought the the only 914 in the concours, it was a clearly a first place finish. Photo by Harry Kraus.





**Formula***motorsports.*



# MAINTENANCE MAINTENANCE MAINTENANCE

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# Welcome New Members

## JEFF LANKA - MEMBERSHIP CHAIR

---

### APRIL

Daniel Lerner 4/12/21  
Manhasset  
2008 911 Turbo, Atlas Grey

Albert Turi 4/12/21  
Farmingdale  
2018 718 Cayman, Black

Salil Gupta 4/12/21  
Old Westbury  
2019 911 Carrera T, Black

Charles Enzinger 4/13/21  
Brooklyn  
1983 911 Carrera SC Cab, Kiln Red  
Metallic

Massoud Heidari 4/13/21  
Manhattan  
1997 911 Carrera

Michael Kaleda 4/13/21  
South Salem  
1995 968, Black

Bud Lindman 4/14/21  
Scarsdale  
2008 Cayman S, Red

Jim Levi 4/14/21  
Jericho  
2004 911 Turbo Cab, Black

Enrique Ruiz Mateos 4/15/21  
New Rochelle  
2009 911 Carrera 4S Cab, Red

Jami Rick 4/15/21  
Old Westbury  
2021 Taycan 4S, Black Metallic

Kam Chiu 4/15/21  
Scarsdale  
2014 911 Carrera 4 Cab, White

Gary Chan 4/16/21  
Flushing  
2018 911 GT2 RS

Krishna Manda 4/16/21  
Manhattan  
2011 Boxster Spyder, Platinum  
Silver Metallic

Lou Corradino 4/16/21  
Commack  
2004 911 Carrera, Black

Albert Belcher Sr. 4/17/21  
West Babylon  
2017 Panamera Turbo, Black

Richard Eliazarian 4/17/21  
Glen Head  
2018 718 Boxster S, Night Blue  
Metallic

Skerdian Bana 4/18/21  
East Elmhurst  
2006 911 Carrera S, Atlas Grey

Seth Hart 4/18/21  
Woodbury  
2017 911 Turbo S, Silver

Noori Rafael 4/18/21  
Great Neck  
2015 Cayman S, Black

John Tiernan 4/18/21  
Huntington  
1978 911 SC Targa, Metallic Bronze

Beena Pirzada 4/18/21  
Roslyn  
2020 Macan, White

Matthew Perelman 4/19/21  
Manhattan  
2019 911 Turbo

Ting Wen Hsiao 4/20/21  
Long Island City  
2017 Cayenne S E Hybrid, White

Christian Galeano 4/20/21  
Maspeth  
2001 Boxster, Black

John DeCabia 4/20/21  
Glen Cove  
2020 Macan

Jeannie Randell 4/21/21  
East Setauket  
2020 911 Carrera Cab, White

Christopher Dias 4/21/21  
Scarsdale  
2018 911 Carrera 4S, White

Frans Vermeulen 4/21/21  
Mount Vernon  
2020 911 Carrera 4S, Chalk

Steve Malinsky 4/21/21  
Transfer from North Country  
Plainview  
1999 911 Carrera

Kevin McMenamen 4/22/21  
Rockville Centre  
2016 Cayenne

Kevin Taxin 4/23/21  
Manhasett  
2021 911 Targa 4

Frederick Solomon 4/24/21  
Manhattan  
No Vehicle Listed

Anthony Mariani 4/25/21  
Manhattan  
No Vehicle Listed



# New Members, Continued

---

Thomas DeRenzo 4/26/21  
Northport  
2012 Panamera

Yi-An Tseng 4/26/21  
Manhattan  
No Vehicle Listed

Dan Bondi 4/26/21  
Locust Valley  
2013 Cayenne GTS

Carlo Lopopolo 4/27/21  
Brooklyn  
2011 911 Carrera 4S

Charles Lasister 4/28/21  
Manhattan  
2020 Taycan S

Brendan Contant 4/28/21  
New Rochelle  
2006 911 Carrera S

Emily Mullin 4/29/21  
Brooklyn  
1974 911

## MAY

Karen Rose 5/1/21  
Baldwin  
2004 911 Carrera 4S

Mit Desai 5/1/21  
Tampa, FL  
2019 911 Speedster

Anthony Devincenzo 5/1/21  
Bellport  
1964 911

Ronald Myers 5/2/21  
Southampton  
2021 911 Carrera 4

Leonard Larocca 5/3/21  
Coram  
2021 718 Boxster

Karen Lazar 5/3/21  
Huntington Station  
2021 718 Cayman S

Eric Raskin 5/5/21  
Armonk  
2015 Panamera Turbo

Michael Belfiore 5/5/21  
Staten Island  
1987 944

Brian Meringolo 5/6/21  
Garden City  
2018 911 Targa 4  
Alan Joseph 5/6/21 Manhattan  
1897 944S

Robert Fernandez 5/7/21  
East Meadow  
2015 Cayman

Barry Zone 5/8/21  
Manhattan  
1996 911 Carrera Cab

Gail Reiser 5/10/21  
Fort Salonga  
2007 911 Carrera

Jeffrey Weissman MD 5/10/21  
Bayside  
1999 Boxster

Keith Huber 5/12/21  
Great River  
2017 718 Boxster S

# My Journey to Club Racing

JEFF LANKA - GUEST CONTRIBUTOR

I did my very first PCA Club Race on April 23/24 2021 at Lime Rock Park, CT. It took me seven years to get there via the PCA Driver Education program.

I had been taking my BMW sedans to Bill Rudtner's shop, South Shore Performance, for a number of years. I always admired the cool looking 911s he had in the lot. He also put in a word for DE every time I got there, being the Chief Instructor for the Metro PCA region.

Fast-forward to 2013 and I purchased my first 911. So of course I had to check out this DE thing Bill kept telling me about. I did my very first DE at Watkins Glen back in 2014. It was in a 991 Carrera 4S. I was hooked from the very start. I ended up participating in almost all of the Metro DE events, which includes Watkins Glen, Lime Rock, NJMP Thunderbolt/Lightning, and Summit Point. We did one event at Palmer. I also went with the guys a few times to the Zone 2 event at VIR.

I traded in my Carrera for a 2015 GT3 because I had envy of all the guys at the track with their GT3s. I still have that car, a 991.1. I DE'd it for a while. In 2015, on the day after he graduated high school, I took my 18 year old son up to Lime Rock for the three day Skip Barber in the open wheel cars. He was also hooked as soon as he drove those cars on track.

So now I needed a second car since he was going to go to the Metro events with me. I told Bill I was looking for a second car. He told me I could purchase the Spec Boxster he was building at the time, which I did. Everyone I told about purchasing the Boxster told me it was a great decision. I would learn how to really drive on track rather than relying on horsepower. It is what's known as a momentum car.

Now we could go to the track with both cars. Sometimes we'd take just the Boxster and share it. A year or so later Bill told me he was putting all his racecars up for sale. These were: 996 RS, which had run at LeMans in 2003, 2 997 Cups and his Turbo 935 he had built from a 930. My plan had been to buy one of these cars five years down the road but since he needed to sell them now I decided to go for one. I ended up buying the 2009 Cup from him. I then took the street GT3 off the track and my son and I shared the Cup car and the SPB at the track.

The first time my son drove the Cup he commented it felt a lot like the SPB only faster. He had gotten quite fast in

the Boxster. That training helped him to go into the faster car. He is faster than me in both cars, which is probably due to being 24 versus my 60.

At the same time, every time Bill went to a Club Race I would follow him on Race Hero. When he would then return we would watch all his video from the event. It looked awesome but I didn't feel I was ready to take on the challenge. The plan was to race the SPB not the Cup. I actually thought my son was ready and would support him but he was wrapped up with school and now his job and didn't have the time to devote. I continued to attend all the Metro DE events and progressed to the black run group.

In February of 2020 I started doing Noom, as I was overweight for years (over 300 lbs. 6'5"). I did quite well on the program. I did not let the pandemic effect my weight loss journey. I got down to 217 in about 10 months. I also was doing 30 minutes each day on a stationary bike and my cardio was pretty good. I felt better than I had in years.

So I decided to take the plunge and try Club Racing since I was always concerned about my endurance for even a 30-minute sprint. Before I lost the weight I would typically have to come in early during DE sessions. Now I can easily stay out for all sessions.

I told Bill and he was very happy and excited for me. We decided to aim for Lime Rock in April of 2021. We started prepping the car for the extra bits that are necessary for a Club Race versus a DE. And I started speaking to Bill every day. I had a lot of questions about Club Racing.

I watched a lot of video from the top drivers including Bill. I already knew about a number of the front-runners, guys like Hoyt and Hunt and Bill, and of course Chris Drake and the Texas boys there are many others (sorry if I left you out). I knew I had no chance to keep up with any of them. I also figured I wouldn't be in the mid pack. I was realistic that I might be a back marker. It turned out I was. Totally OK with that, since this was a brand new skill for me. My lap times were never that good but Bill told me Club Racing would force me to decrease by a second or 2 automatically.

In the fall of 2020 my wife found out she had cancer. She is still dealing with it and had surgery in February. I say this because she also does chemo every two weeks.



She is weak during and a few days after the chemo. I didn't want to leave her alone during that period and the schedule was such that it conflicted with the Lime Rock race. I proceeded with my rookie application and told Susan about the situation. She told me to sign up anyway and cancel if I couldn't make it. My wife ended up having a low white blood cell count and her sessions got rescheduled which opened up the Club Race for me. She told me she was OK with me doing it so now I was locked in.

I went to the un-muffled DE on April 13 for a tune up. I was able to get some 1:05 laps. 1:05 for me is good although not so good for most SPB club racers. But I was happy and felt I was at least ready to be in the race. I attended the rookie Zoom meeting and met some other rookies. There were three rookies in the SPB class, I knew one of them already and met the other one at the DE.

Thursday 4/22 arrived and we left Freeport Long Island for the trek up to Lime Rock. Much excitement and of course nerves. We got there and set up the site and unloaded the cars. I then get the car teched by Scrut Lori, as it had no logbook. She found a couple of minor things but nothing that would keep me from running the race.

Friday arrived, the day of practice and qualifying (and the fun race). I was quite nervous (which Susan told me was normal; she would be worried if I wasn't nervous). I figured I had to get my feet wet and get out there. The main worry I had was accidentally cutting someone off who was lapping me, for instance not seeing them in my blind spot. That damn blind spot gave me so much concern.

I had a lot of puzzlement about how the "grid" worked. I had actually attended the Watkins Glen club race a few years ago but never saw how the grid worked. Bill said don't worry just follow us out and you'll see. He was right. The grid is well taken care of by numerous volunteers. You just have to follow their instructions. It's amazing how much more organization is required for a Club Race versus a DE.

They sent us out for practice one. I was out there! I started lapping and made sure I was totally aware of the other cars on the track to allay my concerns. I turned a few 1:05s. Coming in I was all smiles. Went back out for practice 2 and got a 1:04. Yay (for me)! It was kind of cool not having to worry about point-bys.

Qualifying arrived and I ended up being slower than both practice one and two. Bill was in an incident in the runoff

zone for turn one which ended the session early. I think I was either last or 2nd to last along with my friend Tom Wienckowski Sr. from Metro (also a rookie). Tom ended up being the guy I had some fun with. Bill kept telling me I would find someone. I then went out for the practice starts and the fun race. Only about eight cars participated but I had a blast, it reminded me of the practice starts we did with Skip Barber.

Race day arrived. My level of nervousness had abated somewhat since I saw what it was like during practice. Due to my slow qualify I was gridded in the back, which was probably good for me. The start came and in the back it's not that big of a deal I just hit the hammer and started lapping. At first it was like a DE with Tom and I dueling it out as back markers. But then the SP3 cars would arrive and look to get past us. For Sprint one I was very sheepish and would just move over and let them pass, even giving point-bys as Bill told me I could do if I wanted. Then the SPB leaders would follow them, again me moving over for them. I did not want to mess up one of the leaders and be thought of as a jerk.

Mid packers came next. Then the 944s would arrive again and the whole thing would repeat. My lap times suffered every time I moved over but I really didn't care. My goal was to just finish all three sprints cleanly and have fun (which I did). Tom and I were dueling it out in all three sprints. I came in last in sprint one.

In the second sprint there was a full course yellow and the pace car came out. During the restart a few cars spun in turn 1 around me, but I managed to thread the needle and avoid any contact. Whew. Pretty sure I came in last for that sprint also.

I had to get used to the cars passing me and then diving right back in front of me as soon as they got by me. In a DE we are told to wait some distance to cut back but I get it, in a race you want to get all the advantage you can.

I spoke to Bill about how sheepish I was with letting cars pass. I was particularly worried about the blind spot thing. He told me as long as I don't actually see a car right next to me I can SLOWLY move in to the apex. Still nervous about that one but I did get better.

The third sprint was my best. I was getting a little more used to the traffic and the passing (of me). The only car I actually passed all day was Tom (and he passed me as well).

(Continued on page 54)

(Lanka, continued from page 53)

I ended up 10th in class but a number of cars did not participate in that sprint so 10th is a misleading number. There were 40 cars in the white group and sprints one and two had almost all of them. Sort of crowded for Lime Rock but it gave me a good idea of how to mentally deal with traffic. That sprint also had a full course yellow and we finished behind the pace car. I was now finished with my first Club Race event.

Bill was actually coaching me during that sprint on the radio. He helped me with some very good tips.

It was a successful two days for me as I ran cleanly both days and finished everything. One more sprint and I can take the X off of my car (although Susan said to keep it on for the rest of the event anyway which I will).

The sense of accomplishment is probably the biggest joy I take away from the experience. It is not something the average person can do. I can't see attempting it without some serious DE time under your belt first.

I need to work on my driving/lap times. This I can do outside of the Club Race environment. I am still braking too much for a momentum car. I can probably just tap instead of fully brake for turns like West Bend. Bill tells me driving a Spec Boxster with lap times in the 1:01s at Lime Rock is not at all easy. It requires a lot

of skill to get there, skill I obviously don't have yet. I'm thinking I need to get more comfortable with sliding and recovering from a slide. Maybe drift school. This might be offered at Loudon?

I will definitely do it again. Hoping for Watkins Glen although my wife's chemo schedule conflicts as of now. Maybe it will get rescheduled. If not I will do the next one.

Club racing is certainly a higher level of intensity and skill than DE. But it is so worthwhile. I would say if you are on the fence, take the plunge.

I look greatly forward to improving my skills and some day making it up to the mid pack.

Many thanks to Bill Rudtner; he has been my mentor all these years. His shop guys also supported me at the track. Having track support makes it so much more doable. Also a shout out to Mark Pensabene for helping me as a mid packer who went through what I am going through a few years ago.

Also: a shout out to Peter Krause who has helped me over the years with data setups and even a little coaching. I hope to someday soon hire him to get me to a higher skill level. See y'all at The Glen.



Why is Jeff smiling? Because he is racing and had a a successful outing.



# Vanderbilt Concours, May 16th





# North Region Update

ED REINER - NORTH AREA DIRECTOR



The north region of Metro has seen a nice growth in its membership over the past few months. This includes new members from Fairfield County and points north of Westchester County. To that end, plans are being made to provide a rally and a concours, and we have a tentative date for a concours on Sunday, September 26th at the Croton Auto

Park dealership in Croton-on-Hudson. Please save the date as more information will be forthcoming as it becomes available. If this is a successful event, we hope to make this an annual program and provide the full range of support and services of our typical concours event.

It is becoming obvious that road work continues to impede our traveling, particularly the Saw Mill River Parkway around Pleasantville, as well as guardrail repair on the Hutchinson River Parkway. The Sprain Brook Parkway near the Cross Westchester Expressway interchange (Rt. 287) is also under repair. In addition to the road repair, our wildlife has been particularly active this spring. The sightings of black bears, bobcats and coyotes along the side of the road in the region have increased and I have seen an absurd numbers of wild turkeys standing in the middle of the road. If you recall the hysterical scene in "WKRP in Cincinnati" where Mr. Carlson throws turkeys from a helicopter in a promotional stunt, you understand the challenge. "As god is my witness, I thought turkeys could fly". Well, they can't.

For the more adventurous north region member, the Saratoga Auto Museum ([saratogaautomuseum.org](http://saratogaautomuseum.org)) is open and it attracting a large number of Porsche enthusiasts. It includes the Steven Harris collection of rare Porsches and is located in the center of Saratoga Springs in a restored bottling factory, about 2 1/2 hours north on the Taconic State Parkway from White Plains. This could be a very enjoyable ride and destination, and one of the most beautiful spots in upstate New York.

I have been driving along the surface roads here in

northern Westchester, appreciating the lack of traffic particularly around the reservoirs. I have become quite familiar with these routes and I will see if we can wrap this into a rally. If you are interested in volunteering to help plan this, please contact me or Jeff Goldberg (our rally master).

And lastly, the restoration on my '86 Carrera is completed and the car is back in my garage after 14 agonizing months (below). I know a few of you have been following the progress and have reached out to me regarding various aspects of the restoration. An overview of the project will be covered in the July issue.





# FROM CLASSIC TO FANTASTIC



Over the past 30 years, Speedsport Tuning has grown from a small Porsche specialty shop to a full service, independent company serving Porsche street, competition and vintage enthusiasts nationwide.

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.

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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](mailto:porschetradingpost@gmail.com).

## CARS FOR SALE

**2006 Cayman S** - California Car. Purchased from a Navy officer while stationed in Newport, RI. Subtle California cosmetic alterations. Pictures available. Artic Silver over Black. All OEM options plus AFE exhaust tips and built-in radar detector. 78,000 well maintained miles. Must see to appreciate the details. OEM lobster claw rims in excellent condition included. \$21,500. Call Bill at 914-761-7837 or email at DoubleUJB@msn.com (06-21)

**2002 996 Turbo Cabriolet** 6 Speed, blue over tan, 17,000 Miles, Fabspeed exhaust, new battery, second owner. Absolutely mint and meticulously maintained. All books and papers. \$65,000 Call Howard 516-458-5893 (06-21)

**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)

**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](mailto:cyclark3@gmail.com) (01-21)

## PARTS FOR SALE

18" 2010 Cayenne S OEM rims and tires for sale. Located in Brooklyn. \$500. 1 of them has a deep scratch in it, the other 3 are in great condition. Text or email me to get pictures and more info. 917-681-0246 or [crosenman@gmail.com](mailto:crosenman@gmail.com) (06-21)

2- Recaro LS 11 Pro line seats, one driver, one passenger. Fits 996, 997, and 991, 911's. Perfect balance between daily driver and track. Black Alcantara centers Black leather outside, electric, heated, lumbar adjustable. Harness ready. Excellent condition \$3000 new will sell for \$1250 for both. Sold as pair only. Set of Michelin rims and snow tires from 2018 Macan turbo. Rims and tires in very good condition. \$1,120 Must be picked up Northport area. Brey/Krause Harness bar fits 996, 997 991? \$350 perfect match with the Recaro Seats. Email Lenny [larace97@gmail.com](mailto:larace97@gmail.com) (06-21)

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)

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)

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](mailto:adamrosenfeld@optonline.net) (04-21)

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](mailto:nzipkin@arelaw.com) (03-21)





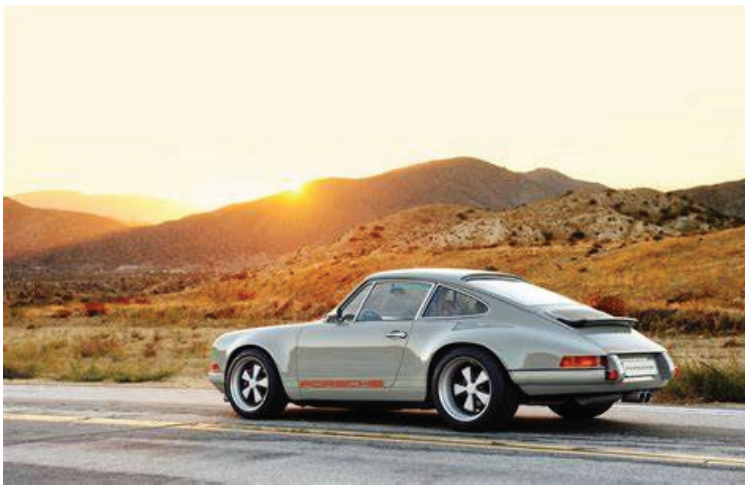
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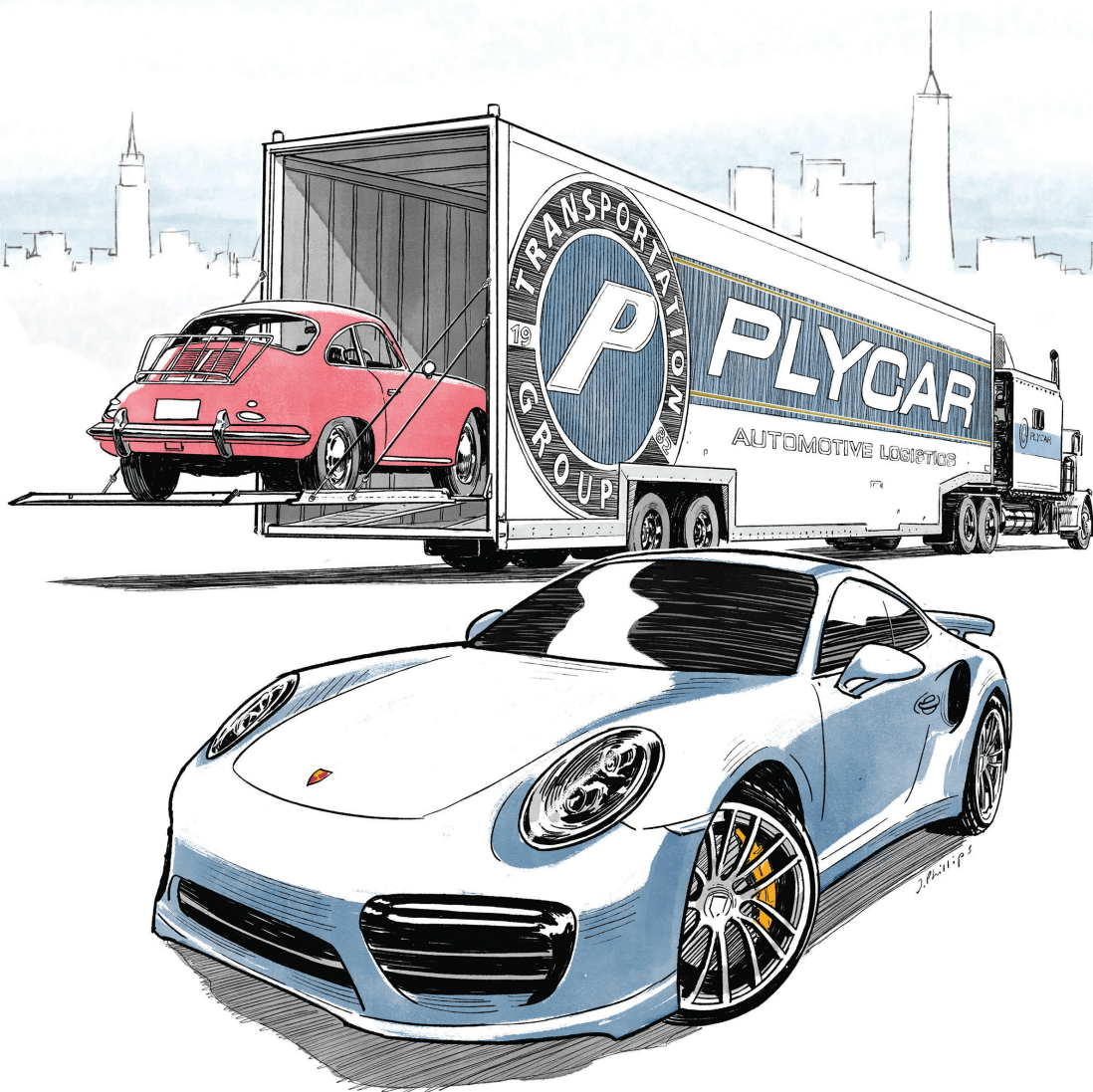
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