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JULY 2021

# Post





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# PORSCHE POST

July 2021, Volume 68, Issue 7

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## COVER

Metro cars are on display at the Pindar Rally and Concours. Photo by Bob DeMotta.

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The Porsche Post will not be forwarded!





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# 2021 Metro New York Region CALENDAR OF EVENTS



**July**            5-6 DE - NJMP - Thunderbolt  
                     11 Autocross - Nassau Coliseum  
                     30-Aug 1 DE - Watkins Glen

**August**            7 Trek #2  
                     8 Autocross - Nassau Coliseum  
                     15 Almost Labor Day Rally  
                     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  
                     13-17 Treffen Wisconsin Trek  
                     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.*



Cars parked at Pindar for the Concours, above. Cars line up at "Where's Metro Wednesday" at Gino's Pizza, left.

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

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





# From the Editor

ED REINER



As we approach the “dog days of summer”, it appears that the driving season has been returning to something that resembles normalcy. We had a terrific turnout at the Vanderbilt Concours, as well as very healthy participation at the Pindar Rally and Concours. Combined with the good Autocross and DE turnout, it appears that Metro membership seems happy to get out and gather. We had a healthy start this season to

the “Where’s Metro Wednesday?” pizza night on Long Island and we expect to have similar events in Westchester scheduled very soon. We are planning to put Cars and Coffee events on the calendar as well.

This issue of the Post captures some of these highlights with our superb photography from Bob DeMotta (our Publicity Chair) at these events. Our Board Chairs continue to give you the scoop on our latest activities. We want this publication to highlight the spirit of Metro and reflect on our effort to capture the benefits of Porsche ownership and our desire to share the experience with our fellow members. As one of the largest clubs of the PCA in North America (by number of members as well as the ex-

pense of the geography), Metro continues to see growth in its membership. We also encourage new members to join us at events which will help you find your “groove” at an activity that suits you.

As editor of this magazine, I look for ways for us to increase the excitement and adventure that comes with Porsche ownership and communicate this to the reader. As an example, I drove 120 miles from my home in northern Westchester to the Pindar Rally and Concours event in Peconic, NY. It was nearly three exhilarating hours behind the wheel of my just restored 1986 Carrera Coupe. I took the scenic route. I got off the LIE to swing by the rally starting point in Islandia (L.I.E. Exit 58), but then went north into Smithtown then into St. James and out along Rt. 25A. Despite a few traffic hiccups in Rocky Point, it was a blast to drive this route and handle the twists past Wading River and then along Sound Avenue. The return home was uneventful but I did get a handful of “thumbs up” from admirers on the Long Island Expressway and Cross Island Parkways as the Carrera had been polished to a level where it could be seen from space.

July is looking to be a busy month for Metro. We have two DE events (NJMP and Watkins Glen) and an Autocross event at the Coliseum. We continue to look at additions to the calendar (Cars and Coffee, “Where’s Metro Wednesday/Saturday”) so please keep an eye on the website for updates.

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The Porsche Post is digital! Please visit [metronypca.org](http://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](mailto:metroposteditor@gmail.com) by the first of each month.



Now that we have two concours and a rally under our collective belts this season, we had a chance to see some pretty impressive hardware on display. I encourage you to send in photos of your car along with a caption if you want to show it off in this magazine. Did you bump into someone famous in East Hampton this summer while in your Porsche? Send in photos or a quick story to share with the membership. Do you think that the police officers directing traffic on Main Street in Sag Harbor are creating chaos by aggressively “keeping things moving”? Please share your experience.

We have a guest contributor this issue from one of the members, Jack Minot. Jack and his wife share their personal experience of the Rally and Concours at Pindar.

We are pleased to bring this “adventure” to you as it may reflect your first-time experience at a Metro event, I appreciate the difficulty inherent in these rallies (it is not as easy as it looks) and the sense of accomplishment arriving at the destination and still be willing to talk to your spouse/navigator (don’t forget you have to ride home together, too). Comments like “does that tree count?”, or “Is that 25 or 26 poles, I lost count!” are common.

As COVID restrictions are rolled back, Metro continues to monitor the rules to maintain safety. We thank you for your patience as we get back to business and we hope you have a terrific summer. We want you to enjoy the photos in this issue. Please stay safe.



Cars line up at the Pindar Concours at the conclusion of the Rally

## 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



Well, during my first six months of holding the seat of President of our Metro NY PCA region I managed to become friends with some of the board members while at the same time ruffling the feathers of a few others. On balance I have to say the first six months have been very interesting in a good way.

My agenda from the beginning was the Post and our Web site. Jennifer Clark, our Web Master has redesigned the entire web site. It's been up and running now for about five months. I haven't worked directly with Jennifer on the site but I made a point of making sure she had all the material she needed. It was really nice to see Jennifer in person and meet her husband as well at the Pindar Vineyards.

On the Post I think things are going pretty well working with our Editor Ed Reiner. Ed has been working closely with Linda Annicelli our Copy Editor. I think the magazine has really started to come together although it is a monthly work in progress.

The entire board has really done a fantastic job giving our Metro members something to do while keeping within New York States Covid-19 guidelines. Our members safety was always first and foremost through these hard times.

I love all the venues from Mitch Hackett like "Where's Metro Tuesdays?" to the very well attended "Cars and Coffee" hosted more than once by our friends at Gold Coast Porsche.

Dan Fishkind's Autocross program has been going strong providing a fantastic venue throughout the Covid-19 pandemic.

Stew and Sue Teichman have been hard at work putting together the first trek of our 2021 season. This first Trek held on June 19th was sold out in less than two hours of registration opening.

Jeff Goldberg, our Rally Chair, held quite a few Rallies already this year starting off with the "Ted Ohland Snow Flake". We just had another Rally dubbed a "Fun" Rally which ended at the Pindar Vineyards. At the Vineyards that day we also held a Concours headed up by my friend Paul Celentano, our Concours Chair. Linda and I were so happy we were able to get Linda's 993 Cabrio out of the garage and join everyone out at the Vineyards. We enjoyed the cars and the people. Paul also put together a Concours at the Vanderbilt Museum only the week prior to the Pindar event. From what I hear, this Pindar event may be back again next year. I sure hope so.

One last thought. I'm amazed at the number of Porsche owners that are not in the PCA. Just tonight as I was closing up a fellow walking past the back door of my shop peered in. He said "Wow. You have a lot of Porsches in here". I introduced myself and invited him in. As he walked around looking at all the cars he starting telling me of his 991 GT3RS and his McLaren and of a GT2RS he was trying to buy. "Are you in the PCA?" I asked. "Nope" was his answer. I took him into our waiting room where I introduced him to the latest issue of the Post. "Here you go." I said as I handed him the Post. "It might be time for you to join."

If you know a Porsche owner, turn them onto our Metro PCA. My next agenda is to build the largest Metro PCA membership ever. This will be accomplished with your help. I'll keep you "Posted".



The Social Bulldog



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# Skid ReMarks

DAN FISHKIND - AUTOCROSS CHAIRMAN



We have successfully made the switch to the Nassau Coliseum for our first event there. It came with some hiccups, but it turned out to be a good event. This event marked the return of the coffee truck which is a nice luxury to have. However, with respect to the other end, the Porta Potty never showed up. The course was designed

by Rich Wayne who did a great job as usual. The Nassau Coliseum is a tough place to set up a course, as you must skillfully navigate the undulating pavement. Rich managed to do that except for one tooth-chattering drop which added a new dimension to the otherwise flat course. The weather was great, and this event also marked the return of my shorts (Don't panic, I had long pants on for the other events). We had about 55 participants and everyone enjoyed ten runs. Here is how it went.

John M took the win in S01 with a time of 48.429 seconds while Robert N took the win in S02 with a time of 48.939 seconds. Two-driver S03 found Mitch K in first place with a 49.384 second trip around the course. Hector O enjoyed the first-place spot in S04 with a time of 58.442 seconds to complete the Showroom Stock results. In the Production classes, Marcel Y took the win in P3 with a time of 48.148 seconds. Liran C took the win in P5 with a time of 49.877 seconds. Three-driver P6 found Derek M in first place with a time of 47.925 seconds. Yours truly took the second-place spot, only .057 seconds behind Derek, with a time of 47.982 seconds. That's about the distance of a pencil eraser. P08 with four drivers found Bill R in first place with a time of 47.811 seconds. Ben O took a close second place with a time of 48.566 seconds and Ben's son Brad O came in third with a 51.960 second trip around the lot.

Our Improved car class of I2 saw John M in first place with a time of 51.898 seconds and Tim M took the win in our Modified car class of M1 with a time of 48.601 seconds.

X2, aka the Miata class, was dominated by Rich W in a time of 47.206 seconds. Graham M took the second-place spot with a time of 47.432 seconds, and Matthew

R came in a close third with a time of 47.618 seconds. Eleven driver X2 found John R M in first place as his 46.307 second time was good enough to put Vasken C in the second-place spot with a time of 46.668 seconds. Third place went to Anthony C who had a time of 47.388 seconds. X3, also with 11 drivers, found Brendan B in first place with a time of 47.205 seconds. Ron F took the second-place spot with a time of 47.276 seconds and Matt K came in third with a time of 48.154 seconds.

Our second event at the Nassau Coliseum was plagued with timing issues which made for a frustrating morning. Some gremlins must have gotten into the timing head and wreaked havoc. After fiddling with all working parts, batteries, alignments we still couldn't get it to work. Then, after we returned everything back to the way it was originally, it worked flawlessly for the rest of the day. Go figure! As far as the rest of the event, it ran well. Henry Hoeh came out of retirement to design the course for the event. It has been a few years, but he didn't miss a stride and designed a course that was easy to drive for the beginners and challenging for the experienced. He also managed to avoid all the bad real estate on the parking lot and even used the last event's parking lot mountain as a banked turn. Genius!!!

Over 65 drivers came out to enjoy the course, but due to the timing issues, we only got eight runs. Nevertheless, everyone had a great time. The weather was great. A big thank to CJ and his coffee truck for providing food for the duration of the event. Here's how all the drivers did.

Ragunandan S took the win in three-driver S03 with a time of 64.692 seconds while Robert N drove the course in 35.081 seconds for the second-place spot. Mitch H, on his new tires, took the win in two-driver S3, with a time of 63.083 seconds while Niv D took the win in S5 with a time of 65.630 seconds.

P2 found Ben O in first place with a 67.779 second trip around the lot in his classic 924S and Michael K took the first-place spot in two-driver P3 in 63.728 seconds. This also earned him the fastest Pax of the day. A 70.121 second run was good enough to give the win to Martin P in P4. P5 was dominated by Bob E who drove the course in 68.173 seconds to beat out second place Ken H with a time of 69.955 seconds.

(Continued on page 54)



# 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



The much anticipated 992 GT3RS is right around the corner, sporting a fancy big wing, double wishbone suspension, and price tag to match. For this much you can buy a Bosendorfer Porsche Design grand piano and have money left over for a gold and diamond Game Boy. The RS badging better do something special to command an expected 20% premium over the “baby” GT3.

high speed given it is functioning in clean air. I would be remiss if I did not mention, changing the originality of ANY GT model is not in your best interest for resale. So, plug and play with the option to revert to original if needed is recommended. Also, if you were to add 50 lbs. of downforce on the rear, inherently you’re going to add lift to the front, albeit you can add canards to offset this somewhat. My personal logic is, if the drivers for Apex at Nürburgring sport stock GT3RS wings, well my friend that’s good enough for me. Granted there are very long sweeping turns and very long straights so perhaps the extra size is just not needed. Manthey Racing on both the GT4 MR and GT3RS MR offer wing extensions and various air elements, it is worth checking out. This begs the question, why didn’t Porsche just offer a larger, taller, wider, wing? It is safe to say the 992 GT3RS accomplishes this and then some. But we must take into account aesthetics, DOT regulations, transport, standard garage dimensions, etc. for the masses.

So, is bigger better? Based solely on a blind survey between Porsche owners, a not to be mentioned sorority, and professional drivers alike, yes, bigger is better as long as you know how to use it.



Man is fascinated with everything big. Without going down a risqué list which would not be appropriate for our younger readers, we will consider this matter of fact. From the days of Porscherama, to the inception of Club Racing, engineers have been fitting wider, taller, and more functional wings. It finally took stringent rule changes that stretched into the prototype classes to dial down heights and width. Fast forward a couple decades and you have active DRS, Ai testing based on a 5-minute cad drawing, the reintroduction of ground effects, and the ever so cool swan neck. But do all these aerodynamic enhancements make a difference? The short of it for 80% of Porsche owners is no. Mainly due to the fact they are not traveling at speeds which exceed 80 mph which would be where Fangio might feel it in his ever so trained rear. Now for the other 20% that use their GT based car for motorsport, yes. Not so fast, though. Let’s delve into why Porsche did not provide the big wing, rear diffuser, or extended front spoiler lip in the specifications that the al knowing aftermarket has provided.

There is in fact a common misconception that bigger is better. Everything about your Porsche runs in conjunction with some other system no matter the degree of separation. For the early car it was adding a whale tail. Only problem with this idea was that you needed to fit a front spoiler to act in a complimentary fashion. Today we have standard GT based rear wing that can be augmented to provide greater downforce while making a small change to the front mesh and blocks. Note: 991.2 GT3’s have (4) downforce settings the second most aggressive is stock setting. So why go aftermarket. Well, for one thing a wing with greater height allow for better vision through the rear glass on both the GT3 and GT4 for the shorter stature drivers, and greater downforce at





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- D. 15oz. Coffee Mug w/Slider Lid - \$28
- E. 20 oz Cup Holder Tumbler w/ Clear Lid - \$28
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- G. Can or Bottle Beverage Holder - \$20
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# Concours Corner

PAUL CELENTANO - CONCOURS CHAIR



After a strong start to our concours season at Vanderbilt Museum, we followed through the following week with a spectacular day at Pindar Vineyards for our Vintage Rally and Concours. With more than 90 cars participating and proceeds from the event going to an East End charity, it proved to be a day worthy of the rich history this event has had in Metro's past. If you

missed it this year, fear not since I have already had a meeting with the folks at Pindar and have booked our 2022 dates with them. Together we plan on building upon this year's success and making Vintage even better next year... so stay tuned. I would like to thank all who participated and would like to give a big thank you to the following people, without whom we would not have been able to pull this off. They are, our hosts Pindar & Alethea Damianos, Julie Reimann for coordinating with our vendors to put together some nice gift bags, Dan Fishkind for getting up bright and early to help me set up, Barbara Bunt-Kasa and Jennifer Filippelli for handling check-in and smoothing out the minor bumps along the way, Rich Mooers for stepping up and helping with judging. We'll see everyone at Old Westbury Gardens and Westchester in September. Have a safe summer.



Cars line up at the Pindar concours after the Rally

## Vintage Rally and Concours at Pindar Concours Results

914 1<sup>st</sup> 1976 Tyler Deluca

### 911/912 1965-1973

1<sup>st</sup> 1969 912 Rob Roth

2<sup>nd</sup> 1968 911L Dallas and Elizabeth Maddox

3<sup>rd</sup> 1967 912 David & Patricia Parnhagen

Preservation 1972 911T Bryan Deluca

911 1974-1989

1<sup>st</sup> 1986 Turbo Anthony Caruso

2<sup>nd</sup> 1989 911 Ray Gargiulo

3<sup>rd</sup> 1986 911 Ed Reiner

911 1989-1998

1<sup>st</sup> 1995 911 Frank Passarella

2<sup>nd</sup> 1990 911 Davin Dennis

3<sup>rd</sup> 1992 Robert DeMotta

911 1999-2012

1<sup>st</sup> 2007 911 David Koehle

2<sup>nd</sup> 2005 911 Rich Mooers

3<sup>rd</sup> 2008 911 Turbo Jonathan Clark

944 1989 944 Turbo Paul McNeil

Boxster/Cayman

1<sup>st</sup> 2012 Spyder Tom Patrizio

2<sup>nd</sup> 2016 Cayman GT4 Randy Teague

3<sup>rd</sup> 2006 Cayman S Mitch Hackett

Late 911

1<sup>st</sup> 2014 911 Anniversary Anthony Devincenzo

2<sup>nd</sup> 2017 Paul Liesman

3<sup>rd</sup> 2013 911 Howard Mansdorf

Macan 1<sup>st</sup> 2016 Macan S Bill Karasi

Other Marques

Austin Healy Sprite Marc Troy

People's Choice Award

1968 911L Dallas and Elizabeth Maddox

# Advertising

## JULIE REIMANN - ADVERTISING CHAIR



I recently got the chance to chat with the owner of one of our newest advertisers, Gabriel Sports Car, the Post's only auto body advertiser to date! Frank Runco describes how the shop came to be, many years ago.

"Gabriel Sports Car was started by my dad Gabriel Runco who immigrated from Italy to New York in 1970 came here with 200

dollars in his pocket at the time! While in Italy my dad got the car bug as a kid and worked in local carroserie [name for auto body shops] he then left Italy and went to Germany and apprenticed at many high level carroserie's this is where he gained tremendous knowledge of the proper ways of restoring and repairing automobiles! Hence when Gabriel Sports Car was incorporated, 1982 he started at a high level of automotive repair and restoration knowledge. Proudly Gabriel Sports Car was one of the first autobody shops in the Tri- State area to purchase a spray booth back in the early eighties and have a dedicated Celette frame benches while others were still straightening cars with floor chains! This type of experience and knowledge was passed down to me

as I started to work continuously at the shop as soon as I graduated from college. Thru the years we have been fortunate to work on the world's finest cars especially Porsche's! We have vast experience in these precision machines as you can see at our Instagram site!"

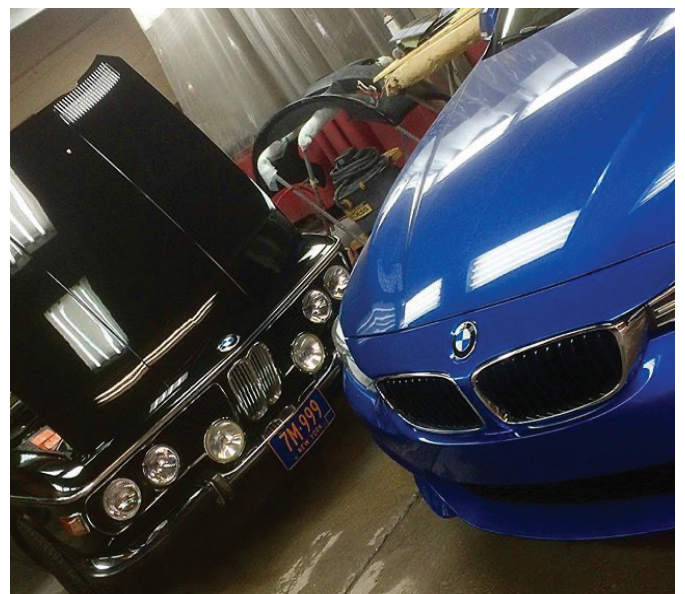
As we talked about his shop's specialties, he stressed how fortunate they are to work on the world's most coveted cars, including restoring vintage Porsche's and Ferrari's. "From Porsche Zagato's and 356's to Ferrari 250swb California Spider we have been blessed to say our hands had a touch in their journey, whether it be gracing the lawn of car shows or simple car repairs!" Gabriel sports car is currently a Lamborghini and Tesla certified collision center as well a Mercedes elite, and BMW.

And where is Gabriel now? It turns out he's still very involved in the day to day operations on a limited basis. Frank currently runs the shop 6 days a week unless he's out at the race track. He's currently racing shifter karts which are 125cc race karts capable of reaching 120mph. Frank races on a national schedule, taking him to several states over the course of a few months. You could say his passion is cars on and off the track!

Visit them on Instagram and Facebook @ GabrielSportsCar.com.



Mid 80's Porsche in restoration



Gabriel Sports Cars is a certified BMW Service Center



# Be on Time

## JEFF GOLDBERG - RALLY CHAIR



On May 22nd Metro held our second Rally which finished at Pindar Vineyards for a Concours. Pindar Vineyards and Dan's Paper hosted the event to raise money for a local charity "RISE Life Services" of Riverhead.

The Rally began with 35 cars lining up near Exit 58 of the LIE and directed the driver's through some very scenic and fun

roads on the North Fork. While following the directions, participants had to answer 45 multiple choice questions based on what they saw (and didn't) see. For this event our Rally Master was feeling extremely ornery and made the questions more difficult than usual. There was a tie for first place with two teams that answered 30 questions correctly.

In spite of the difficulties a Rally presents, I received very good feedback from the Rally participants who said they had a good time and enjoyed the route. The weather was terrific that day. I was told on Western Long Island it was very hot and humid but it was beautiful at the Pindar Vineyards, a perfect setting for lunch with a glass of wine. We would like to thank our advertiser Plycar for bringing giveaways as well as Haggarty's for attending our event.

We are planning another Rally for August 15th which will end at a different Vineyard. Look for the flyer in this issue of the POST and on the website.



Cars queue up to start the Pindar rally

### RALLY RESULTS

Driver		Navigator	Car #	Result	Points
Richard	Moors	Brenda Clark	26	1	30
Bill	Graf	Sue Graf	46	1	30
Michael	White	Diane Hatton	45	2	29
Randy	Teague	Denise Teague	30	3	28
Artemis	Anninos	Ellen Yetzer	4	4	27
Jennifer	Clark	Jonathan Clark	10	5-T	27
John	Albora	Pete Puccio	34	5-T	27
Robert	DeMotta	Karen DeMotta	2	6-T	26
James	Hisiger	Dale Hisiger	18	6-T	26
David	Koehler	Lauren Koehler	21	6-T	26
Mark	Cimino	Barbara Puskiewicz-Cimino	35	6-T	26
Steve	Drgon		15	7-T	24
Jason	Reiser	Peter Salenger	42	7-T	24
Matthew	Jaworowski	Alison	19	8-T	23
Gail	Reiser	Kristin Salenger	43	8-T	23
Christopher	Hollowell	Erin Hollowell	37	9-T	22
Tom	Kelly	Adam Rose	38	9-T	22
Tyler	Deluca	Ali	12	10-T	21
Jack	Minot	Ginny Minot	22	10-T	21
David	Purnhagn	Patricia Purnhagen	28	10-T	21
Marc	Troy	Bruce Simpson	31	11-T	20
Jeffrey	Vogel	Cecilia Vogel	32	11-T	20
Richard	Schloss	Meredith Jaffe	44	11-T	20
Albert	Belcher	Sarah Nicholson	6	12	18
Daniel	LaGrasse	Daniel LaGrasse	39	13	17
Tony	Polinice	Lori Polinice	41	14	16
Dallas	Maddox	Elizabeth Maddox	24	15	15
Josh	Koubek	Josh Koubek	47	16	12
John	Ania	John Ania	3	NO SCORESHT	
Ryan	Charles	Liz Zavoyskiy	8	NO SCORESHT	
Bryan	Deluca	Lisa	11	NO SCORESHT	
Fred	Koetter	Fred Koetter	23	NO SCORESHT	
Frank	Passarella	Frank	27	NO SCORESHT	
Randy	Weber	Randy Weber	33	NO SCORESHT	
Marc	Dushey	Abraham Sarway	36	NO SCORESHT	



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# Membership Update

## JEFF LANKA - MEMBERSHIP CHAIR



Membership changes  
this month thru  
6/1/2021

New Members	29
Transfers	-9
Expired	33
Test Drive Participants	1
PCA Juniors	93

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

Peter Juliano 2014 Boxster S  
Donato Guardavaccaro 2018 911 Targa 4S  
Skersian Bana 2006 911 Carrera S  
James Bastian 1999 911 Carrera Cabriolet  
Beena Pirzada 2020 Macan  
Justin Wiezel 2003 911 Carrera 4S  
Ian Carmany 2019 Cayenne  
Kevin Taxin 2021 911 Targa 4  
Enrique Mateos 2009 911 Carrera 4S Cabriolet  
Oren Hakim 2019 911 GT3 RS  
John Sbaglia 2018 718 Boxster

### **Metro NY Region Membership**

Active Members	2,373
Affiliate Members	<u>1,064</u>
TOTAL Members	3,437

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, 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



## Various Driving Tips & Suggestions

I'm going to cover a lot of material in this column. I hope you find it useful.

### I'll start with **Be Careful Out There, and things to think about before you leave home**

I was at Watkins Glen recently and during a slow-speed warm-up helmets-

off session as I was riding with my student I saw a horrifying scene heading towards Turn 6 (the 'laces'). I took the photo below.

Since this was the first session of our event, it clearly had happened only recently. The driver was hard on the brakes – see the skid marks – and he shot straight off the track head-on into the tire wall. Nobody knew the details – all we could do was to speculate. Maybe his steering failed? Or some other mechanical problem?



Maybe the driver was inexperienced. Maybe he had never been to WGI before. He was obviously far off the correct line for the corner.

Make sure your car is in good shape before the event. Get it thoroughly checked over for track-duty by your dealer or race shop. PCA requires an annual brake fluid flush. Check your brake pads with your own eyes to make sure they have adequate material.

## A specific thought for Novices

Novices often want to get out of Novice status quickly. They don't want the "stigma" of having to drive with an instructor on-board. They want to be in the Big-Boy Solo club. I recently instructed a Novice and my student asked me if he could be promoted to Solo status. I told him that I thought he could benefit from more instruction. After the event we shared some emails and I mentioned his request because I had given it more thought. As I was typing I was inspired and sent him this phrase.

### **How are you going to learn things you don't know if your only authority to help you is you?**

Please do give it some thought:

## Some random thoughts

Don't do dumb stuff and Think. Look ahead, for a number of reasons. It has been proven that 'the car goes where the eyes go'. If you look for the apex early in the turn, as example, you are likely to hit it accurately. Also, there may be trouble ahead which you can avoid if you see it, but if your focus is only on what's nearby you may drive right into a mess. If the driver behind me at NJMP 18 months ago had been looking ahead he would have seen me spin out and easily avoided me. Instead, he crashed right into me in spite of the giant lawns to the right and left, wrecking my car and sending me to the hospital for surgery, as well as damaging his own car.

As for Thinking, here are two dumb mistakes made by people who really should have known better:

Roberto Guerrero was on the pole for the 1992 Indy 500. He didn't use good judgement and went too fast in a turn on the pace lap and crashed out before the race even started.

Graham Hill, a 2-time F1 champion, Le Mans and Indy 500 winner, got a flat tire at the 1969 US Grand Prix (which I attended), got out of the car to have a look and drove back to the pits to get a new tire. [They did stuff like that back in the day.] He didn't fasten his seatbelts, figuring he only had a half-lap to the pits. He crashed on the way back and spent more than 6 months in a cast.

Don't do dumb stuff!

(Continued on page 29)



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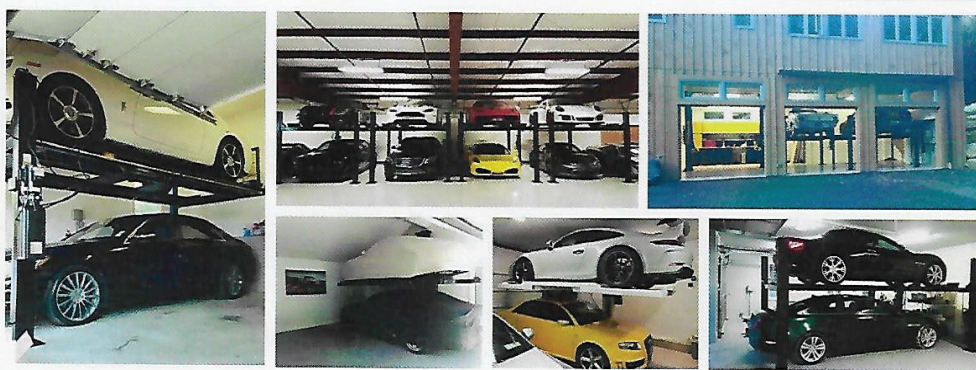
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*New York State has reopened and we are going Trekking again!*

I know we all enjoy the social aspect of trekking and now we will be getting back to the previous format...meal and all! So join us as we motor through the back roads and negotiate plentiful twisties while enjoying all kinds of beautiful scenery.

We will culminate with a great 3 course meal while sharing stories with old and new friends at the Cortlandt Colonial Manor. And don't worry, there will be plenty of entrée choices to please all.

The cost will be an all inclusive \$55 per person and we will be able to comfortably accommodate 60 people. Once again we expect that this will sell out very quickly so please mark your calendars. No walk-ins!

Registration will open at 7:00PM on Monday, July 26th and will close when we hit 60 registrants (people).

The link for registration will only be available on our club website at [www.metronypca.org](http://www.metronypca.org) at that time and facilitated through Eventbrite.

Treks take place rain or shine and due to the financial commitments to the restaurant, there will be no refunds after Thursday, July 29th.

*For further information contact Stewart Teichman at  
[Metrotreks@gmail.com](mailto:Metrotreks@gmail.com) or (914)645-1000*



# 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*



[www.christophersvoice.org](http://www.christophersvoice.org)

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# Welcome New Members



Peter Juliano 2014 Boxster S



Donato Guardavaccaro 2018 911 Targa 4S



Skersan Bana 2006 911 Carrera S



James Bastian 1999 911 Carrera Cab



Beena Pirzada 2020 Macan



Justin Wiesel 2003 911 Carrera 4S

Continued on page 29



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# Eastern Region Update

MITCH HACKETT - EAST REGION DIRECTOR



All of our contributors have been busy planning events for Metro members to enjoy. Not an easy task sometimes, but that's what we do! We collectively have a lot of irons in the fire, so to speak.

Our sponsors have contributed greatly, namely Gold Coast Porsche.

Andre at Gold Coast has offered 3 cars and coffee events, plus the Montauk rally already! Not to mention they were liquidating excess P car parts at great prices. You snooze, you lose! Kudos to Andre, and the fantastic hosts that welcome us. Well done, indeed!

We have started up our "Where's Metro Wednesday" events starting with Gino's Pizza. Next was TommyTaco

in Huntington. The first was unfortunately rained out by a quick thunderstorm, but rescheduled for the following week. More Wednesday events are on the horizon, plus weekend morning meet-ups that don't conflict with other planned events such as DE, Autocross, Rally, etc.

We hope to see you all at these events. Don't be shy, there is a wealth of information to be had when meeting new friends. Need a part? Somebody probably has it. Need advice? Someone can provide it. My neighbor just joined Metro this spring, and was amazed at meeting other members and gaining valuable tips and advice. Like I said, come out and meet us to socialize and have fun. You won't regret it. It's not just the cars folks! Like minded people you may have never met may become friends forever. It happened to me several times since joining Metro. See you at the next event.



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(Pack, continued from page 20)

**You own the turn.** I often tell this to my students because they are worried about the other cars as they approach corner entry. In Driver Ed there is no passing in turns. This means you do not have to be concerned with nearby cars. Put them out of your mind and give 100% of your concentration to this turn, this moment. You Own The Turn.

**Muscle Strain.** If your arms or legs get achy while you're on track, you are tensing your muscles. (I sometimes feel my left leg getting tensed.) Make a conscious effort to relax yourself. Being loose and limber will help you.

**Be courteous and polite on track.** I was at a non-PCA event recently riding in the Novice group. Each lap my student would catch up to the more powerful car ahead of us just before the main straight, and every time that car would pull away from us instead of letting us pass. This happened lap after lap. I got more and more upset at the instructor in the other car. I couldn't believe he didn't see us, which meant he just didn't care that he was deliberately holding us up. The student also should have been looking in his mirrors and waved us by, but he deserved some slack – not so the instructor. When the session ended - it was the last session of the day, my student searched out the other instructor and found him. (I wasn't there.)

When my student said to the other instructor that he should have told his student to let us pass, the instructor said to him, "You've got to earn it". I've been an instructor for more than 25 years and this is absolutely the worst expression I have ever heard on track – and from an instructor! Your mere presence behind another car at a DE means that you should be given a passing signal. You do not have to "earn it". You are obviously faster.

Word of this encounter somehow reached the Chief Instructor overnight, and by the next morning that guy had been removed from the instructor roster. Please be courteous and polite on track.

### **More on Braking**

What follows is not intended for novices because it requires a sense of vehicle dynamics which they likely haven't mastered yet.

You have probably heard the term 'trail braking', but you may not understand what it is. This 'trail' word means to become fainter or weaker, as in "his voice trailed off". In the context of driving, it means to enter the turn while still

braking, but with reduced braking effort.

I owe many of concepts I'm covering here to Ross Bentley and his Speed Secrets Weekly newsletter, which I've recommended in the past. It is well worth the \$24 per year. Jimmy Clark is considered by many authorities as being the best F1 driver ever. In any case, he is up there with Senna,

Schumacher and Hamilton. In his 1963 book Jim Clark at the Wheel, which was written long before there were computers and data to analyze track driving, he wrote,

"I am inclined to go into a corner earlier than most people. By that I mean that with today's cars most people run deep into a corner before turning the wheels to go round. In this way you can complete all your braking in a straight line, as everyone recommends you do, before setting the car for the corner; but I prefer to cut into the corner early and even with my brakes still on to set up the car earlier. [emphasis mine.] In this way I almost make a false apex because I get the power on early and try to drift the car through the true apex and continue with this sliding until I am set up for the next bit of straight.

This brings me to what I think is the most important thing you can learn in racing – how to brake. It comes as a great shock to find that you can brake much later than you ever thought was possible and all through racing in its every form braking is more important than most people think. It is considered that leaving your braking to the very last minute is important and I would agree; but I would also say that where you take the brakes off again also matters. It depends very much on how the car you are driving handles. Often, if I want to go through a given corner quicker I don't necessarily put the brakes on any later than usual, but I might not put them on very hard and take them off earlier. Where you are led into the trap is leaving your braking too late and having to run deep into the corner and brake at the last moment. You might certainly arrive at the corner quicker, but there is a psychological tendency then to brake much harder than you need to and therefore overbrake."

Clark intuited concepts and techniques which became mainstream only decades later through use of data analysis. He was a genius who tragically died in an F2 crash in 1968 at age 32. I had the great privilege of meeting him.

Bentley recently wrote,

"Getting the timing and rate of release of the brakes just right when entering a corner means that you can use a slightly earlier turn-in, resulting in more entry speed while getting to full throttle, and exiting the corner sooner. That doesn't sound like a bad combination, right? Higher corner entry speed, and higher exit speed. Oh, and throw in a slightly shorter distance."

He is really saying the same thing as Jimmy Clark. I'll now put the concepts into my own words:

(Continued on page 37)



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# Trekking with Stew and Sue

## STEW AND SUE TEICHMAN - TREK CHAIRS



With beautiful spring weather finally making its long-awaited return, it has been great getting out on the open road with the top down and getting back to doing what we love. After attending the Porsche Swap Meet in Carlisle, PA, I shot over to a Lancaster Porsche dealership to see a low mileage 2003 base Boxster that I had been

place on Saturday, August 7th.

The Covid-19 situation has greatly improved over the past few months and guidelines have been greatly relaxed. As such, the Board agrees that it time to get back to the full Trek experience; so, that includes reintroducing the much-loved luncheon portion to the event. Our second trek of the season will include a full sit-down 3 course luncheon at the Cortlandt Colonial Manor in Cortlandt, NY. We held a luncheon there once before and got terrific reviews from the participants. Registration for the August 7th trek will open on Monday, July 26th at 7:00PM. We will have a capacity of 60 people, after which we will take names for a waiting list. It is also expected to sell out quickly so if you are interested in participating, please mark your calendars now and be prepared to follow the link on the Club's website promptly on July 26th at 7:00 PM. The link for registration will not be present and activated until that time. As a reminder, the website address is [www.metroneypca.org](http://www.metroneypca.org). The fee, will be \$55 per person and payment will be part of the registration process and go through Eventbrite so have your credit cards ready if you don't already have an Eventbrite account. Please note that the registration includes lunch and there will be no walk-ins accepted.

As you may have read in my last few articles for the Porsche Post, after nine wonderful years of service to the Club, Sue and I will be stepping down as chairs of the Trek Program.

(Continued on page 53)

eyeing. After taking it for a test drive I could not find very much wrong with it and bought it on the spot. After several hours of detailing, I even showed it at the Concours at the Vanderbilt Estate where it was well received, judged and admired. Although I have always been a 911 kind of guy, I have to say the Boxster handles superbly and is a whole lot of fun. It will certainly be great to have it in the garage next to the new 992 coupe. I didn't think I could be without a cabriolet for the summer.

The June 19th Trek sold out in about 2 hours and we now have a waiting list of about 15 people. If the following day wasn't Father's Day I would run it again so, unfortunately, that is not an option. I would even consider running it the following weekend but we are dog sitting for our Granddog so that is not an option either. So, now we just have to turn our focus to the next trek which will take



Stew Teichman wins 1st Place at Vanderbilt for his recently acquired Boxster



(Pack, continued from page 29)

The traditional technique [Method A] is to brake in a straight line to the speed you desire, then begin your steering towards the apex and apply throttle when you feel appropriate. OR, [Method B] you can brake later than at the traditional point and begin 'trailing' off the brakes as you begin turning. This keeps you on the edge of the friction circle, so you are getting the maximum grip at all times from the tires (See <https://virtualracingschool.com/academy/racing-career-guide/second-season/the-traction-circle/> for an explanation of the friction circle, which is called the 'traction circle' in the UK.) The key point to understand is that in the traditional Method A during the period that you are getting off the brakes and

then applying the steering -- the tires are not being utilized to their maximum advantage, so that you are going slower than you could be via Method B.

Jimmy Clark realized that even Method B could be

improved further: When you are braking, you create a weight transfer -- the front tires become heavier and the rears become lighter. This increases front grip and reduces it in the rear, which induces oversteer into the situation. That is what he meant when he said, "In this way I almost make a false apex because I get the power

on early and try to drift the car through the true apex and continue with this sliding until I am set up for the next bit of straight." When done properly this technique gives both a higher entry and exit speed than Methods A and B. Don't forget that he crafted this technique by himself in the era before there was any data or true methods of analysis. This is an illustration of why he was an Indy 500 winner and 2-time F1 champion whom many consider to be the best ever.

Happy Motoring! You can always contact me at [fhp911@gmail.com](mailto:fhp911@gmail.com)



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## Welcome to Porsche Larchmont

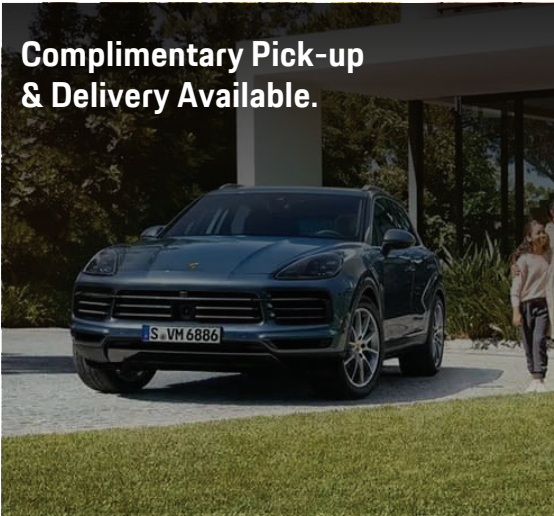
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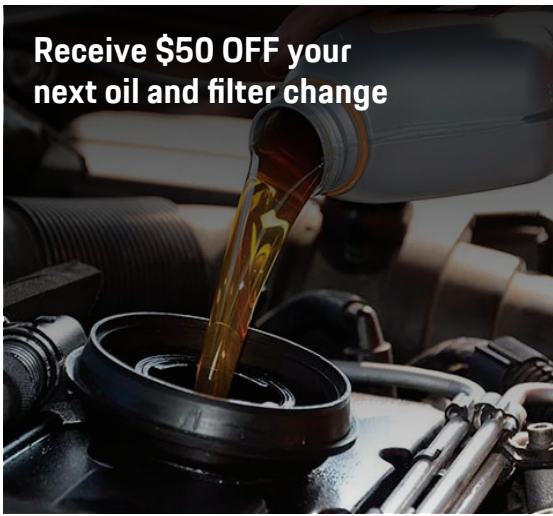
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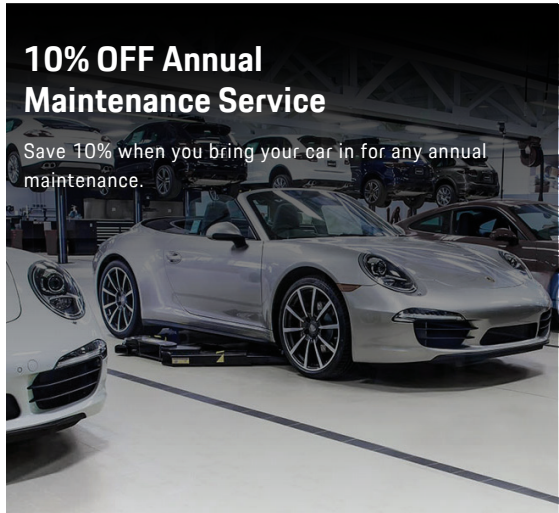
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# 2021 METRO NEW YORK DRIVER EDUCATION SCHEDULE

**March 25-26** (Thurs/Fri)

**NJMP Thunderbolt**

**June 2-3** (Wed/Thurs)

**Watkins Glen International**

SPONSORED BY M-CHANICS INC, MINEOLA, NY

**July 5-6** (Mon/Tues)

**NJMP Thunderbolt**

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

**Watkins Glen International**

SPONSORED BY FINISH LINE COLLISION, VALLEY STREAM, NY

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

**Lime Rock Park**

**October 1-2** (Fri/Sat)

**NJMP Lightning**

**November 5-6** (Fri/Sat)

**Summit Point (Main)**



Steve Divins

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Metro NY PCA DE Registrar

All registrations done through

[www.ClubRegistration.net](http://www.ClubRegistration.net)



# Driven for Speed

**BILL RUDTNER - CHIEF DE INSTRUCTOR**



After last month's Lime Rock nightmare I quickly went about searching out another SPB racecar. I wanted to race at Watkins Glen as well as finish out the 2021 season. Searching the usual sites turned up a few fused SPB classed cars for sale but only one that was worthy of purchasing. That was the car of Phil Gaspovic. I knew Phil's

car was competitive so within three days of the Lime Rock incident Phil's car was on its way to be mine. Once I had the car at our shop I called the vinyl guys and started to personalize Phil's car for me, making it my next SPB racecar.

Two weeks into the new SPB project my friend and fellow racer Steve Goldman called me. After some small talk Steve got to the point. "I'm out" he said. "What do you mean you're out?" I asked. Steve was done. Racing was no longer giving Steve what he needed. He told me he was selling all his stuff. The car, his spare package, all his wheels, everything concerning his SPB campaign. I knew the build of his SPB was one of the best so... with a few words and little thought I bought all his stuff. I decided to put Gaspovic's car on the side for now and make Steve's car my new SPB. We soon set out to prep my newest SPB car for the for Watkins Glen PCA club race.

Prepping all our client's cars for the Glen was another huge feat. We had 5 DE cars going and nine racecars. Some of the racers were also participating in the DE. I enlisted my ole buddy Dan Klemm from D&G to transport 5 of the cars. We hauled four of the cars. The owners of the other five cars brought their own racecars up to the Glen. We brought a ton of spare parts with us plus 20 sets of wheels and tires!

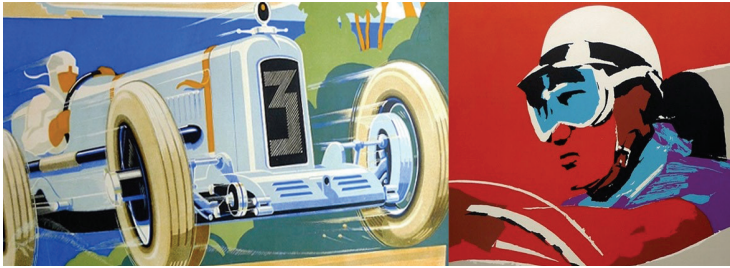
Once up at The Glen the weather could not have been better. The Metro Driver Education event was just fantastic. The exciting part about this particular event and one of the things most DE drivers like is that the PCA Club racecars usually come in on Wednesday afternoon to get

some track time on Thursday before the race weekend starts. They're always nice to watch run. Needless to say I think all had a really good time at the DE.

Our first race day started off on the wrong foot almost immediately. During the very first practice session on Friday, on the first lap while at speed on the back straight Tom Wienckowski's front hood opened and took out the windshield. As I went by I saw him at "The Bus Stop". I was so angry thinking it might have been one of my crewman's fault but, thankfully a little later we found out it was not. The front hood pin actually unscrewed from the inner body. Once in the garage the team got right to work removing the smashed windshield and prepping the car for the install of the new windshield. The new one was already on the way up from our shop. This was thanks to Linda Annicelli for opening up the shop and Tom's wife for transporting the new windshield up to The Glen. Just weeks before the race I needed a windshield for Jon Bednarsh's SPB. When I called the Porsche dealer to order a windshield I was told that there was only three in the country. Knowing this I purchased all three. Good thing I did.

The crew did a fabulous job as usual. Otis, Brian and I got the new windshield installed by nightfall. Paul and Otis replaced the transmission on Jeff Lanka's SPB. Sal replaced the front brake rotors on Marc Pensabene's SPB. During every session two to three crewmen are on "hot pit" for the drivers taking tire pressures and tire temperatures. Between all this mayhem, after every session (keep in mind there are three to four session a day) the crew also changed tires on each of the nine racecars. Come Saturday first thing in the morning Dan's car wouldn't start! Brian got to it right away. Turned out it was the crank angle sensor. It had gone bad (overnight). On Saturday my longtime friend Mike Stenko racing his F stock 2003 Boxster S under our banner joked with me. "I'm jealous my car isn't up on jack stands." During the very next session his car came in via flat strap from turn10. The right side axle had given out. "Mike you spoke too soon." I said. Sal was quick to install a new axle. Mike only missed one session. During the day Dan Diaz complained that he thought the clutch in his car might be starting to slip. I told Dan if he thinks the clutch is slipping and thought it would hold out we'd change it after the last session of the day.

(Continued on page 43)



# **Almost Labor Day Rally**

**Save the date.**

**Sunday August 15<sup>th</sup>, 2021**

**Join Metro for a fun drive on the North Fork of Long Island  
ending at Ospray Dominion Vineyard**

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

**Registration will be conducted through [ClubRegistration.net](https://clubregistration.net)**

**Registration: \$50.00 per car**

**A portion of your registration will be donated to Christopher's Voice**

**All participants will park in a dedicated area.  
Bring lunch for a relaxing picnic**

**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.**

**Registration opens July 1, 2021**

**<https://clubregistration.net/events/signUp.cfm/event/11638>**

**Registration closes August 8, 2021**

**NO REGISTRATION ON THE DAY OF THE EVENT**



(Rudtner, from page 41)

We knew his car had a slight oil leak at the rear main seal as well. We figured if we had to do a clutch might as well replace the seal too. Sal had previously commented that if he changed the gearbox in Jeff's car on Friday afternoon (which led into a late Friday night) he would have done the job much quicker. I went over to Sal. "Well Sal" I said. "You get to prove yourself now. We have to change the clutch on Dan's car." So Saturday after the last session Sal got to it. Sal was all finished with the clutch and the rear main seal by nightfall. The guys were out to dinner by 7:30 Saturday night.

There is no doubt that all the drivers had an absolute blast racing at The Glen this past June. Sure we had some

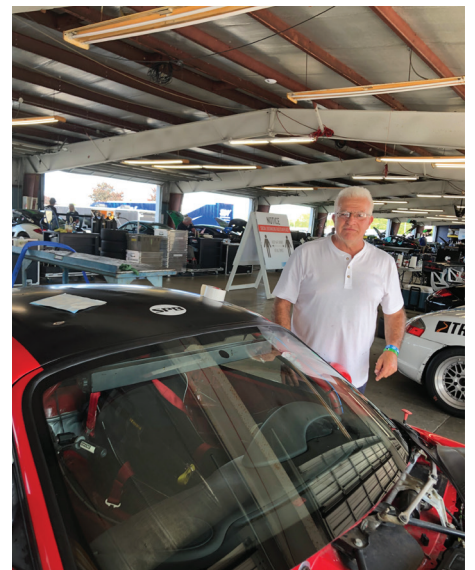
great racing but it's also very apparent that our crew plays a vital role in making sure we all have a blast. The crew keeps our race cars in track worthy shape and running all weekend. The crew guys worked extremely hard this past race weekend at The Glen. In reality they work hard every race weekend. Sometimes harder than usual and they seldom get a break. This column is really a dedication to our crew guys who really give it their all at every PCA club race event. A big thank you goes out to our crewmen at the past WGI race weekend. A huge thank you to: Brian McGrath, Salvador Orellana, Otis Holman, Nilsen (Tito) Turcios, and Paul Kane. All of these guys went above and beyond at this past club race. Thank you guys for helping us to always have such a great time.



Dan Diaz gets a new transmission



Brian and Otis remove the broken windshield



A new windshield made Tom Sr. a happy boy



Sal and Tito install a new clutch



Sal and Nilsen (Tito) take care of Paul Devany's SPB



Brian put Jeff's SPB on a crash diet

# Simulacra

## ADAM FOX - SIM/DE RACING COORDINATOR



### Change of Seasons

You will receive this issue of The Post in summer 2021. In the Metro NY PCA Sim Racing world the change of season is from 2 to 3. A hard-fought, nine-race series was decided at the Mid-Ohio finale. While Randy Teague won the final race, as he had three others, Adam Girling was ultimately crowned Season 2 champion

with 201 points to Randy's 197, both closely followed by Antonio "Tony" (Rocco) DaSilva on 188. Adam and Rocco each won two races during the season, and Karl Bocchieri showed a mastery of Spa to win there.

The points totals factor in a one-race drop, so the championship reflects the best eight of nine results for every driver. Adam Girling was also the RUF Class winner, GT3 Class Champion was Roy Reynolds, and Neil Erbesh won the GT4 Class. The championship results demonstrated the value of driving the powerful RUF RT12 Track car and the importance of driving safely. Points gained by accuracy and damage avoidance were at least as important as those through outright speed. Congratulations and thanks are due to Adam and to all of our Class winners, and indeed to all our participants. I hope we will have an even larger field for Season Three.

Starting on July 8th and continuing through September 16th, Season Three will consist of nine races: NJMP Thunderbolt, the Monza combined course, the Suzuka Grand Prix circuit, Watkins Glen, VIR, Lime Rock Park, Laguna Seca, and Spa-Francorchamps. DE/Practice sessions will be on Tuesdays and Practice/Race sessions on Thursdays, both at 8PM. We will probably be using the Porsche 991 RSR as our only car, but there is currently some discussion of using the newly introduced 991 GT3R instead. As befits a summer season, everything will be casual and somewhat relaxed, with the championship decided by everyone's best six of nine results. My hope is that with the world opening back up, people will travel and go to the real track as well as enjoying sim racing with Metro NY PCA through the summer.

### Car News

iRacing has finally introduced the 991 GT3R – more properly styled the 911R GT3 – a marvelous addition to the sim. The RSR has heretofore been the Porsche of choice for most sim racers: wickedly fast, pleasingly planted, near the cutting edge of Weissach racing technology, it is pretty much instantly accessible and fun, while still challenging. The 919 is, of course, faster and has even greater aero and higher limits. It is also considerably more difficult to drive well and requires an almost superhuman degree of track awareness since outward vision is limited to say the least. Few of us can emulate Kevin Estre; the 919 makes this clear while the RSR disguises it. The Porsche GT3 Cup Car is widely seen as the most difficult racing car to drive well in sim, in part because it lacks much downforce and offers little setup adjustment or driver aids. The challenge is its own reward, but it can be off-putting even for those with some skill. The Porsche 718 GT4 ClubSport MR, meanwhile, has not been well executed in iRacing. Having shared the track with the car and its predecessor in real life, I know it is not inherently the understeering and ponderous vehicle the sim would have one believe. It can be great fun in the virtual world, and it is a superb car with which to learn and race others in a spec series, but it isn't the most outright fun. The representation of the RUF RT12 in sim is simply astonishing, but its power overwhelms the chassis and sometimes the driver. What I enjoy most are the two RUF variants that allow full manual gear changes using a clutch and stick-shifter.

I believe the GT3R moves the sim on for many Porscheophiles. I am, admittedly, biased. This car is the one that feels most like the one I drive on track. It feels considerably more real to me than either the RSR or GT3 Cup, but I have never driven either of those in real life.... not that I have driven a real GT3R! It feels rear-engined, unlike the RSR, and has a full slate of setup adjustments and real aero, like the RSR. It is the first Porsche in the sim that truly brakes the way I am used to a Porsche braking into Turn 1 at Watkins Glen. It turns in just the same as well, and shoots through the Esses and the Carousel similarly. I can hardly wait to spend some real time driving it more this summer. My favorite cars to drive in the sim have not been Porsches. I enjoy the Porsches.

*(Continued on page 46)*



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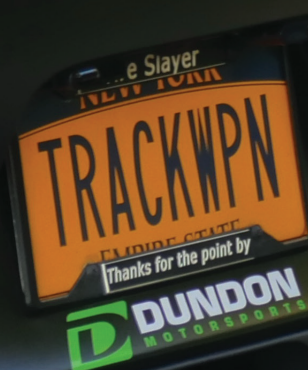


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**GT3RS**





(Sim/DE Racing, Continued from page 44)

I love the Nissan GTP ZX Turbo in which Geoff Brabham annihilated the competition in the late 1980s. I relish time spent in Jim Clarke's Lotus 49. I marvel at the Lotus 79 and what it allows at so many tracks I have never driven in real life. Finally I have a sim Porsche to truly love: the GT3R. I will bet that by the end of June it will be my favorite iRacing car of all.

#### Track Prep

Beginning on Memorial Day I was fortunate enough to spend four straight days running Watkins Glen. This is the sixth year in a row that I've driven the track, which is on balance my wife's and my favorite. This year was the first time I ran there with a different region, and excellent experience but one about which I was a little nervous simply because I am so used to tracking with Metro, and also because it usually takes me a little while to reacclimate to The Glen after time away.

Curiously, I required no such time on this occasion, I only

needed to let my tires and brakes warm up. Eventually, I realized this was probably because of time spent at WGI in sim over the winter. My degree of immediate comfort was fantastic, and so too was a degree of track awareness probably higher than in previous returns to the track.

More impressively, one of my Metro NY Sim Racing teammates noted: "It was a fantastic couple of days at The Glen. First time at that track for me. And it is indeed just like the Sim - with some extra g-forces. Actually astonishing how familiar the real track felt...As a student, having practiced the driving line in iRacing made a huge difference going in to the track - [I] could start dialing in braking points, turn-in speeds, etc, for my real life car straight away. I would guess iRacing advanced me at least a day, if not more, of what I would have to otherwise have learned in real track time." Please join us in sim. Contact me at [metronypcasimracing@gmail.com](mailto:metronypcasimracing@gmail.com) to get started.



New Porsche GT3R in Metro NY PCA Livery



Rear of GT3R in Metro NY PCA Livery .png



New GT3R at VIR Oak Tree Corner



Front of Porsche GT3R in Metro NY PCA Livery



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# ***Treffen at The American Club***

## ***Touring the Autumn Colors of Wisconsin***



Autumn in Wisconsin is all about the color and getting out to see it. Wisconsin comes alive in the Fall with gorgeous vistas of colorful foliage, lakes, rivers, and waterfalls. Take in Mother Nature's show as you cruise the beautiful ribbons of asphalt leading through these scenic wonders. Join us in October 2021 as we explore America's Dairyland.

When it's time to take a break from the beautiful landscape surroundings, our host hotel, the historic American Club,

will rise to meet all your needs. Set in the quaint village of Kohler, Wisconsin, just 55 miles north of Milwaukee, this five-star, five-diamond hotel has stood as an icon of gracious hospitality for 100 years. The American Club offers elegant accommodations and unparalleled service in a place that is quintessentially American while seeming a world away. Experience the beauty and the elegance of our 2021 Fall Treffen. See you in Wisconsin!



Dates:	October 13-17, 2021
Venue:	The American Club 419 Highland Dr, Kohler, WI 53044
Website:	<a href="http://treffen.pca.org">treffen.pca.org</a>
Registration:	Opens August 4, 2021 @ 3:00 PM (EDT)





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# Welcome New Members

## JEFF LANKA - MEMBERSHIP CHAIR

---

### MAY

Douglas Kaden 5/17/21  
transferred from Golden Gate  
Manhattan  
2000 Boxster S

Frederick Graziano 5/16/21  
Staten Island  
2001 Boxster

Brian Brazeau 5/15/21  
Saint James  
1975 914 2.0

Michelle Congo 5/14/21  
Brooklyn  
1980 911 SC Targa

William Ford 5/18/21  
Amityville  
2003 911 Carrera

John Sbaglia 5/19/21  
Mill Neck  
2018 718 Boxster

Leslie Berkowitz 5/20/21  
White Plains  
2020 Macan GTS

Robert Gordon 5/22/21  
Brooklyn  
2021 911 Carrera 4S

Xiao Zhou 5/25/21  
Westbury  
2004 Cayenne

Paul Kabata 5/25/21  
Brooklyn  
1986 944

David Jasinski 5/25/21  
Brooklyn  
2009 Cayman S

James Bastian 5/26/21  
Oyster Bay  
1999 911 Carrera Cabriolet

Ian Carmany 5/29/21  
Scarborough  
2019 Cayenne

Bruce Drummond 5/30/21  
Centereach  
2016 Cayenne GTS

Frank Giambrone 5/31/21  
Bay Shore  
2016 Macan Turbo

### JUNE

Edward Wong 6/1/21  
Flushing  
2017 Macan GTS

Robin Spiegelman 6/1/21  
Queens Village  
1988 911 Carrera Targa

Peter Juliano 6/1/21  
Long Island City  
2014 Boxster S

Anthony Devincenzo 6/1/21  
Bellport  
2019 911 Carrera Cabriolet

Michael Santori 6/2/21  
Nesconset  
2016 Cayman S

John Guerri 6/2/21  
Sea Cliff  
2013 Boxster

Stephen Blot 6/6/21  
Hawthorne  
2005 Boxster

Alan Levi 6/8/21  
Brooklyn  
2021 Taycan 4S

Alon Basel 6/8/21  
Brooklyn  
2020 Macan S

Antonella Bertello 6/9/21  
East Hampton  
2019 Cayenne S

Oren Hakim 6/10/21  
Great Neck  
2019 911 GT3 RS

Paul Zacher 6/10/21  
Northport  
2021 911 Carrera S

Steven Geiger 6/11/21  
Sound Beach  
1993 928 GTS

John Barbieri 6/11/21  
Massapequa  
2014 Cayman S



# Welcome New Members, Continued



Ian Carmany 2019 Cayenne



Kevin Taxin 2021 911 Targa 4



Enrique Mateos 2009 911 Carrera 4S



Oren Hakim 2019 911 GT3 RS



John Sbaglia 2018 718 Boxster

Metro welcomes our  
new members to the  
Club!

# First Rally Experience

JACK MINOT - GUEST CONTRIBUTOR

PCA is about using your car, having fun and best of all meeting others with your passion, "... it is about the people." Before I tell you my tale, I would like to thank all of the people who put together the 2021 Rally and Concours, Susan and Jeff Goldberg. Paul Celentano, and I know Dan Fishkind was involved and all those who help and stay in the shadows.

I signed up for the Rally and Concours with my newly painted 911, which has been a work in progress since 2007. It is a backdated short stroke 3.2-liter carbureted 1979 911SC which I have been auto crossing since 2011. Finally in April 2021 my vision was completed and I thought showing it in the concours would be fun. I polished the wheels and washed the car. As we sat in the parking lot waiting for the start of the rally, I noticed my tires still had polish residue on them, there goes the concours score. This was the second rally my wife and I had attended in our 911. We registered and obtained our instructions at the Park and Ride. We reviewed the instructions and thought it wasn't going to be as hard as we thought. The car next to us, a 911 4S car #38, answered some questions we had and explained they were novices too; it was the blind leading the blind. They were scheduled to leave at 9:38, but they left before 9:10. My wife told me since others were going early, we should too. I wanted to do it the right way and leave at the time I was instructed 9:22.... we left at 9:14.

It is always good to get out into the countryside and sometimes you forget that there are a lot of rural areas left on Long Island. The directions seemed to be simple and we were getting cocky. Twice we went off the planned route, but I quickly realized if a Porsche was not behind me, we took a wrong turn. Thanks a lot guys for not sounding the horn to let us know we went off route. I assume all is fair in love and rallying! My wife and I were having such a great time and thought we were doing great; heck maybe we could win something!

We were about 1 3/4 hours into the rally and had just answered question 47 (out of 50) we were close to the end, and Pindar! Driving with farmland on both sides we arrived on Oregon Road sharing it with farm trucks and bicyclists. Enjoying ourselves traveling at 25 – 30 MPH we were in a good place. A farm truck was pulling out to pass a group of bicyclists and I pulled over to let the farm truck pass and the car stalled. I tried to re-starting, the fuel pump was running, but the engine wouldn't catch. The problem seemed to be a loss of spark. This is

when the PCA statement "it is about the People" comes true! A number of Rally cars passes by and asked if we needed assistance. I am not sure who pulled over first, but I believe it was David Purnhagen in his 912 who kept apologizing he couldn't turn off his car because it wouldn't re-start due to vapor lock. Then came Tyler Deluca in his 914 who helped me push my car off the main road. Then behind my car came a Boxster with Bill Graf and his wife Sue. Bill immediately took responsibility for me; it was as if I was his brother. Rich Mooers in his 911 stopped, a real mechanic in the mists of us amateur mechanics, confirmed the diagnosis, "No Spark". The car had to be towed and Bill recommended an import repair facility that was less than 3 miles from our breakdown location. He took my phone number, gave me his, and asked that we keep him apprised of our situation. Since there was nothing else to do, everyone, but my wife and I, continued on the rally.

We called AAA and gave them our location. The operator asked what the house number was where we were stopped. We responded that we were in the middle of farmland. She said that a tow truck would be there within 75 minutes and that because of COVID we couldn't travel with the tow truck driver. As we sat there waiting for a tow, all of the Rally participants who passed stopped and asked if they could help. It is about the people! Not wanting to be left behind on the side of the road once the car was towed, we tried to find a car rental website on our phones, but our phones couldn't connect for a search. We called Bill and asked him if he could find a car rental location for us, he said he would get back to us. He called back and said that there was a winery a little way down the road, past Cox Lane, and that he and Susan would leave the Concours after the car had been towed, and pick us up there. He offered us his family car, since we were having no luck finding a rental. My wife and I realized we had to abstain at the Lieb winery if we were going to accept Bill's offer! The tow truck finally arrived and the first thing the driver said was that he had made space for both my wife and I in his cab. He loaded my car on to his flatbed and said he knew the facility that Bill had recommended. It was only a 15 minutes' drive and we arrived at the import facility on Middle Road shortly after pick up.

Lucky for us, the tow truck driver didn't want to leave us stranded and chauffeured us to Pindar. Not the mode of transportation I ever believed I would finish the rally in.



I think Bill was a bit relieved that he didn't have to come get us, because he felt he was going to win a Rally award and they hadn't done the presentation yet. Both Bill and Tyler came up to meet us and were glad to see we were in good shape. I started to ask around to see if my wife and I could get a ride home. In a mix of 2-seater Boxsters and Caymans, we weren't feeling lucky and I was not sure if we could fit in the back of a 911. Thankfully Dan sent us in the direction of Concours Chair Paul Celentano, who had to bring all the awards, had his Jaguar S-Type R. We tracked down Paul and he confirmed that he could give us a ride home, since he lived a few towns away from us. I went and found Bill and thanked him for all that he had done for us and let him know that we had a ride home. It then dawned on my wife and I that we could partake in the fruit of the Pindar winery since we didn't have to drive home; the day was looking up for us. Paul kept apologizing that since he was the Concours Chair he had to be the last to leave and we would have to wait until then. With a winery as our waiting place, it was a no brainer. My wife loved the Pindar 2019 blend (white) and I loved the Cabernet Sauvignon. Paul had us home by 5:30pm and my wife and I felt, despite the car breaking down, that we had had a very enjoyable day with our PCA friends!

Oh, and we didn't do well on answering the Rally questions. Seeing the entrance to the Boy Scout Camp is not equal to camp site. I think we may be better prepared for next year's rally, but regardless I know there will be "fun" involved! Bottom line... My wife and I had a great time at the rally and I have no qualms on attending the next rally if not as a real competitor, then as spectators enjoying the countryside, and the companionship of the Porsche owners who are there to assist if you are in trouble.

The BAD! I called the import mechanic on Monday and explained that the car had lost spark and wouldn't start while on a PCA Rally. I was told that they didn't have me in their system and I explained that their customer Bill Graf had recommended them. Unfortunately, I received a call back on Tuesday and was told that the mechanic refused to look at my car since it wasn't stock and was a modified "Rally Car." I now had to arrange for a tow back to Merrick. \$500 later the car arrived at Bill Rudtner's shop. Bill, a good friend, determined that my MSD unit had failed. Replacement of the unit has the car back on the road. Thanks Bill and crew!



(Teichman, continued from page 36)

We have enjoyed it immensely but it is time to turn the reins over to our successor. Bill Riehl will be stepping into this position and we will be working closely with him to make sure that the transition goes smoothly and that he will be fully capable of continuing the program which we have worked for so long at as a labor of love. Bill is very enthusiastic about assuming the role and Sue and I are

quite confident that he will provide a quality experience moving forward.

Keep checking the website for any updates and as the weather for driving is now upon us, any chance you get, get out there and keep on trekkin'.



Metro Trek participants line up in New Rochelle, NY and prepare for departure. Notice the wide variation in cars, from aircooled coupes, to cabriolets and a couple of Turbos.

(Fishkind, Continued from page 10)

Dan F dominated P6 with a time of 63.928 seconds and Josh K took the win in P8 with a time of 74.337 seconds. Ioannis K drove the course in 61.458 second which was good enough for the win in I03 as well as fastest time of the day. Congratulations!!!

Twelve driver X1 found Heidi K in first place with a time of 62.130 seconds to beat out Graham M who drove the course to a second-place finish in 62.605 seconds. Rich W came in a close third with a time of 63.404 seconds. X2, also with twelve drivers, was dominated by Paul B who drove the course in 61.844 seconds. Anthony D took the second-place spot with a time of 62.182 seconds and Ron F drove the course in 62.498 seconds for the third-place spot. Erwin H took the win in twenty-one driver X3 with a time of 61.473 seconds. Anthony H took second place with a time

of 61.709 seconds and Brendan B came in third with a time of 67.889 seconds.

Great job, all! If you haven't had enough, the next autocross will be on July 11 at the Nassau Coliseum. I have placed the order for good weather, and the course will be awesome. Don't forget to register on [clubregistration.net](http://clubregistration.net). After that, we will be headed to the Zone 1 Autocross on September 11th and 12th in Ayer, Massachusetts. This is an event that shouldn't be missed. Two days of high-speed autocrossing at Ft. Devens, a decommissioned air force base. The runways and taxiways are used, and there will be a different course each day. It's a great social event as well. We will have the team challenge once again as well as the Saturday night BBQ. Please see the flyer in this issue of the Porsche Post for details. Hope to see you all there.



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September 11<sup>th</sup>– 12<sup>th</sup>, 2021 Moore Airfield, Ft. Devens Ayer, MA

## **This year's event**

*The Zone 1 Autocross is a two-day event. There will be a different course each day. PCA's Parade Competition Rules (PCR's) for Medium Sized Regions are used for classifying cars. Entrants must compete both days in order to trophy. There will be a team Challenge for all PCA Regions. Registration opens 8:00 a.m. sharp, first car off approximately 9:15 a.m. both days. All participants must be current PCA members. Porsche cars only.*

## **How much it costs**

*\$75/person early registration on or before 8/31/21  
\$95/person after 8/31/21.  
Registration fees are for one or two days.  
Online registration via [clubregistration.net](http://clubregistration.net) only.  
No on-site registration the day of the event.  
Registration will open 7/1/21 and close 9/3/21.*

## **Where to stay**

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You must book by 8/13/21 for group rate*

## **Who to talk to**

*Zone 1 Autocross Chair: Dan Fishkind  
[zone1axchair@gmail.com](mailto:zone1axchair@gmail.com) or (631)748-2727  
Zone 1 Autocross Registrar: Graham Mingst  
[z1registrar@gmail.com](mailto:z1registrar@gmail.com) or (516) 939-2287*

*Links to the PCR's will be posted on the zone 1 website - <http://zone1.pca.org>*



# North Region Update

ED REINER - NORTH AREA DIRECTOR



Urban legend attributes the phrase “Go West, Young Man” to Horace Greeley. In the mid-1800’s, he published the New York Tribune from his farm in Chappaqua, NY, right here in Westchester County. These words are not lost on Porsche owners who seem to have found excitement and driving challenges in the roads across the

Hudson in Rockland and Orange Counties, particularly Bear Mountain, Harriman State Park and nearby points west. Some of these roads offer a driving experience on par with Tail of the Dragon. I am calling some of these state park roads “Tail of the Bear” because there are black bears roaming around here (see photo below from my neighborhood in Northern Westchester) but it is an experience that requires some keen driving skill. If you haven’t had the chance to drive the roads in and around upper Rockland and lower Orange County, you are seriously missing out.

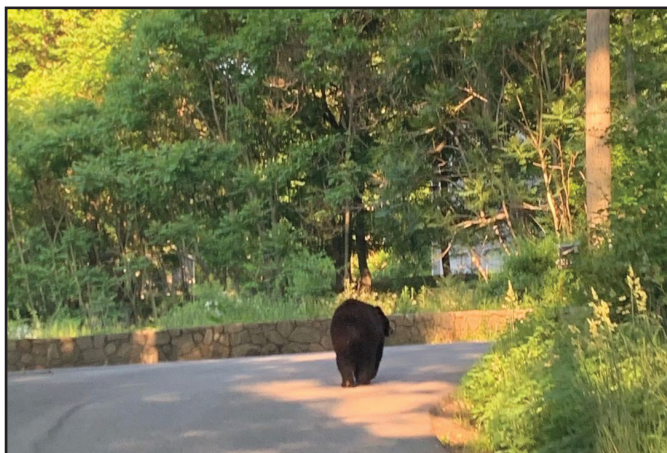
As for the north region of Metro, Hayfields always brings out the exotics on the first Sunday of the month. Similarly, Zumbach’s Coffee in New Canaan is a popular destination for Porsche owners driving over from New York, just a hop over the border. The Sunday Chappaqua Cars and Coffee at the Metro North Train Station (Bobo’s) is always a nice

event and a short jump off of the Saw Mill River Parkway (with a statue of Horace Greeley across the tracks). I am noticing more County Police sitting at the Roaring Brook Road intersection of the Saw Mill, as this can be a popular “straight-away” that looks like the Mulsane Straight at Le Mans. Be on alert.

We are going to have a couple of “Where’s Metro Wednesday?” meet ups this summer. This will be announced on our Facebook page and Metro website when dates are confirmed. Pizza, tacos (great idea, Mitch Hackett) and burgers are on the menu this summer.

I am headed out to French Lick, Indiana for the annual Porsche Parade on Saturday, July 10th. If you are planning to attend (whether you drive or fly), please let me know since there are Zone meetups scheduled and it would be great to coordinate. If you’re just curious, I will take photos and post them in the August issue.

I continue to look for fun destinations and a great drive for us to experience. Lately, I have been driving up to Ridgefield, CT via both Rt. 684 to Rt. 84 (Exit 3 on RT 84) or RT 7 and through the backgrounds. I also visit the Village of Katonah (the top end of the Saw Mill River Parkway) for pizza and I love the fact that there are no lights, stop signs and has insignificant traffic. What is in Katonah? Well, Caramoor, Ralph Lauren’s weekend home (I see him driving his Ferrari around town), Martha Stewart, and the John Jay Homestead with its Saturday’s farmer’s market. This is a popular destination and a terrific day trip.



Large black bear roaming the street



My ‘86 Carrera is prepped for the Pindar concours



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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. Arctic 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 Arctic 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 (06-21)

## PARTS FOR SALE

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 (06-21)

FOR SALE: 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 a 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 (06-21)

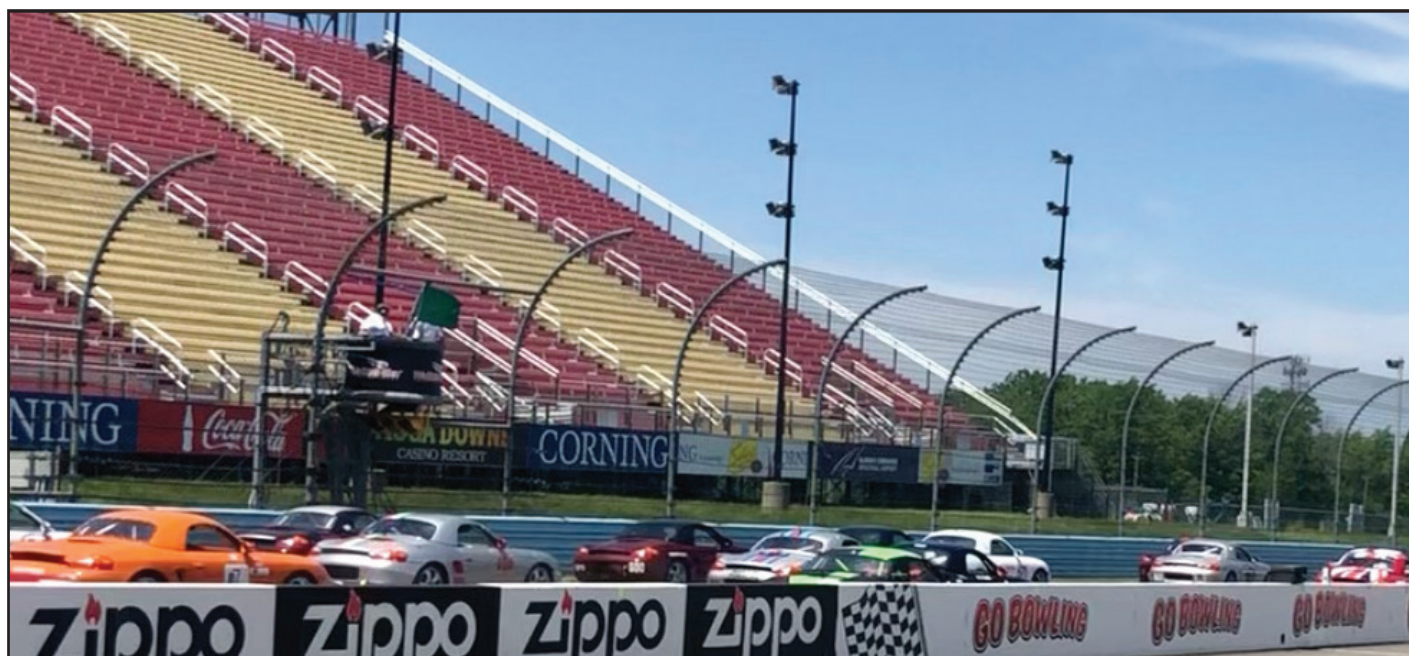
FOR SALE: OEM Mufflers with tips from 1999 911/996. The car had 37k miles when these were removed for aftermarket mufflers. They are in great shape. The right one started to develop the trademark rattle when cold which went away when warm. They include the OEM tips. Pics available upon request. These sell for \$400 each and up with tips. Local pickup and the pair can be had for \$300 OBO. adamrosenfeld@optonline.net (06-21)

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 (06-21)

FOR SALE: All weather floor mats (lightly used) for current generation JAGUAR F-PACE \$100.00 obo Please call 914-629-0077 or email me at david.stern@metrovac.com (06-21)

(continued on page 59)





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(Brief, Classifieds from page 58)

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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 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)

FOR SALE: 5 spoke Cup Wheel rim (rear) off 1996 Porsche 911/993. Should fit all 911/993 models. 9" x 17" silver finish. Very good condition. Pics available. Best offer. Will deliver locally. Call Don (631) 608~0080 (06-21)



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# Member Anniversaries

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Hugh Babowal  
Adam Beckerman  
Roland Brandl  
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Joshua Gish  
Frank Lamia  
David Lucido  
Karl Ruhry  
Jordan Slutsky

## 10 YEARS

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Richard Lambert  
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## 15 YEARS

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Bonnie Massetti  
Tony Massetti  
Frank Spadafino  
Nicholas Wise

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Coral Fernandes

## 30 YEARS

Ernie Feleppa

## 35 YEARS

Lawrence Kaplan  
Matthew Mirones  
Thomas Rendano

## 45 YEARS

**D. Donald Coburn\***  
Michael Tashjian  
**Mark Tashjian\***

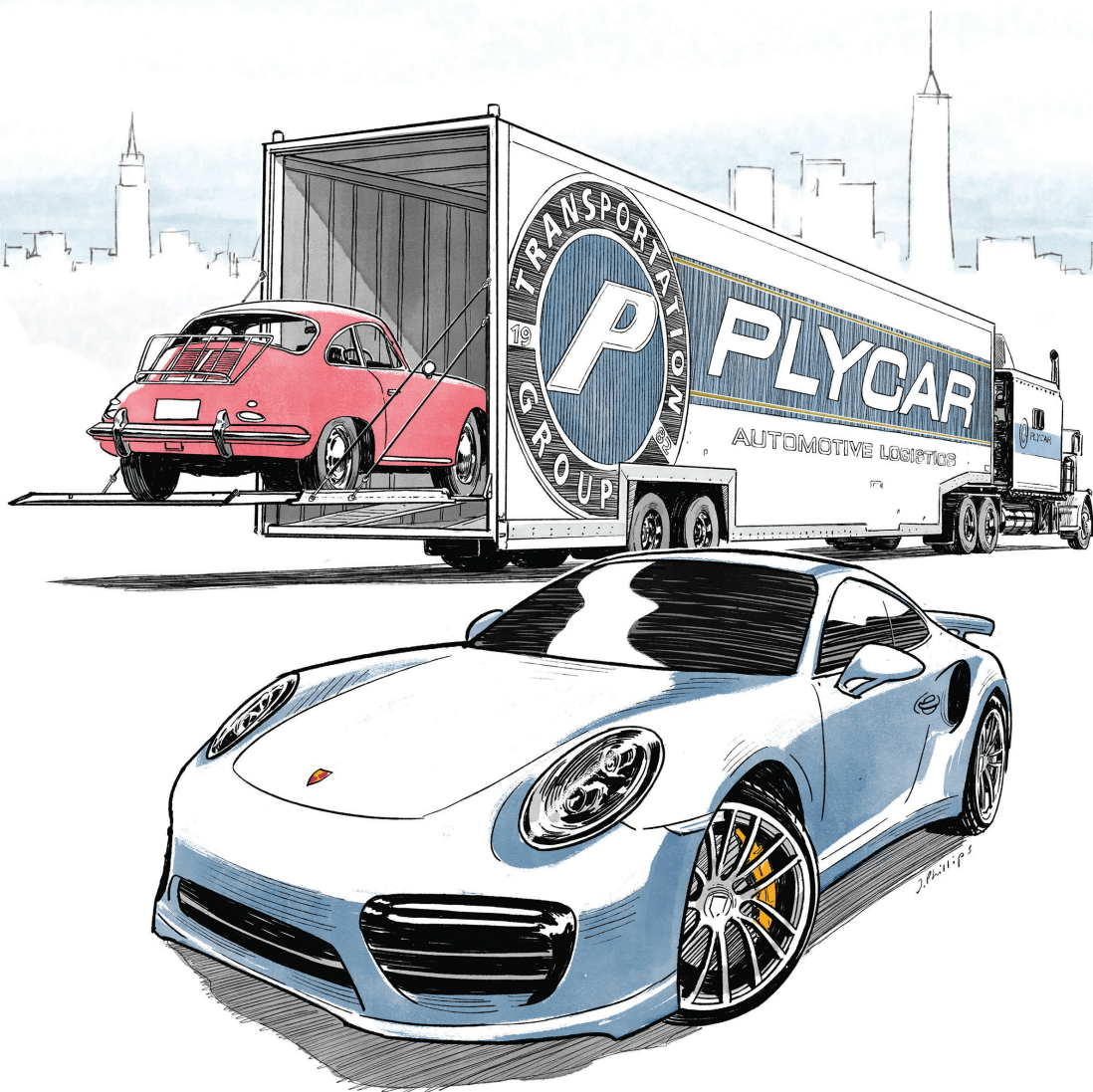
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