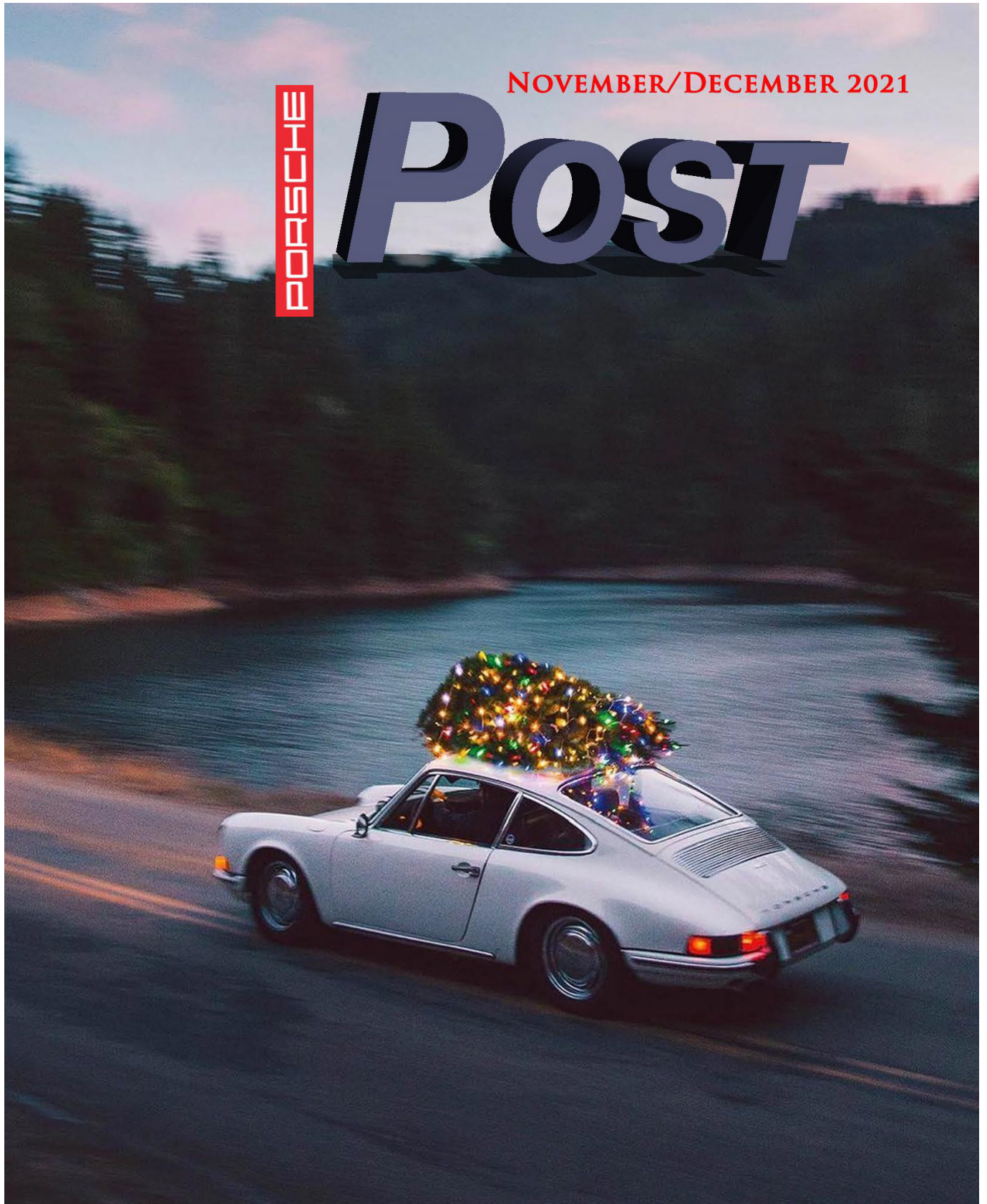




PORSCHE

NOVEMBER/DECEMBER 2021

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PORSCHE POST

November/December 2021, Volume 68, Issue 11/12

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COVER

Season's Greetings from Metro NY PCA.

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Send Change of Address to:

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

The Porsche Post will not be forwarded!



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Any item in red is new or updated information

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2021 Metro New York Region CALENDAR OF EVENTS



November 5-6 DE - Summit Point (Main)
7 Autocross -Tobay
Election Meeting - Tobay
9:00 to 9:15 am

December 5 Holiday Party, Larkfield Inn,
Northport

Please register early for your favorite events.

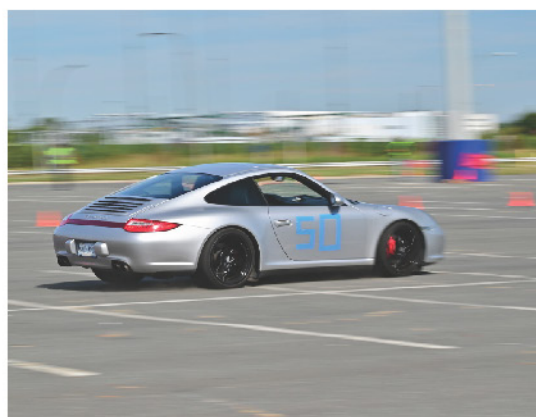
Many event registration forms can also be found on the Metro NY Website (metronypca.org).

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.



A Porsche filled day at the PCA Boardwalk Renuin in Ocean City, New Jersey on October 17th.



Autocross at Tobay Beach in October.

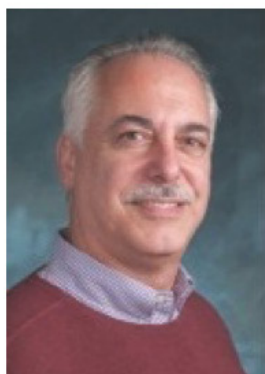
Calendar is updated regularly. Please check the Metro NY PCA website for updates and additions.

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



From the Editor

ED REINER



We are regrettably coming down to the end of the driving season. There is a noticeable chill in the air and we are back to wearing jackets and long pants. Metro may wind down for the season, but this is where the planning for next year starts up. We had a successful cars and coffee event at Old Westbury Gardens and at Croton Auto Park in September, highlighting a season wrap up that was

well attended by north region members. We also had a well-attended trek in September and AX still rages on, well into November, so we continue to encourage members to come out. We still have one more DE scheduled in November before we take a break for the winter. This is when we wish we lived in warmer climates and could drive all year-round.

To wrap up the season, the Metro Holiday Party is around the corner (a flyer is included in this issue) so please do not hesitate and sign up as soon as possible. This is always a great event and has a great turnout, so don't miss out! Other fall and winter events are included in this issue, so look for activities that interest you. One of the fall events I attended was the PCA Zone 1 and Zone 2

Boardwalk Reunion in Ocean City, New Jersey. Porsche owners from the northeast came to the Atlantic City area for one last fling before we put the cars away for the season. People traveled hundreds of miles to attend this event which was a Boardwalk Cars and Coffee for both Zones, with cars organized by generation and vintage. For the true Pcar enthusiast, this was a great event. Pictures are included in this issue.

This issue of the Post includes some interesting reflections from our "chairs" about 2021 and plans for 2022. With some restrictions, Metro made a very nice comeback from the Covid guidelines of 2020 and we have seen a nice increase in our membership. We expect things to improve further in 2022 with more events. The calendar will start to appear on the website and in the Post early next year. If you have any ideas or recommendations for activities, please send an email to our President, Bill Rudtner. Additionally, please send a note to a chair or board member with some thoughts on activities or events you would like to get involved in.

One of the things I am noticing is a growing appreciation for unique aircooled cars. The longhood 911s and even the 914's seem to be resurging in value, restoration and collectability. These cars are fan favorites at car shows and concours, with people getting up close and personal when they see a good one. We are lucky in Metro to have members with such a diverse collection of cars. If you feel that you want to showcase your car, please send

The Porsche Post is digital! Please visit metronypca.org to download the current and past editions of the Post!



Please send your stories along with high resolution photos to metroposteditor@gmail.com by the first of each month.

photos and captions and we can help you show it off here in the Post.

This issue continues to expand our photography of our events but we also appreciate member contributed content. If you find yourself in your car at an interesting location, send a photo to me with a blurb or caption, and we can certainly use it in the publication. We want you all to feel connected to the other members.

As we wind down our driving season, please keep in mind the advice for winter storage and winter driving. My own experience in my '86 Carrera, losing grip on curvy roads due to ice on the road when it was 30 degrees outside (totally unexpected) is not something you want to experi-

ence without PASM or on summer tires. Be smart and safe. I am seeing countless deer, loose dogs, cats, raccoons and even a wayward bobcat up here in Westchester, and traction is critical to avoiding a big problem.

One of my objectives is to have the Post bring new members out to our events, be they cars and coffee, Auto-cross, Concours, DE or even our Treks. We hope the community we are building here connects you to your fellow members through our cars. There is a lot going on here and we want everyone to jump in.

We hope to see you see you at the Holiday Party.



Porsche cars line up to queue onto the Boardwalk in Ocean City, New Jersey for the PCA Zone 1 and 2 event on October 17th. Photo by Sue Teichman.

Stay up-to-date and informed about Metro events through emails.

PCA needs your email address in order to enable our President, Bill Rudtner, to send out his email blasts, which announce changes, updates or new events. All members can log on to pca.org quite easily. Also, our Membership Chair, Jeff Lanka can be reached at: metronymember@gmail.com if you would like to reach out directly.

President's Page

BILL RUDTNER - PRESIDENT



I can't believe the season has just about ended. Our "Calendar of Events" page has very few events remaining. I can say that it has been one heck of a year. Over this past year there have been so many events for our members to participate in. But wait...we're not quite finished yet. We have another Autocross scheduled for the 7th of November. We also have one more Driver Education event scheduled for

the first Friday and Saturday in November. East Region Director, Mitch Hackett, has a few more events planned for us as well. The first one is a "Wing Night" at the Main Event in Farmingdale. We're hoping for a strong turnout of members and friends. Come on out and chat up your Porsche among friends. Also, Mitch has planned for us a tour of the Wetansson Museum collection in Southampton. From there we'll be going to Townline Barbecue where my lifelong friend Bill Valentine will serve up the ribs and more. Events like these are a really great way to drive your Porsche to a destination, meet new friends with a similar interest and get a bargain on some really good tasting finger food. Be sure to read the East Region update by Mitch in this issue.

I am absolutely amazed with all of our club Chairs and Coordinators. The amount of time, work and effort that go into each and every event is just mind boggling. It doesn't matter the event. The spectator or participant witness a flawless, smooth running event. Most never see or do they realize what it takes to orchestrate the event. Think about this for just a second or two. As an example take an Autocross. The course has to be laid out. The timing equipment needs to be transported and set up. Permits have to be received. There are safety issues to be concerned with as well as contracting with the EMT service and more. Take Trek. It takes more time than one imagines to set up the ride course. There's planning the lunch or perhaps an overnight. Contracting and securing the food vendor. There are also the required insurances to secure for each and every driving event. I personally never knew the time and work it takes to do a Trek. How about our Concours? First there's the location which needs to be secured. Then you have the trophies and personnel which are all volunteers of course. Then the question gets raised. Are

there enough participants to actually hold the Concours? Our Advertising Chair is always out drumming up new business to keep our region afloat. Our Driver Education program is another well oiled machine. Then we have Rally. Now that's another event that takes quite a lot of work. Our editor puts in a huge amount of time getting the Post together each and every month. It's just never ending but it all comes together flawlessly, month after month, event after event. I can name all the names but it's all due to all the people listed on page four of the Post. These people get all the credit.

Coming up very soon is our Holiday Party. This is always such a nice event with good music, good food and fantastic people. Check your calendar and try to make it. I would really love to see everyone attend. Wouldn't that be great? Hopefully all my personal friends will attend (hint).

Covid-19 and its variants really threw us for a loop last season and at the beginning of this season. We as a club did what we could to give our members as many events as we could as we followed all the Covid-19 guidelines. With life returning to quasi normality we are planning a members/new members meeting in the early part of 2022. Hopefully 2022 will see more of us out there participating in all our club offers. Try a Trek or a DE or an Autocross. Come to a "Where's Metro Wednesday". Meet your fellow Porsche Club of NY Metro members. Get involved. Bring a friend.

Here's wishing you, from our Porsche family to yours, a very healthy and Happy Holiday Season.





The Official Ted Ohland
SNOWFLAKE 66!
"The Driver's Rally"
(Accept No Substitutes)
February 6, 2022 Snow or Shine!



Starting at the **HAUPPAUGE PALACE DINER** 525 Smithtown Bypass Hauppauge NY 11788
Instruction Packet Distribution opens at 9:00AM

The Snowflake Rally is a TSD (time speed distance) rally. What is that you ask? Simply, like any other automotive driving event, you are given turn by turn instructions directing you from a starting point to a finish point. Unlike Gimmick Rallies which ask you to answer questions as you drive, on the Snowflake Rally you are given speeds to travel and the time you are to execute each instruction. We know when you are supposed to pass at any point along the route. The more accurate you are at maintaining the speeds the better you will do when we time you at unannounced places.

You may also follow the course as a Tour enjoying the drive without worrying about maintaining the speed

Registration 9 AM

OPEN TO ALL

First Car off at 10:01 AM

Registration FEE (per car): Rally only \$45

To Register please go to our website: metronypca.org OR

<https://clubregistration.net/events/signUp.cfm/event/11885>

Online registration only.

Registration Opens: December 26, 2021

Registration Closes: January 31, 2022 (Last day for refunds)

TROPHIES:

1-5 Expert

1-10 Touring

Finish location to be announced

Skid reMarks

DAN FISHKIND - AUTOCROSS CHAIRMAN



So, as I write this it's two days before the 2021 Metro NY PCA Autocross Runoff. At this event, the top ten drivers from the season, as determined by earning points all season, compete against each other, driving the same car, for the title of "Autocrosser of the Year." This is always a great event because the competition is so fierce. Why does everyone in the runoff drive the same car you ask? Driving the same car evens the playing field which helps the true top driver emerge victorious.

This year the format for the runoff is different than in previous years and is being held by itself instead of combined with a regular event. All ten drivers will take turns driving the same car and obviously trying to drive the course faster than the other participants. Rich Wayne will be designing the course and the runoff participants will arrive after the course has been laid out. They will have the opportunity to walk the course a few times which enables them to choose their best line and strategize, and then the competition will commence.

By the time you read this article the runoff will be in the history books. You will find out who won in the next issue of the Porsche Post. Now I would like to introduce you to the 2021 Metro NY top drivers. In order of points accumulated:

- 1) Michael Kane
- 2) Mitch Hackett
- 3) Andre Cerquiera
- 4) Dan Fishkind
- 5) John Mingst
- 6) Raghunandan Sangabhathula
- 7) Ioannis Kouzilos
- 8) Derek McKane
- 9) Robert Nixon
- 10) Tom Patrizio

The X-class, aka non-Porsches, also earn points during the season and their runoff consists of the top three drivers. These drivers participate in their own runoff after the Metro NY runoff. Two of the three X-class drivers

participating in the runoff this year are also Metro NY members.

I now present to you the X-class runoff drivers.

- 1) Graham Mingst
- 2) Rich Wayne
- 3) Anthony Compass

Come back next month to see who emerged as Metro NY Region Autocrosser of the year. I'll know in two days if you can't wait that long. And if you do ask, I hope I can say it is me.

There are two more events to finish out the season, October 24th, and November 7th both at Tobay beach. Look to sign up in clubregistration.net. Hope to see you all out there.



AUTOCROSS

Event Timing

Site Opens:	7:00 am
Registration:	7:30 - 8:45 am
Tech Opens:	8:15 am
Late Registration:	8:30 - 9:45 am
Tech Closes:	9:00 am
Drivers Meeting:	9:30 am
Novice Meeting:	9:45 am
First Car Off:	10:00 am
Trophies:	3:30 pm

Members: \$35 Non-members: \$50
 Events will be pre-registration only
 Sign up at clubregistration.net
 Participant numbers may be capped
 per Covid-19 guidelines.

For additional information please
 check the Autocross section of the
 website at

www.metronypca.org/autocross
 or email Dan Fishkind at
autocrosschair@gmail.com

March 6, 2021

~~Autocross Seminar/Mini School~~
~~South Shore Performance/Tobay Beach~~
 (See flyer on page 24)

Autocross at Tobay

~~March 7 Sunday~~
~~March 21 Sunday~~
~~April 3 Saturday~~
~~April 11 Sunday~~

Nassau Coliseum

~~May 2 Sunday~~
~~June 13 Sunday~~
~~July 11 Sunday~~
~~August 8 Sunday~~
 (Rained out, postponed to Oct 2)

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



Not your typical tire care article in print form, for more of what you are jonesing for and perhaps the most complete collection of technical tire articles, visit: <https://www.tirerack.com/tires/tiretech/tiretech.jsp?tab=All>

Every weekend Sportscar fans are bombarded with advertisements for tires. For grand prix weekends F1 fans

get Pirelli, sportscar series fans the likes of Continental and the Michelin man, Yokohama at clubs, with Goodyear rounding it out for drag. Big Tire like Big Tech is a multibillion-dollar industry control by relatively few. Sure, the real cheese may be in government contracts and such, but prestige and ego drive these companies. For example, Formula 1 has funneled hundreds of millions via Pirelli, 400-million actually and doesn't hold a candle to Petronas @ around 700-million. All this on a sport that spends \$30,000 on torque wrenches and 50 million-dollar hospitality centers, not exactly charitable. Fortunately for the tire company margins are phenomenal on tires, so being frugal is not a priority. Yes, you and I ultimately foot the bill on \$2500 Cup 2's so the FIA guys get free fancy embroidered tee shirts, but I'd have it no other way. Also, I have no idea who ultimately does the PO's on the shirts. So, should you feel like an F1 driver and purchase Pirelli? It all depends on application, availability, and value.

Application is the first decision to make when purchasing a tire. Remember, just because your car came with Michelin Cup 2's or their Dunlops counterparts, it may not fit your purpose. R compound tires, especially those with barely legal tread such as the Michelin Pilot Cup 2 or Dunlop that people tend to immediately toss on their GT3, work terribly in the wet and cold. Changing over to an alternative Ultra High-Performance tire may just fit the bill. Continental, Michelin, Pirelli, all make ultra-high performance street variants for typical NY use year-round, albeit not driving like Mario Andretti. And yes, I heard, they may be purchasing Sauber, shocker. As far as inclement weather goes, and I speak from experience on this, a full winter really does work wonders on an all-wheel drive 911 variant from 991.1 onwards. Not so much that I would give up my Cayenne, but in a pinch,

you'll get where you need to go, or evade whomever it maybe you are evading.

The opinions above are consideration for the Porsche sportscar lineup and NOT SUV/Sedan/Electric variants. There are many other considerations in that space such as Elect tires for Taycan and so forth. Should you be a Cayenne driver the best year-round tire is without doubt the Pirelli Scorpion Verde Plus, and for our rear wheel only drivers, honestly, you're not going to make it far even with chains. Keep you prized possession covered and cozy for the spring should there be white stuff on the ground.

Far too often people do not consider production and ultimate availability, which has only gotten worse post covid. The DE guys hear me on this one, rears for 997.2's are almost always on B/O through rack, winter tires are almost always having supply issues (so basically ordered now), and the not so popular 356 specs offer similar challenges. Be sure when choosing a tire, it is from a name brand and has availability year-round.

As it approaches 1am here in Germany I would be remiss if I did not mention that we appreciate all your support and interest in the PCA community. The Metro PCA membership is perhaps the most enthusiastic group of owners in the world. I'll be sure to share my experiences over the winter months and see all of you at our annual holiday party.





Join us for the Metro Holiday Party

December 5th

Noon to 5pm

The Larkfield

507 Larkfield Road

East Northport, N.Y. 11731

This is an All Ages event

Covid-19 guidelines followed

\$65 Adults (13 and up)

\$35 Children (5 to 12)

Children under 5 Free

Sign up at METRONYPCA.ORG

Featuring Cocktail hour, music, sit down dinner, open bar, raffles, face painting and club awards

Questions?: Contact Dan Fishkind at 987sdan@gmail.com



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Concours Corner

PAUL CELENTANO - CONCOURS CHAIR



Greetings from Concours Corner. We've wrapped up our season this year with an amazing event at Old Westbury Gardens. If you couldn't attend this multi marque event you missed out in seeing some of the finest from Mercedes, BMW, Ferrari and, of course, Porsche. All in all, there were some 250 plus cars with Metro members comprising more than a quarter of the cars with

representation of just about every Porsche model made.

This year we opened the concours to not only those folks who wished to have their cars judged, but also to those who wished to share their cars for display only. I see this as a great way to get those who have not had their cars judged to get a feel for how concours works and a good segue into competition at future events. In fact, we had quite a few people who have made the transition this season.

The events this year brought not only veteran concours participants, but many first timers who we hope have caught the bug and will continue to come out to future events. I am already planning out our 2022 season and have some things in the "werks" to change some of the events up a bit and kick them up a few notches. So, as we wind up the last few weeks of driving season, I hope that you'll join Metro next year for another great concours season.

I would be remiss if I did not mention our attempts to hold a concours up in Westchester. First, I want to thank Lou Giordano for graciously allowing us to use his dealership grounds. His help was invaluable and is an example of some of the great folks we have in Metro. As some of you know, we had to change this event to a Cars and Coffee due to the limited number of people who signed up. So here is where I need help from our Westchester membership...If you have any ideas, suggestions, or thoughts on putting together a concours event in Westchester...please drop me an email. Metro is here to serve all our members...from Manhattan, Westchester and to the tip of Long Island. We hate to cancel events and thankfully we were able to morph the event into a nice Cars and Coffee but we want to do more. So drop me an email and let's chat.



Cars and Coffee at Croton Auto Park in Croton-on-Hudson, NY on September 26th. The Guntherwerks 993, left, was a fan favorite. Photo by Ed Reiner. Cyrus Clark shows off his 1965 356 SC, right. Photo by Paul Celentano.

METRO NY REGION PCA • PORSCHE POST • NOV/DEC 2021

Advertising

JULIE REIMANN - ADVERTISING CHAIR



I can't believe we are publishing the last issue of The Post for 2021! What a year! This is the first year I found myself at our Concours events and what a lot of fun that turned out to be!

The history and beauty of each gem lovingly preserved is a sight to see. Every time I leave with more makes and models, both new and

vintage, added to my never ending Porsche wish list.

On a social note, we are looking forward to our holiday season, starting with the holiday party this year at The Larkfield in East Northport on Sunday, December 5th. Head to the website to reserve your space on our dance floor before it sells out. Bring your entire family to celebrate the end of 2021 with your fellow members.

Many changes are coming to advertising in 2022 starting with more opportunities to engage with our members at the many events we curate throughout the year. If you're thinking about taking space in the Post, just email me for more details.

From my family to yours, may you have a wonderful rest of the year and a bright, beautiful 2022. Cheers!



METRO NY REGION PCA • PORSCHE POST • NOV/DEC 2021

Eastern Region Update

MITCH HACKETT - EAST REGION DIRECTOR



Here we are, transitioning from summer to fall, and the ugly prospect of winter with limited driving days. Some of our Porsches are laid up for the winter, tires over inflated, battery chargers plugged in, etc. I drive my Cayman throughout the year, weather permitting. These cars aren't designed to sit in a garage, take them out if you can.

I want to thank all the participants that attended my "Where's Metro Wednesday" events this year. Always good to see old friends and meet new ones. I will still schedule events on upcoming weekends for members to get together, stay tuned on Facebook and the Metro website for updates. We never rest!

I have 2 great events coming up in November; another Wing Night is in the books for November 11th at The Main Event in Farmingdale. The restaurant has added potato skins, mozzarella sticks, and fried ravioli to the menu. Not to mention unlimited wings. Cost is \$10 per member. \$5 of that cost will go to our charity, Christopher's Voice. The club will subsidize the remaining cost, which totals \$20 per member. How good is that! More bang for your buck. Details will be posted on our website and an email blast will be sent out as we near the date. Metro event

chairs will be there to meet and greet. If you haven't attended one of these evenings, you are missing a great time. Low key fun, great people.

The second event will be on Sunday, November 21st. We will tour Herb Wetanson's extensive collection of fine automobiles in Southampton, and then drive to Sagaponack to Townline Barbeque for a down home pit master's great lunch. Herb is a long time racer and enthusiast. He retired from Vintage racing just a few years ago. This tour will be limited to 25-30 participants, masks must be worn. An Eventbrite page will be created to sign up. Don't miss this event (he has some magnificent 356's) in addition to other fantastic examples of beautiful automobiles! I've been there before. Herb is a great host, and we thank him for sharing his passion with the Metro members.

I will be planning a tour for the Nettesheim museum in Huntington in the future as well. Another do not miss tour. He has a fantastic museum filled with cars, motorcycles and artifacts. Check YouTube for a taste of what he has.

As usual, I am open and receptive to member suggestions for future outings. Contact my cell at 631 827 4430, or Flat6mitch@gmsil.com. E-mail is probably best because my cell is not permanently attached to my hand. Old school is cool!

Happy and joyous holidays to all.



It's not just bagels, but the Bagel Master in Syosset for a Saturday meet-up. Porsche's take over the parking lot. Photos by Bob Demotta





Call Dennis at (516) 541-7920
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Track Ramblings

FRED PACK - DE INSTRUCTOR



Senior citizen drivers

My first track driving experience occurred in 1966 after my freshman year in college, when I spent a day at the Nürburgring in a friend's Sunbeam Alpine which we had picked up at the factory in England a week earlier. (I did a 12-minute lap.) If you do the math, you'll figure out that I am now 73 years old.

There were various pick-up car clubs then, and I would do a few days most years at Lime Rock in my '67 Alfa GTV and '73 Datsun 510 (for which I was a pioneer: I installed a turbo into it.). Then the pressures of work, wife, and arrival of a son caused a multi-year pause in my driving activities. In 1985 I bought a gorgeous new Porsche 944 (143hp!), joined PCA and figuratively speaking it was off to the races. I've done about 10 DE events each year since. And before you know it, you're 73.

I'm not the only senior citizen at the track. Many Metro members are familiar with my 84 year-old dear friend Karl Topp. He is still instructing and driving his yellow GT4. I recently encountered two interesting older guys at PCA events. The first one was when I was at Watkins Glen in my Miata and I caught up with a late model 911 Turbo and easily passed it. I thought that was odd and kept on pushing. I lapped that Turbo later on in the session and felt that this was very odd – I have 182 hp and he has more than 500. Later that day in the garage I was talking to an older guy and it turned out that he was the driver in the Turbo. He complimented me on my driving. I offered to ride with him – perhaps I could give him some suggestions about his driving. He declined the offer and explained that he really wasn't interested in becoming better on track; he simply loved driving around the racetrack in his wonderful car, and he was pleased with his own performance. I was happy for him – he was really enjoying his track experience, and that's what PCA DE is about. It wouldn't hurt if he learned something, but he was happy as-is.

My next senior citizen experience occurred at Metro's NJMP October event. I was assigned a student for Day 2. It was explained to me that my teaching style might be

better for him than the instructor he had on Day 1. [My own Day 1 student had left the track at the end of that day due to mechanical problems.] So I met my new student – a 68 year-old guy we'll call "Joe", with one prior day of experience – and we set off on the track. Right away I could see what Joe's biggest problem was. He would enter the turns properly, but after each apex he actively would prevent the car from going to the trackout point. Rather, he would only use about half the track. I patiently explained that for both speed and safety it is necessary to use all the road; he would continue to utilize only half the road.

When we got back to the pits and took our helmets off, we had a very productive talk: Joe explained that he had been driving for about 50 years, and he knew that you must stay in your lane – you don't wander off into the other guy's lane. Try as he might Joe was finding it impossible to break those 50 years of safe "stay in your lane" driving. He heard me say, "don't pinch the turn" (whose meaning I had explained earlier) dozens of times that day, but he just couldn't bring himself to let the car arc its way to the trackout point.

We spent much time that day both on and off the track trying to break through the ingrained habits of a lifetime. As the day progressed he got more comfortable with using the whole track, and by the end of the day, his lines were appropriate for a novice driver. Both of us were pleased with his progress.

Joe also expressed a concern that he wasn't sure he would do track activity again – he wasn't having much fun. I told him that it was entirely up to him – I was applying no pressure at all on him, and it was his call to make. I don't know what he will do.

(Continued on page 51)



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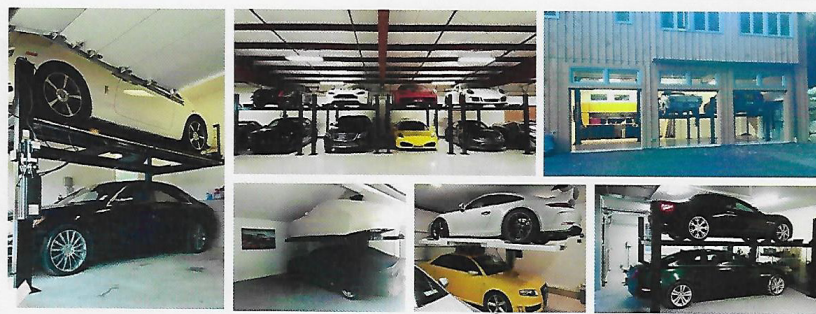
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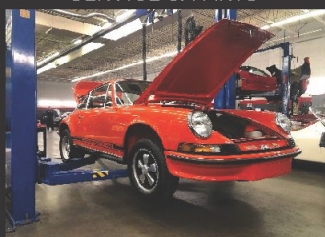
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Be On Time

JEFF GOLDBERG - RALLY CHAIR



Last month I described how a Time-Speed-Distance rally is different from the Gimmick rallies we conducted this past season. I hope I did not intimidate anyone new to rallying. The Snowflake Rally will have two classes allowing everyone to compete – Expert and Touring. The Experts will drive the rally with the goal of passing the checkpoints at the precise time calculated by the Rally

Master. Touring drivers will be able to participate by calculating time and/or answering questions. Whichever method you decide to register for, a good time will be had by all.

We are planning to conduct the awards ceremony at

a location where you can order refreshments or meals if you desire. Of course this is dependent on COVID restrictions at the time of the event. We will advise everyone of our plans via email at least one week before the event.

Snowflake 66 will be held on February 6, 2022, beginning at the Hauppauge Palace Diner 525 Smithtown Bypass, Hauppauge, NY 11788. Instruction packet distribution will begin at 9:00 AM.

Registration will be online only at [clubregistration.net](https://clubregistration.net/events/signUp.cfm/event/11885).
<https://clubregistration.net/events/signUp.cfm/event/11885>

No day of registrations will be accepted.

Online registration will open on December 26, 2021 and close January 31, 2022. Refunds will be given if requested via email before January 31, 2022.



Rallies also include a nice destination to reward you for the hard work, Porsche's line up at Osprey's Dominion vineyard after the Almost Labor Day Rally. Photos by Bob Demotta.

Welcome New Members



Jonathan Axmann - 2008 Cayman S



Brian Sidiski - 2007 Cayman S



Jay Beam - 1987 911 Carrera



Philip Kump - 2006 Boxster S



Eric Silverstein - 2001 911 Carrera Cabriolet



Anthony Quinn - 2009 911 Carrera S

Membership Update

JEFF LANKA - MEMBERSHIP CHAIR



Membership changes
this month thru
10/1/2021

New Members	26
Transfers	+3
Expired	53
Test Drive	
Participants	2
PCA Juniors	93

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

Jonathan Axmann - 2008 Cayman S
Brian Sidiski - 2007 Cayman S
Jay Beam - 1987 911 Carrera
Philip Kump - 2006 Boxster S
Eric Silverstein - 2001 911 Carrera Cabriolet
Anthony Quinn- 2009 911 Carrera S

Metro NY Region Membership

Active Members	2,353
Affiliate Members	1,055
TOTAL Members	3,408

Photos on opposite page.

To Renew your Membership:

Visit the National PCA website at pca.org.
Log in to your account, check your membership renewal date in the upper right corner of the home page just 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.

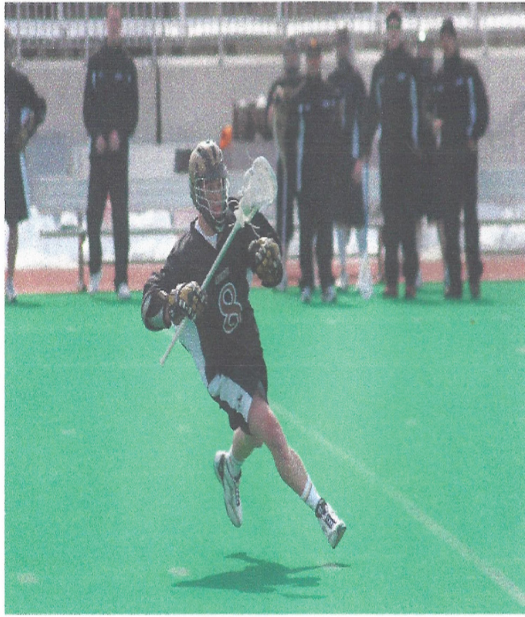
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Log in to your account, please click the **MEMBERSHIP** tab, then click **MY PCA ACCOUNT** tab, then click on the **EDIT MY PROFILE** tab. Scroll down to the address information section, click the green edit button, input your new primary address.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



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Trekking with Stew and Sue

STEW AND SUE TEICHMAN - TREK CHAIRS



As I sit down to write this article, I realize it may very well be the last article of this title. After nine years, Sue and I have decided it is time to pass the torch and retire from the role of Trek Masters. I cannot begin to tell you how much we enjoyed the ride! Over the years, by my calculation, almost 2,000 members (many of whom were repeat trekkers)

joined us on treks to enjoy the company of our club and enjoy their cars. We travelled to and through New York, Connecticut, New Jersey, Massachusetts and Vermont. We saw beautiful scenery along the way including huge mansions with park-like grounds, horse farms, mountains, wild turkey and deer, magnificent fall foliage, agricultural farms, bridges, rivers and lakes. We did several weekends and had meals in many fine and interesting restaurants. We just enjoyed getting in our cars and traversing the many wonderful roads we are fortunate enough to have in our surrounding environs. Sue and I always strove to include as many curvy roads as possible to ensure that everyone could get maximum enjoyment from our finely tuned German P-cars.

Sue and I joined the club in 2005 when I purchased my first Porsche; a 1988 Porsche 911 Targa in the classic colors of Guards Red with a black interior. From there I was hooked. We joined the club and spent the first four years participating in and enjoying the treks crafted by the two previous Trek Masters who held the position during those years. Then came a period where there were no treks because upon the last Trek Master retiring, there were no volunteers who stepped up to take the position. We had enjoyed those treks so much that Sue and I decided to inquire with the then President, Jeff Goldberg, about the void in this activity. We met for breakfast where we volunteered to try our hand at it. And now, as they say, "The rest is history".

Sue spent hours and hours on the computer looking for and creating routes with the aid of Google Maps and Google Satellite. The object was always the same...find roads plenty of curvy roads, beautiful scenery and devoid of shopping centers and few or no traffic lights. Wild life was always a bonus and winding up at an historical

building transformed to a restaurant always scored high on our priority list. Then came the test rides to ensure the routes met our requirements. Many routes had to be done four, five or even six times before we were satisfied with it. Now don't get me wrong, I am not complaining because I always love getting in the Porsche and driving. However, it did restrict us from planning and travelling on as many trips as we would typically take during the spring and summer months. I suppose it was this kind of attention to detail that helped this program grow from a sparsely attended event to one that sold out within days or even hours. When our first grandchild was born though we found that all of this time spent on the planning cut into family visiting time. But we were so committed to this activity and enjoyed it so much that we just kept going. It wasn't just the driving; it was the socializing with other club members and sharing meals and stories with them that kept us going. As such, we are truly grateful for having the opportunity to chair this Trek program for all of these years. As we now hand it over to Bill Riehl, I am sure he will continue to provide an experience that all will be happy to continue participating in.

The last trek that we planned was on Sunday, September 19th. Once again Sue planned a wonderful route and 32 cars with 60 people enjoyed driving in some beautiful weather that eventually brought us to our final destination of FDR State Park. There we enjoyed each other's company as we feasted on a real down home Texas barbecue. Ribs, chicken, brisket and half a dozen traditional sides were prepared by the award-winning barbecue competition team at Le Jardin du Roi in Chappaqua. Seconds and even thirds were available to anyone so inclined. The only thing missing was the beer, but after all, this was a driving event!

Now that Sue and I are retiring from the post we will have more time to travel and spend with the grandkids but we are certainly looking forward to participating in as many treks as Bill can plan. I'm sure he will come up with lots of new roads and new routes. Frankly, that was the challenge after all those years; to constantly provide new roads and routes for all of the members to enjoy without the repetition of doing the same routes all of the time. It has certainly been a pleasure serving the Club and its members for these past 9 years and we certainly hope that you will, as I know I will, keep on trekkin'. All the Best!!!





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Driven for Speed

BILL RUDTNER - CHIEF DE INSTRUCTOR



Summit Point PCA Club race

We usually come on down to Summit Point a day earlier than the PCA club race for practice. This year we planned for the three-day race weekend. We did not go for the pre-race day. Quite a few of the "usual" racers running under the Rudtner's banner could not make the race this year.

Racing at Summit with us were Todd Roth, Bill Riehl and me. Our crew consisted of Brian McGrath and Sal Orellana. The trip down in the Motorhome was uneventful. We like that (no flats, broken hitch balls or broken trailer springs. God knows we've had our fun there).

The weather looked good for us but it did rain heavily on Thursday evening. No sooner did I write that last sentence then the rain started to come down. Light at first but heavier as time went on. The crew switched us to rain tires to start our weekend.

The lap-time you set on track every session sets your spot for the next session. To start the 2nd session, I grid 23rd overall (about 13th in SPB). Not very good but when you're on track it's easy to get that 'Red Mist' so, I always remind myself while I'm out there; "Take it easy Bill. It's the first session of a three day weekend."

So I do. At least I try to ☺. Since I was towards the rear I felt there were many "slower" competitors in front of me that I needed to get by. And there were. If you can't get around these slower cars quickly what happens is you wind up getting in a race with a slower car that becomes very difficult to get around. Of course that's exactly what happened. On lap four I found myself battling to get around another SPB that I knew I was faster than. It took me about three laps to get by. Coming out of turn one I finally got him. Accelerating away my shifter jammed in forth gear!!! Just my luck. I coasted onto a runoff road. I wiggled the shifter cables with my hand and walla! Like magic it was shifting again. Unfortunately, for me my session was over. I drove her back to the pits.

Later both Todd Roth and I sat in the Motorhome trying to figure out why we were not up there with the leaders. "It'll happen. Don't worry". I told him. I was taking it easy.

Next session for us (the third session) was our qualifying session. Again, here were slower cars than Todd and I out there in front of us. In hindsight what I should have done was not lined up in my position to start the session. I should have started after the session began so I could have gone out with clear track or at the least in the midst of the leaders. Nevertheless we improved quite a bit. Todd was pretty happy. Saying Bill Riehl was really jubilant at the end of his session is an understatement. It was really good to see that he was so glad to be back in the game. We were all within .400 of each other.

(Continued on page 43)



Bill "the Real Deal" Riehl attacks the track at Summit Point race day

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(Tuesday, Wednesday or Saturday)



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(Driven for Speed, Continued from page 41)

The crew of Brian McGrath and Savador Orellana were kept quite busy. To start the day Billy Riehl's transponder wasn't working. He rented one from National and they quickly installed it. His window net needed some attention and his cameras had to be adjusted. At the end of the qualifying session I decided my car needed new front brake rotors. To bed them in I'd go out in the "fun" race at day's end. That said I had the guys put on a set of stickers (brand new tires) that I could heat cycle during the fun race and then have them all ready for Saturday's races. All went just as planned.

Saturday morning Mother Nature treated us well with 66 degrees and very little humidity. Our practice session was very short at 12 minutes but went very well. Our three SPB cars all returned unscathed. Our first race went off at 11:10. I grid in spot #29. Billy "The Real Deal" Riehl grid #24 and Todd grid in the #22 spot. At the drop of the green Todd and Billy came right up the middle passing car after car. Going into turn one Todd and Billy had moved up and followed Hunt McMahon out of turn one. They had moved up nine positions! Billy had moved up 10 positions! Wow those two guys were having some real fun. I moved up quite a few positions as well. After racing for about 15 minutes red flags were thrown.

Something had happened. I did not know what but I knew what to do. I pulled over in view of a flag station, off line and parked it. 15-20 minutes later without restarting the race they called it. The race ended under a red flag condition. We were back in the pits.

The second race was a bit more exciting for me. At the drop of the green we got a real good run. Todd and I wound up racing each other during the first half of the race. I really was quite unhappy about this. Todd wound up beating me in the end. He came in 5th in SPB and I 6th. Billy spent a couple of laps tending the garden and did not finish well but again Billy had an absolute blast. Later I did have a strategy in the future conversation with my good friend Todd.

The next day we had the Enduro. The race went off well and with a near perfect pit stop I would finish 6th in SPB. Funny thing, from 1st in SPB to 6th in SPB, ONE SECOND in lap time. Pretty close right? Most important is that all our cars returned home in the same shape they arrived.

Next up for us is Daytona. Then a week later we'll be at Summit Point for the very last DE of the 2021 season. I hope I see you there. (Photos on page 54)



Simulacra

ADAM FOX - SIM/DE RACING COORDINATOR



miles we enjoy it doesn't feel like enough as we look back – or forward - during the months of salted roads and closed tracks.

In Sim, there's no winter. If you don't yet have a system, the season of bonuses, gift giving, and home-based leisure is surely a time to consider one. This has not been a good year for buying anything with a semiconductor, but supplies of GPUs seem to be loosening a little now. There is no time like the present....especially to give oneself presents.

Since the last issue of The Post, our Summer Season finale took place at Suzuka. Adam Girling was again our Champion, with a narrow lead over Neil Erbesh after the three race drop was taken into account. Joe Ferrante was an impressive third given the number of races he missed. I write this column a couple of weeks before Metro's analogue DE season ends at Summit Point in November, and the digital Off-Season is well under way with Tuesday and Thursday night sessions at tracks which will also feature in our competitive Season 4. A little adjustment to the calendar means that the Winter Season begins the week of December 14th and continues to the first week of March. Points will again be given for both speed and precision. DE/Practice sessions will be on Tuesdays at 8PM and Practice/Race sessions will be at the same time on Thursdays. There will be 12 races, with everyone's best nine results counting towards the standings. There will be a prize for the champion. Please join us.

In the last Simulacra I referred to an interview with McLaren F1 driver Daniel Ricciardo, in which he discussed his views and interests in Sim racing, and the value he believes it provides to professional racers. His

reference to driving feel and the physics of Sim gave me the idea of writing about car setup and track exercises.

Two-car teams lapping a track, changing sides regularly while increasing slowly towards full speed; pairs of drivers alternating late passes at successive corners; follow-the-leader at low speed with each member of the train successively dropping to the rear at a command; slow laps concentrating not only on perfect line but accurate, smooth inputs including pedal application: driving exercises can sound dull. They often seem to put people in mind of high school driver's ed parallel parking, or the compulsory figures in Olympic skating. In truth, driving exercises are not dull and may engender more excitement than one wants. This is part of the point: get the scary bits done in more controlled situations so there are fewer surprises on hot laps.

These exercises are related to track walks, and familiarize drivers with off-line approaches, parts of a track they may otherwise not encounter until an emergency, and increase comfort in running close to other cars. They build trust and confidence along with skill. They are something we provide in Sim DE where there is no appreciable cost for track time or driver error. Anyone who has attended a professional high performance driving school has likely engaged in such exercises at some point. I was fortunate enough to participate in some at regular PCA DE events this year. Despite often being unfamiliar with the other drivers around me, I was more relaxed because I've experienced these "compulsories" in Sim. Perhaps even more than in hot lapping; these are where classroom instruction comes alive, with dynamic rather than passive preparation.

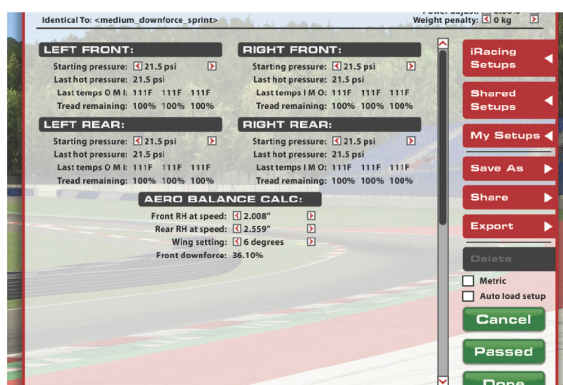
One reason for exercises in Sim DE is that a frequent complaint of experienced Sim racers involves others' poor track etiquette. This is not usually the result of a driver intending to be careless or dangerous, it is a simple lack of relevant experience and practice. Situational awareness is key in Sim as in real life. Another reason is that one cannot fully learn a track by lapping consistently on the best line. Eventually, in a race or in practice, one will need to pass and be passed. Perhaps more to the point, one will eventually get out of shape or off-line - intentionally or not - and that is better done on a piece of track one has driven before.

Few have the discipline to abandon the hunt for immediate speed and concentrate on perfecting the "dull" basics.

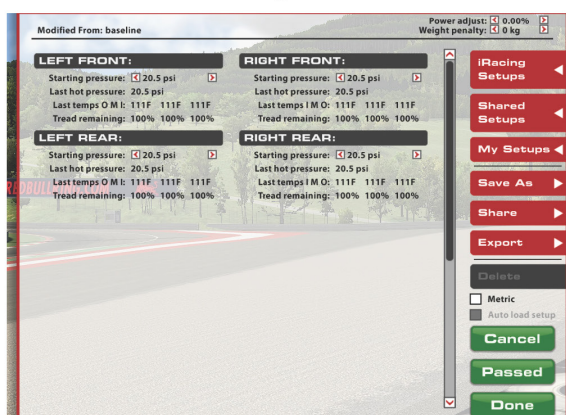
The repetitive work is more fun with company and our Sim sessions are fundamentally social.

Track exercises are a form of driver setup. An obvious corollary is car setup. There can be fewer more contentious or personal aspects of the driving hobby than what makes a car feel "right". Obviously, there is no right answer beyond the best setup being one that allows one the highest performance and consistency. The ideal setup for me, a driver acknowledging limited skill and seeking neutral handling with a slight preference for progressive oversteer, may not be right for you. My car control is far from perfect; yours might be. Alternately, you may be a danger to others on track. Sim is the best place to begin addressing the latter situation! The sim is useful for developing both driving and "engineering" chops, if only to better instruct your favorite tech explain how you want your car to feel. For some the goal is to learn a modicum of car setup ourselves.

iRacing has endeavored to make car physics accurate. The cars in Sim offer a wealth of adjustments as alike as possible to the actual cars they represent. Have you wondered how to get more rear downforce with wing attack angle (or height for that matter) while maintaining balance and front adhesion? (To a point it is simple, and your road car is unlikely to allow enough wing change to exceed that point.) Have you wanted to adjust spring rates, and high and low speed damping compression and rebound to see what happens? (It helps to know that "speed" in this case is not road speed but shock piston speed.) Do you understand what increasing the pre-load and ramp angles on a diff will do? (It's a somewhat black art related to torque split and control.) Can you adjust your brake bias, beyond altering pad compounds and swept area? (How many brake master cylinders have you?) Do you have time or inclination to fiddle with all these things in your garage? Try them out in Sim.



The Sim offers a decent opportunity to learn about and experiment with setup. Taking as examples the two Porsches most recently added by iRacing, the 991 GT3R and 992 GT3 Cup, there is a mix of variables one can adjust. Most cars in Sim allow adjustment, and by comparison to some – the 991 RSR and 919 included – the options on these two cars are limited. All cars in the system allow one to set initial tire pressures in a range. Those with easily altered aero allow that as well, and the basic parameters are included on the same setup page. One can see that the 992 Cup car doesn't offer the same quick aero balance changes as the GT3R, presumably because it has somewhat more fixed settings in real life.



Real setup is available on these cars in their respective Chassis pages. It is clearer here what adjustments can be made to finely tune the car's basic handling. The 992 Cup's are about the same as one could perform on a real Porsche GT3 or GT4 in one's own garage. You may have corner weighted your own car, or at least observed it being done. The 992 Cup allows this through spring perch height and camber. Rear toe is also variable, but the settings with which one is most likely to experiment are the ARB (anti-roll bars) and rear wing angle. These cannot be adjusted by the driver while on track, unlike brake bias. The Sim does provide a generally accurate sense of the effect wrought by each adjustment, all of which are analogous to those on a road-going 992 GT3, with which the Cup shares platform, basic suspension, and aero components.

(Continued on page 52)



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GT3RS

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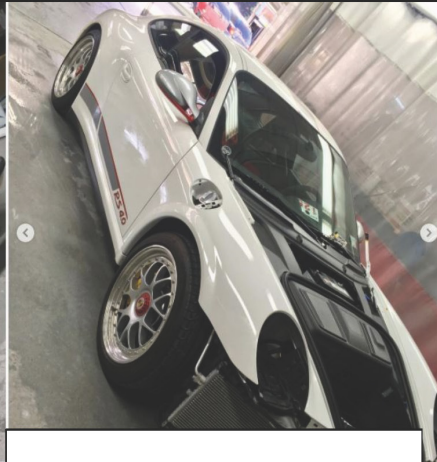
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Welcome New Members

JEFF LANKA - MEMBERSHIP CHAIR

SEPTEMBER

Warren Apo 9/27/21
Staten Island
2010 911 Carrera

Jonathan Axmann 9/30/21
Brooklyn
2008 Cayman S

Christopher Balalaos 9/24/21
East Meadow
2001 Boxster

Pat Delgado 9/17/21
Flushing
2018 911 Carrera T

Edwin Huen 9/22/21
Astoria
2011 Cayman

Philip Kump (transfer from NNJR)
Middle Village
2006 Boxster S

Pavel Levter 9/16/21
Staten Island
2021 718 Cayman GT4

Erin Loeb 9/28/21
Oyster Bay
2018 911 GT3 Touring

Jorge Madruga 9/14/21
Floral Park
2019 718 Cayman

Levent Ogeturk 9/24/21
Glenwood Landing
2012 911 Carrera S

John Pantalena 9/30/21
Bronxville
2021 911 Carrera S

Peter Tawadros 9/27/21
Dix Hills
2018 Panamera 4

John Wangner 9/16/21
Ronkonkoma
2006 Cayenne S

Richard Wolfe 9/20/21
Bronx
2021 Cayenne Turbo

OCTOBER

James Butensky 10/4/21
Lido Beach
1999 race car

Kevin Cohn 10/10/21
New York
2022 718 Boxster GTS 4.0

Mitchell Cohen 10/11/21
Scarsdale
2017 911 Carrera 4S

Toni Fiori 10/5/21
Huntington
1999 Boxster

Alexander Grif 10/5/21
New Rochelle
2020 911 Carrera 4S

Devin Inkpen 10/10/21
West Hempstead
1998 Boxster

James Knutson 10/4/21
Northport
2016 Cayman GT4

Fabrice Mouret 10/13/21
New York
2022 911 Carrera 4

Stephen Piraino 10/13/21
Tuckahoe
2021 Cayenne S Coupe

Fahad Rajput 10/4/21
Dix Hills
2014 911 Carrera

Rhuna Shen (transfer from NNJR)
Boonton
2017 911 Carrera

Eric Silverstein 10/1/21
Woodbury
2001 911 Carrera

Justin Sise 10/8/21
Brooklyn
1985 944

Michael Skountzos 10/13/21
Brooklyn
2005 911 Carrera S





Wayne Carini scrambles to cover his 1938 Jaguar Roadster in the rain at Lime Rock on Labor Day, top left. "Oh, the colors, man!", Porsche line up preparing to enter the staging area for the Boardwalk Reunion on October 17th, top right. Metro cars cool down on the recent Taco Tuesday meet up, bottom left. Porsche's fill the parking lot at FDR Park after the trek for a sumptuous meal on September 19th. (Photos by Ed Reiner and Bob Demotta).

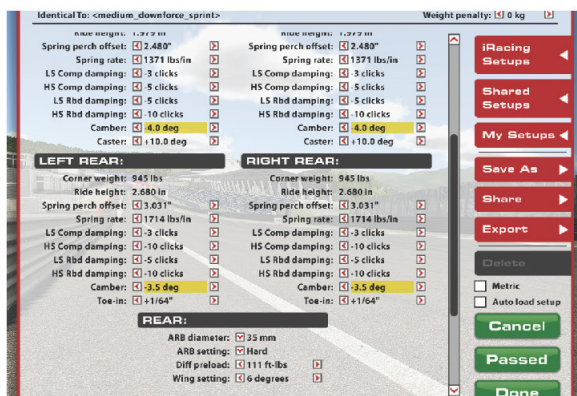
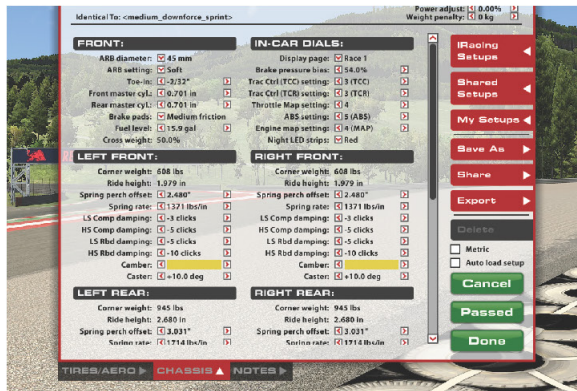
(Pack, continued from page 20)

As I reflected on our day together, I was reminded of a very, very important life lesson – "HOW we communicate is as important as WHAT we say." The previous day's instructor hadn't gotten through to him. (That instructor and I had discussed the situation.) I tried to find out why Joe was having so much trouble completing the turns, rather than just repeating, "get out all the way to the trackout cone" to him. It was during an after-session conversation that Joe revealed that he had programmed himself during decades of driving to "stay in my lane." Once I heard that, I knew how to express myself more productively to him.

I still remember Carter Fratt, an older gentleman who was my first instructor. I was in the NNJR region at the time. Over a number of events, he got me up to speed and taught me good track habits. My goal as an instructor is to do the same for my students. PAY IT FORWARD is always a very good goal.



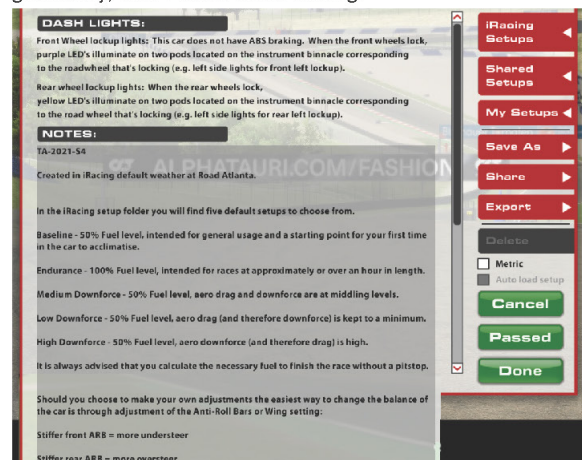
(Simulacra, continued from page 45)



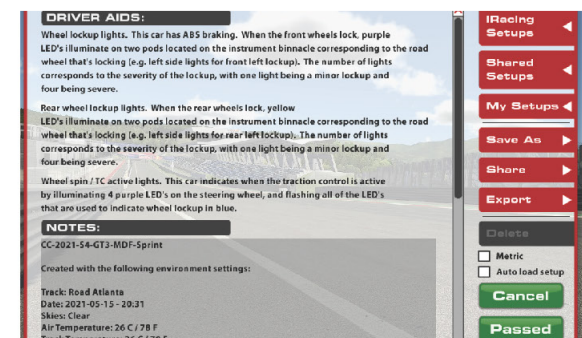
The GT3R chassis setup page is more complex, reflecting the car's status of dedicated GT endurance racer. Added choices include brake pad compound, twin master cylinder sizes, and front caster angle. If you own a racing or dedicated track car (or a motorcycle, or better mountain bike), you may be familiar with the high and low speed damping options for shocks. If not, this is an excellent platform through which to begin understanding how they alter handling to suit different track surfaces and shapes, and how they suit your driving style in different situations. The GT3R allows one to change spring rate – stiffness – which might be considered the core of suspension. Some readers may have experienced and experimented with this at home, but most have not. More to the point, the Sim allows one to learn how all these variables interact. Precise experimentation can be accomplished at home the like of which only manufacturers and racing teams generally undertake in real life. Of course, they now perform much of this work through simulation!

More familiar to most of us, at least through in-car buttons and lights, are electronic driver aids. A modern Porsche has ABS, traction and stability control, and some now have a

sort of engine mapping. One may be able to switch between modes. The Sim's GT3R allows all to be adjusted more granularly, and indeed while driving.



Helpfully, iRacing has included pop-up explanations of what each adjustment does and what it can mean to the driver. On the Garage Notes page for both of these cars there is a bit more detail on their respective broad characteristics and in some cases even how and where the Sim designers set the physics of the car and why.



If you don't want to learn about car setup there are baselines included for every car, and a wealth of third-parties who design and provide setups per car and track, often employing professional drivers. Setups can be loaded in a couple of mouse clicks. They act as guides for the more curious. We can share our own setup files as well, so the discussion about what constitutes the best handling can continue as we drive together, or provide a target for improvement.

If you are interested in knowing more, or joining us, please contact me through metropcasimracing@gmail.com. Our Google Calendar is now publicly available and will link through Metro's Web site. All Metro members are welcome in our Discord Server and iRacing League.



Autocross Highlights

October 10th, Nassau Coliseum, Photos by Bob Demotta



Scenes from the Track

Photos by Bill Rudtner



At Summit, crewman Sal attends to Bill's shifter issue



Mel Leeds, Robert Schutzenback and Bill Riehl



Club President Bill Rudtner about to hit the track. Photo by Todd Roth



Crewman Brian McGrath at the Summit PCA club race



Bill Riehl's new (to him) SPB Boxster



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North Region Update

ED REINER - NORTH AREA DIRECTOR



I was happy to see good local attendance to our Croton Auto Park Cars and Coffee last month. I am hoping to bring this back next year as a full concours event and I am including some photos of this event below. We had some very cool cars including a Guntherwerks 911 that was a show stopper.

For next year, we have a January tech session planned at Porsche of Larchmont with some active Q&A planned to help you get the most out of your cars. We know there are things to learn and ways to make our cars better, and these are the guys to help us keep our cars running smoother and faster. More importantly, we need to better understand the technologies that actually work vs. the ones that don't. More information about this event will be forthcoming on the Metro website.

If you are looking for winter storage up here, I have contact information for you on a couple of locations with space. Email me and I will forward this information to you. I just came back from the Boardward Reunion, a PCA

Zone 1 and Zone 2 event on the boardwalk in Ocean City, New Jersey. In addition the nearly perfect weather, the scene of 300+ Porsche's parked on the boardwalk in a double line nearly a mile long was quite a site. PCA also included some tech sessions in one of the adjacent pavillions which were quite informative. It will be held again next year on October 15th.

I must also point out the strange activity of local wildlife on the local roads up here in Westchester. On an early morning trip to get coffee and a bagel, I was startled by a bobcat standing in the middle of the road here in northern Westchester. Another quarter mile up was a scared full sized deer (a buck with a large set of antlers, clearly looking for a date) standing in the intersection, and then further up, a couple of racoons were diving into a storm drain. This is deer rutting season and this makes them particularly dangerous to cars. These animals can leave a nice dent so I encourage north region residents to keep this in mind, paricularly at dusk and dawn. These animals can get mesmerized by headlights and will freeze rather than run. And don't get me started on the bats.

Westchester County police have announced stepped up patrols on the Parkways (Bronx River, Saw Mill, Hutchinson River and Cross County). Be alert!



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Porsche's line up at the Croton Auto Park Cars and Coffee, left. A spectacular Guntherwerks 993 exhibits, right. Photos by Bob Demotta.



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Set of CCW C10 wheels 9x18, 12x18. Matte black used but great condition (typical track wear). Narrow body 997 fitment. Perfect set of track wheels. \$1600.

Also, a set of brand new, unmounted Nitto NT01 tires 245/40 R18 front and 305 /35 R18 rear. \$1300. Email Joe at jportela14@gmail.com (09-21)

Porsche Winter Tires and Wheels: 18" Boxster wheels and Pirelli winter tires from my 2018 Cayman. Wheels and tires in excellent condition - only driven 1,802 miles. Will send pics. Have original receipt. Asking \$2,250. Paid \$3,000. Call Steve 516-850-6807 (09-21)

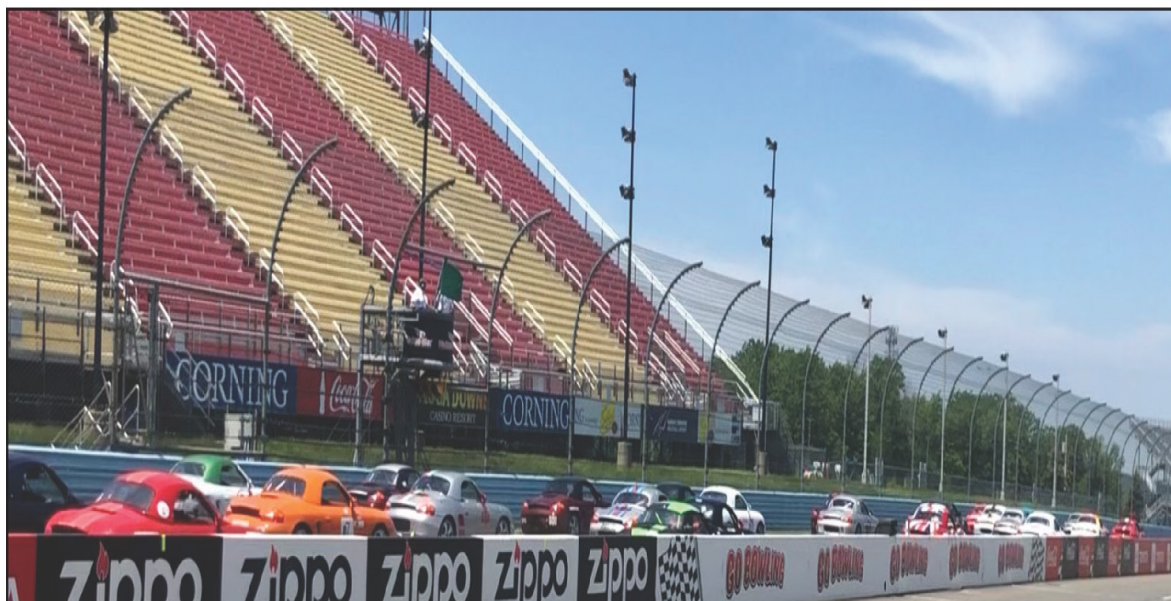
New CMS roll bar for a GT4 or Cayman. Satin black, \$2000 never installed. New 2 Schroth 6-point belts, new in box \$700. New anti-submarine bars left and right \$300. Local delivery, Long Island Call 516-993-3401 or email lsaltzm1!@optonline.net (10-21)

Set of four 20" Cayenne wheels with tires and TPMS sensors. The tires are Goodyear Eagle F1 summer tires. They are 275/45 R20 with good tread. There is some curb rash on the wheels. Asking \$2000. Pictures are available upon request. Email Dana at dabrussel@gmail.com (08-21)

1 - 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 (08-21)

Selling my Metro Air Force Master Blaster Revolution Car Dryer 8 HP (MB-3CDSWB-30) unit with wall hanger and accessories. Bought it about a year ago and find I never use it. It's super strong and dries the car quick but I prefer my battery-operated unit. \$350 email Jason at jason@harborftw.com (10-21)





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30 YEARS

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NOVEMBER 2021

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 Anthony Princisvalle
 Mike Ramirez
 John Vissicchio

10 YEARS

John Agoglia
 John Meringolo
 Steven Oken
 Robert Picemi

15 YEARS

Gary DiBiase
 Joseph Kizner
 Peter Portanova

25 YEARS

Timothy Mehta
 Matthew Mintzer

30 YEARS

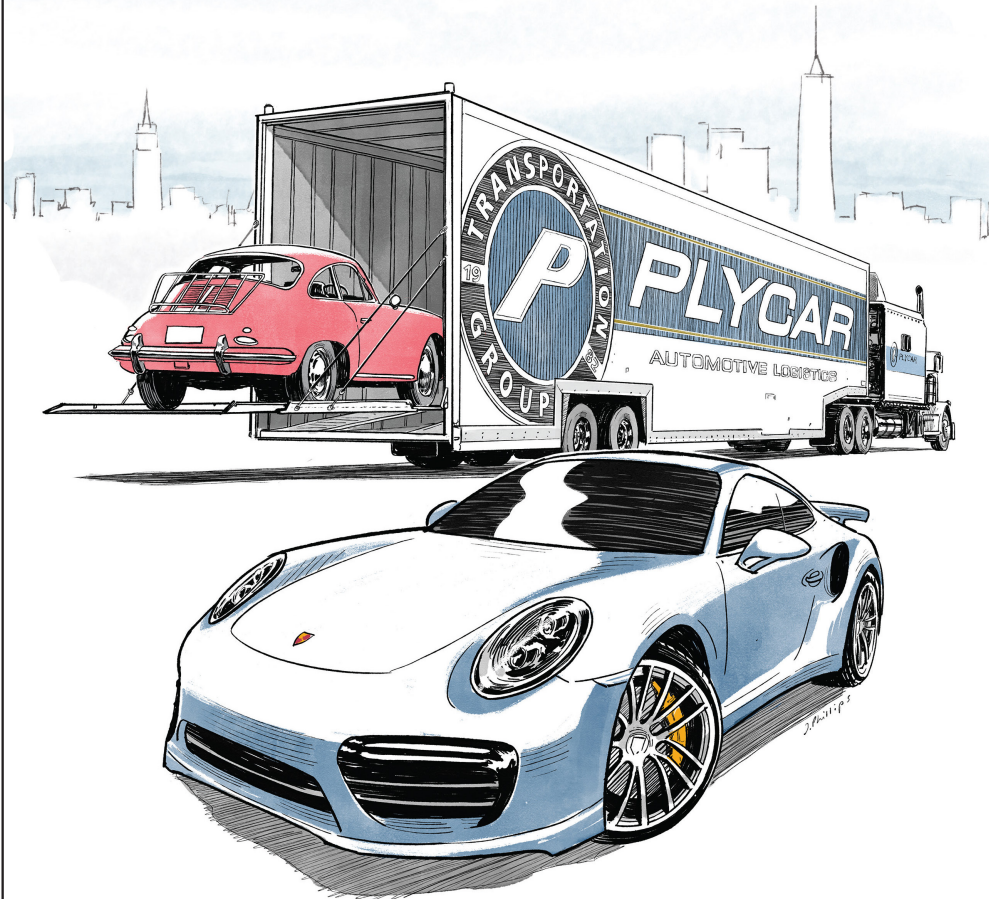
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