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Post

NOVEMBER/DECEMBER 2020



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METRO NY REGION PCA * PORSCHE POSTNOVEMBER/DECEMBER 2020

PORSCHE POST

November/December 2020

Volume 67
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Send Change of Address to:

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Notify promptly to avoid missing an issue.
The Porsche Post will not be forwarded!

Cover: Launch point for our recent Metro trek through Westchester and Connecticut, in New Rochelle. Photo by Bob Demotta.

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Please place calls before 9 PM

*Metro NY PCA Board of Directors



2020 Metro New York Region CALENDAR OF EVENTS



March 7 - AutoCross School, Bethpage
8 - AX - Tobay Beach
22 - AX - Tobay Beach

~~**April** 3-4, DE - NJMP Thunderbolt
5 - AX - Tobay Beach
19 - AX - Tobay Beach~~

~~**May** 3 - AX, Nassau Coliseum
27-28, DE, Watkins Glen
31 - Westchester concours, Mamaroneck~~

~~**June** 6 - Trek #1
14 - AX, Nassau Coliseum
29-30, DE - NJMP Thunderbolt~~

~~**July** 18 - Trek #2
25 - AX, Nassau Coliseum
31 to Aug 2, DE, Watkins Glen~~

August 16 - AX, Nassau Coliseum
23 - Trek #3
30 - Repeat Trek #3

September 12-13, Zone 1 AX, Ayers MA
27 - Cars and Coffee, Plycar
Nesconset, NY

October 2-3, DE, NJMP Lightening
3 - Bagel Master C&C, Syosset
3 - Cars and Coffee, Rennwerke
Porsche, Elmsford, NY
10 - Breakfast, TK's Galley, Huntington
10 - Trek #4, Fall Foliage
17 - Repeat Trek #4
18 - AX, Tobay Beach
24 - Cars and Coffee/Tour, Redline
Restorations, Bridgeport, CT
25 - AX, Tobay Beach

November 6-7, DE, Summit Point
8 - AX, Tobay Beach
15 - Trek #5, New Rochelle

ITEMS IN RED ON LEFT WERE CANCELLED OR PUT ON HOLD DUE TO COVID-19 PANDEMIC. SCHEDULE SUBJECT TO CHANGE.

Please register early for your favorite events.

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

If you need information on a specific event, please contact the appropriate chair/coordinator listed on page 2.

Important 2020 Zone 1 and National Dates:
www.zone1.pca.org and [pca.org](http://www.pca.org)

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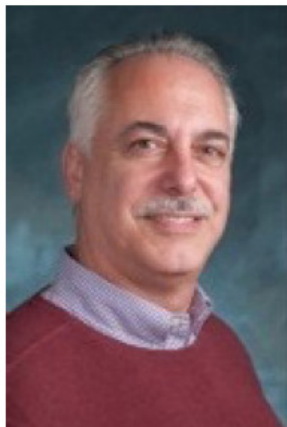
Calendar is updated regularly. Please check the Metro NY PCA website for updates and additions.

Visit Metro's Website for the latest information
<http://www.metronypca.org>



From the Editor

ED REINER



As I sit down to edit this issue of the Post, it is 35 degrees outside and snowing. It is hard to accept the abrupt end to the season, but we must endure and I am now converting my garage from a man cave to a storage facility. And while we anticipate the end of the 2020 driving season, we should take comfort in the fact that we were able to hold it together pretty well through the pandemic. We had DE, AX, Treks and even a few cars and coffee events, despite the masks and social distancing.

For this season, Metro members did come out for the Treks put on by the Teichman's which were sold out, proving the strong demand for drives out in the country. We also had 50 + people attend our visit to Redline Restorations in Bridgeport, Connecticut in mid-October and we all had the chance to experience the rebirth of classic cars (pictures provided in this issue). But some new and exciting things are happening. We have a new webmaster (Jennifer Drubin Clark) who is working on turning our web presence to a

"hub" of activity. We are lucky to have her and we expect to find videos and a greater dissemination of our plans and events. Most importantly, we have some new advertisers we encourage our members to visit (patronize).

Nonetheless, I am in the midst of planning for winter storage and final tweaks before I put the cars away. I can only hope that our pandemic restrictions are reduced in the spring and we can get back to something that looks like normal in 2021.

Some things to keep in mind....the Metro board is hard at work to plan for some great events for 2021, including a robust DE and AX schedule, an active Trek program and to also get our concours and rally program back on track. The 2021 DE schedule is already available on our website. Personally, I also want to see an active cars and coffee program, resume our "Where's Metro Wednesday?", and get back on the road. Since my (summer) tires should stay in the garage below 45 degrees, I am down for the count until Spring.



The Porsche Post is digital! Please visit www.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.



This is the last 2020 issue of the Post, with a number of highlights including the October treks, another Autocross effort, as well as our visit to Redline Restorations in Bridgeport. With the last DE event and the last AX and a trek in November, this should bookend a season where we learned new terms like “sheltering in place” and “social distancing”. The Board is proud that we had provided the membership with some interesting activities and met the requirements set by New York and the PCA for performance under the pandemic. As we hunker down for winter, our attention turns to 2021 and our efforts to provide service to the membership. If you have any thoughts or questions, please let us know (the Executive Board would love to hear from you and whose contact info is on page 2).

Personally, I reached my 20th year anniversary with Metro this November. It has been a wonderful and rewarding experience that gives me a good reason to own one (or two) of these amazing vehicles. I appreciate the friendships and camaraderie that Metro provides. I wish you all a happy holidays!



Some 2020, highlights plus a road sign near Tail of the Dragon in North Carolina to keep people from crossing the line in the median.

METRO NY REGION PCA * PORSCHE POST/NOVEMBER/DECEMBER 2020

Stay Up-to-date and informed about Metro Events through E-mails

*National PCA needs your e-mail address in order to enable our President, Dan Fishkind, to send out his e-mail blasts, which announce changes, updates or new events. All members can log on to www.pca.org quite easily. Also, our **membership chair, Bill Riehl**, can be reached at: Metronymember@outlook.com if you would like to reach out directly.*

President's Page

DAN FISHKIND - PRESIDENT



The end of the season is finally upon us and what a season it was. I wish I could say this was the best year the club has had, but that would be far from the truth. Although the presence of Covid-19 shut down the club for a few months, we were able to help the community out by providing meals for ambulance corps in some of the hardest hit areas in our region. When things started improving,

we were able to put on events following all regional Covid-19 guidelines, and I am happy to say that these events were well attended. Our strongest program this year has been Trek, and Stewart and Sue Teichman put on nine incredible sold-out events this season. An exhausting task to say the least, but they really stepped up to keep members engaged. Autocross and DE also were able to hold events although numbers were capped to comply with local guidelines. We also offered some virtual zoom events which went well. Although it doesn't look like we are getting rid of the Coronavirus any time soon, it is my hope that next year we will be able to get back to, or close to, our usual schedule. You can expect something from the Concours program as we continue to plan events on Long Island and in Westchester. Cars and Coffee and "Where's Metro Wednesday?" will also be in full force as long as we can safely adhere to Covid-19 guidelines. Gathering limits are a big hinderance but very important, nonetheless, so hopefully we can run events which meet all safety guidelines.

As the season is coming to an end, so is my term as president. I have been the president of the region for the past four years and have enjoyed every minute of it. I have had the opportunity to make some wonderful friends and to work alongside some fantastic and dedicated people. I want to thank everyone who has supported me, helped me out and offered their opinions and guidance during my presidency. There are too many people to name but you all know who you are. This club is as great as it is because of the many devoted people who work together tirelessly, behind the scenes, to put on good events and to make sure

every aspect of the club runs smoothly. I appreciate and applaud you all for your dedication to the club.

One of the most rewarding aspects of this position was getting the opportunity to meet so many of you, the members. I have been able to participate in events in all areas of our region, and it is so rewarding to watch everybody enjoy all that Metro has to offer. Whether it be social events or competitive events, the camaraderie that this club fosters is second to none. Everyone is always willing to help out the new guy and make him or her feel welcome and comfortable.

I would like to take this space to congratulate the new 2021 Executive Board and introduce them to you. Bill Rudtner will be stepping in as president of the club. He is motivated and will be a great asset to the club. Please welcome him when your paths cross. The rest of the Executive Board remains the same. John Mingst will be continuing as Vice President, Tommy Rendano as treasurer and Graham Mingst Secretary. These individuals have done an incredible job this year and will continue to do so.

I want to wish you all a happy and a healthy holiday season and a Happy New Year. Please keep yourselves, your families and friends safe.

Be Well,

Dan



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Snowflake 65

JEFF GOLDBERG - RALLY CHAIR

On January 31, 2021, Metro NY PCA will continue a tradition of the longest continuously run event hosted by any car club in the USA – **THE SNOWFLAKE RALLY**. This year’s event marks the 65th year of the Snowflake. The event is dedicated to Ted Ohland who was not only one of the founding members of Metro but a Nationally recognized Rally Master who traveled across America creating rallies for car clubs.

A rally is an event where participants are given very detailed directions to follow with not only where to turn but also with speed changes. To really make it interesting the instructions MAY state “Turn right 3 miles after seeing the barn in photo A”.

Don’t be intimidated. The instructions usually include the cumulative mileage so you will have a good idea where the right turn is even if you do not see the barn. It is important that each car not only has a driver (very important) but a navigator to read the instructions. A driver cannot read, drive and look for clues safely. Teams should consist of two people who get along really well.

Rallyies spend very few miles on parkways and major roads. You will drive mainly on scenic and interesting back roads. Just following the route instructions will allow you to spend a day driving around the East end of Long Island enjoying our picturesque homeland.

To really enjoy the event, follow the instructions including speed changes to pass the hidden check points at the specific time the Rally Master planned. Points are awarded for every second plus or minus of the exact time you pass the check point. The lowest score wins.

For 64 years registration was held at a location where you could have breakfast and the end at a restaurant for lunch or dinner. Due to Covid (as of this writing) we are in the early planning stages of having both meeting places in a safe environment allowing for safe social distancing. Details will be included when registration opens. (Registration information on page 9).



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Skid remarks

DAN FISHKIND - AUTOCROSS CHAIRMAN



The season is over. Actually, the abbreviated season is over. We managed to get a few good events in safely while adhering to Covid-19 guidelines. Every year I reflect back on the season to evaluate and see what could have been done better. Despite the virus looming over all of us, I think we did a pretty good job. Proper precautions

were taken to ensure the safety of all participants and everybody was cooperative. People stepped up to help and make sure events ran smoothly and took on added responsibilities and jobs. Flags and radios needed to be sanitized between groups as well as the computer. Our porta-potty needed to be sprayed down every so often during the events. People were aware and considerate of others and wore masks and distanced from each other. Although this was not a normal year, we got through it.

Some positives have come out of this year. For one thing, I have been reluctant to change to pre-registration despite the urging of the autocross committee, as I felt it would make the onsite registration procedure more chaotic. I am happy to say that I was wrong. It worked great and streamlined the whole registration process. It is a little more work behind the scenes. However, it is worth it, as there are no huge lines anymore which means participants get to walk the course and tend to their cars for a longer period of time.

The Season Finale Autocross was one of the best of the year. The weather was perfect, and I got to put on a pair of shorts again. Can you believe the weather was nice enough in November to wear shorts? The course, designed by Rich Wayne, was his usual awesome, flowing, fun course. It was a great way to end this roller coaster of a season. What were the results you ask? Read on.

John M. took the win in his one-car class of S01 with a time of 38.453 seconds. Three-driver class S02, found Robert N. in first place with a time of 39.383 seconds and Manny G. trailing in second place with a time of 44.970 seconds. Terrence D. took the win in two-car S03 with a time of 43.398 seconds and Marcel Y. came in first place in S05 with a time of 44.905 seconds.

P02 found Nolan M. dominating his mother Terri with a 41.388 second trip around the lot in the two-car class of P02. Two-car class P03, found Martin P. in first place with a time of 43.285 seconds. Michael K. took the win in P05 with a 41.735 second trip around the parking lot. In the four-car class of P06, Dan F. took the win with a 38.644 second trip around the lot to overtake second place Mitch H. who drove the course in 39.530 seconds. Third place went to Brian P. with a 43.195 second run. Spencer M. took the win in the four-car class of P08 with a time of 35.934. This earned him Fastest Time of the Day and Fastest Pax of the Day. Nice driving, Spencer. Bill R. came in a close second with a time of 38.869 seconds while Sebastian O. crossed the finish line in 40.442 seconds.

In our Improved class, I02, Jeff G. took the win with a time of 42.981 seconds while Tom P. was the victor in I03 with a time of 40.685 seconds. Randy P. took the win in M03 with a time of 37.287 seconds.

I want to thank all who helped out this year by giving up their free time to assist behind the scenes. If you are unaware of what happens, people volunteer to design the course the day before the event. This takes a few hours and there is usually a lot of standing around and cone lugging. Then people are needed the morning of the event to set the course again, and to set up the equipment. Then after the event, cones must be collected and stored, and everything needs to be dismantled. This is all above and beyond assigned work assignments for the event. That being said, I want to thank the following people who are always available to help out: Jack Minot, Mitch Hackett, Derek McKane, Rich Wayne, Mark Valera, Michael Kane and Tom Patrizio. Please forgive me if I have forgotten you. Without this group of people, and any I may have neglected to mention, events would not be possible and would not run as smoothly as they do.

Now that the season is over, next year's schedule is already in the works. Please look for the 2021 schedule in the next issue of the Porsche post, on our website and social media, and in our mail blasts. I wish everyone a happy, holiday season. Stay well and I'll see you next year.

Dan





January 31, 2021 Snow or Shine!

The Official Ted Ohland

SNOWFLAKE 65!

"The Driver's Rally"

(Accept No Substitutes)



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The Snowflake is a TSD (time speed distance) rally. For this rally you will be 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 will be given speeds to travel and the time you are to execute certain instructions. 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 checkpoints.

Join us for a day of fun for all skill levels, beginner to expert. Everyone is welcome.

Registration 9 AM

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Pre-Registration FEE (per car): Rally only \$30

To Register please go to our website

metronypca.org



TROPHIES:

1-5 Expert

1-10 Rallyist



Finish location to be announced
All Covid-19 protocols and guidelines will be followed



Have questions? Contact Dan Fishkind autocrosschair@gmail.com

A Lady and Her Porsche

By Jennifer Filippelli

Growing up, I always had a keen interest in cars. It wasn't until I watched the 1980's classic, *Sixteen Candles*, and saw Molly Ringwald's love interest pick her up in a red Porsche 944, that I was introduced to the Porsche brand. I thought the Porsche 944 was such a head turner. I pictured myself driving away in that beautiful, shiny, red coupe with my hair blowing in the wind and looking as cool as Molly Ringwald.

I did some research at the time, and decided that I would one day own a Porsche and make my dream a reality. In 1984, *Car and Driver* hailed the Porsche 944, "Best Handling Production Car in America." Fast forward 25 years, and I am a proud owner of a 1986 Porsche 944 (not quite the same exact model as the one from *Sixteen Candles*, but close enough).

Like with many folks out there, nostalgia played a big role in my relationship with the Porsche brand. What I love most about my Porsche is that I get that nostalgic feeling, in addition to knowing that the vehicle provides me with reliability and

versatility as well. You can take your Porsche and track it, do rallies or even take it for a joy ride. A Porsche can be your daily driver too!

Owning a Porsche has opened up a whole new "community" experience. I have been a member of the Metro PCA for over a year and have enjoyed all it has to offer. It is wonderful to get together with like-minded enthusiasts who are just as passionate about the Porsche brand as I am.

Since driving is not gender specific, it has been especially fun meeting women who share a love for cars. I have enjoyed hearing their stories and connecting with them, over cars of course, but also learning about their hobbies, interests and families.

I would like to encourage more women to get involved to make this a communal sport for all genders.



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Track Ramblings

FRED PACK - DE INSTRUCTOR



Confession: I am an addict

I recently realized that I am an addict. It came to me in a flash. Of course I knew that I was very drawn to this activity, but it was only when I thought deeply about it that I acknowledged how profound the magnetism was.

Websters defines an addict as "one exhibiting a compulsive, chronic, physiological or psychological need for a habit-forming substance, behavior, or activity."

By that definition I am clearly addicted to track driving. Here are some of the symptoms: When my wife and I discuss activities or trips we may take I always hope her plans won't mean me missing a track event. As the day of an event gets near my mind is filled with all the preparations to the exclusion of just about everything else.

Even during the winter when I'm in Vail I often find myself thinking about track activities. One winter I got an invitation to drive at Sebring so I arranged to rent a track car, flew from Denver to Orlando, got an Avis and drove 2 hours to the track, had the 1-day event and flew back to Denver and then to Vail. Hmmm. Maybe I'm an addict.

Probably the proof comes from this: about 30 years ago one time when I was at Watkins Glen I made a solemn oath to myself – if I ever get injured due to this activity, I'll quit. As the years went by I reminded myself of this oath – but I never had to look it in the face because I had no track injuries until October 2019 when I had a crash, wrecked my car and needed surgery to get patched up. At that point I re-worded the solemn oath a bit. The "if I ever get injured" modified itself into "if I ever get seriously injured." Hmmm. That sounds like something an addict would do, doesn't it?

So, I have to conclude that I Am An Addict, which in turn leads to the question, "Why? What is there about

track driving that did this to me?"

As a boy I had no interest at all in cars until I went to boarding school 3 miles from Lime Rock. Many of the kids would go there to watch the races, so after a while I went over and got interested. The USA main headquarters for Lotus was located nearby and I would spend time there instead of studying. The Lotus Elan was as quick as the Corvette at Lime Rock since it has a short and somewhat twisty layout. This appealed to me – the little guy taking on the big American iron. On vacation I would go to 54th street and 11th Avenue in New York City and hangout at the Ferrari dealership. I knew so much about the cars that I would sometimes be mistaken for a junior salesperson. In 1965 for Spring Break I took the train from Penn Station to Sebring in order to watch the 12 Hour race. I had become friends with John Fitch, a legendary race driver and WW2 fighter pilot ace whom I had met at Lime Rock. He was driving a 904 for the Porsche factory team and he invited me to watch from the Porsche pit. Now, that was an experience! (I went back again in 1966 and '67.) It sounds like maybe the addiction was setting in.

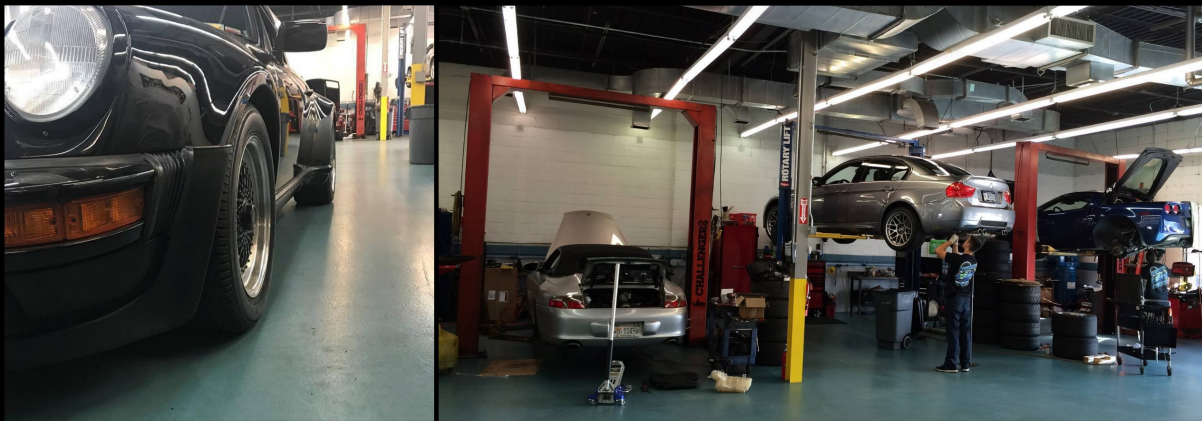
My college friend owned a 1964 Alfa Giulia. We took it to Bridgehampton a few times and I did my first track driving there. A different era: no instruction at all. Just hop in and hit the track. But I read every book I could get my hands on. The best was Piero Taruffi's "The Technique of Motor Racing". I also read many books by Stirling Moss. I spent the summer of 1966 in Europe. I got to the British, Dutch and German Grand Prix races. I met Colin Chapman and Jimmy Clark! I "drove" Jimmy Clark's Formula 1 car at the Nürburgring!!!! (I wrote about this experience years ago and I'll tell the story again in next month's column.) Sounds like the addiction is hardening, doesn't it?

I got a 1967 Alfa GTV with dual Webers and 129hp. Later I installed a turbo into my 1973 Datsun 510. I went to Lime Rock a lot. Still no instruction at all. A simpler, but obviously more dangerous, era. Then work and baby intervened and I went trackless for about 10 years, which ended when I bought a gorgeous 1985 Porsche 944 and joined PCA. I finally got instruction and worked my way up from Green, through Yellow, Blue, White, and Black run groups into Red. I'm on my 9th Porsche now and am as committed

(Continued on page 18)



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(Pack, continued from Page 16)

an addict as ever before at age 72. People sometimes say that they understand the allure of driving on the track – it “lets you get your aggressions out”. That’s not it at all for me. I am not aggressive out there. I’m more analytical, just trying to get a good lap. “The need for speed.” Nope. “Showing off your car,” or the “thrill.” Not at all. I can’t say that I fully understand my addiction, but I believe I have isolated a few elements of it. The art of working towards mastering a very difficult craft is definitely part of it. Bal-

ancing the car on the razor edge between going too slowly and losing control is another part. The fun of reeling in the car ahead of you lap by lap. I can’t put it into words or fully understand it myself, but I do know that I am an addict.

By the time you read this, Metro’s early-November Summit Point will have occurred. I’ll be there – I’m an addict.

I’ll see you at the track.

You can always contact me at fhp911@gmail.com



Fred shares some of the highlights of his achievements over the years including a bro photo with Derek Bell.

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New Member Perspective

Avinaash Aradhya

This fall I completed one year of Porsche ownership and PCA membership. As I was reflecting on the past year it occurred to me that I should share my experience because its been better than I could have expected, it's a way to say thank you to everyone I met over the past year, everyone who worked on putting together events and everyone who shows up with a friendly attitude.

Earlier I was a BMW guy I owned various daily drivers, an e30 convertible, E30 M3 and a '73 2002. In 2009 my career put me on a plane to another country, not knowing when I was coming back I decided to sell everything. Ten years later I was back home in NY and things had settled down. Although as enthusiasts we never truly stop looking, now I had real intent to purchase not just time to daydream.

This was the summer of '18 when my 40th birthday was fast approaching. I started the search by going back to what I knew, BMWs. I almost purchased a '05 330ci ZHP which would have been a reincarnation of my first car the E30 325ic, red on black, five speed. The deal fell through, oh well. Meanwhile, I had been driving past the Roslyn Porsche dealership and was slowly being imprinted upon. Porsches would be arriving for servicing so I would find myself behind them often. Looking at a 911 from the rear is still one of those moments when I get lost in the visual, like looking at art.

One of the searches I had was for the 996, I had a filter and alert set up so any add with "IMS" in it would be emailed to my inbox. I chose the 996 because ticked all the boxes for me, gorgeous car to look at, enough power to get into trouble and a great price point to enter the 911 brotherhood. After a nationwide search I ended up finding my 996 in Minnesota. It's a '99 C4 cabrio with all the right upgrades. My wife and I flew to Minnesota and drove it home, during the trip home I found myself staring at the hip of the car in the rear view, mesmerized by what I saw, did you have the same feeling the first time you drove a 911?

The car has exceeded my expectations. This is a weekend car used for early morning breakfast runs,

PCA events, going out for dinner and as demanded by my kids; driving them to swim class and soccer when weather permits. I have put about 5,500 miles on it which includes the 1,300 driving it from Minnesota back to NY. The smiles per miles ratio is very high, the car has a bunch of nice modifications and maintenance done to it; yes, the IMS, RMS and AOS were done, it also has Fabspeed exhaust, headers, EVO EMS intake and stage two tune, an IPD Plenum, H&R Sport shocks and sway bars to name the most impactful stuff. Maintenance-wise, it's what I expected for a 20 year old car. I got the oil changed right after getting it home, had a leak from the water drain few weeks later; it ended up being the connector hose behind a rear speaker and I changed the headlight switch shortly after. Planned work was new Bilstein B8s on all four corners, along with new shock mounts, and associated hardware and inner and outer tire rod ends. For good measure I also had the shop install a B&M short shifter. I also purchased a set of all-season tires since the car came with summers.

Although I think there should an easier way, I enjoy the hunt for parts and deals. I learned a lot about the car putting together the parts list. The PCA Mart was helpful and discounts at retailers came in handy. This winter I am going to do fluid changes, chase down squishy brakes and what I feel is a lose front end. I can see why they say 60% of all Porsches made are still on the road. There is something about this car, a connection formed which makes you want to keep them in tip top shape. Perhaps it's the feel of all the engineering that goes into these cars and realizing that you would not be doing them justice if you didn't, it almost feels like responsibility you carry.

At the time of writing this, I am about to pick up a OEM Carrera fixed wing spoiler and working out how to get hardback seats from Florida to New York at a decent price. I'm sliding down that slippery slope fast!

(Continued on page 33)



Mike Brewer of Motor Trend TV's "Wheeler Dealers" offers Metro member Brad Chesloff some advice on Porsche ownership during the LA Lit Show, above. Below, Smoking the tires at Autocross...a screeching tire is a happy tire.

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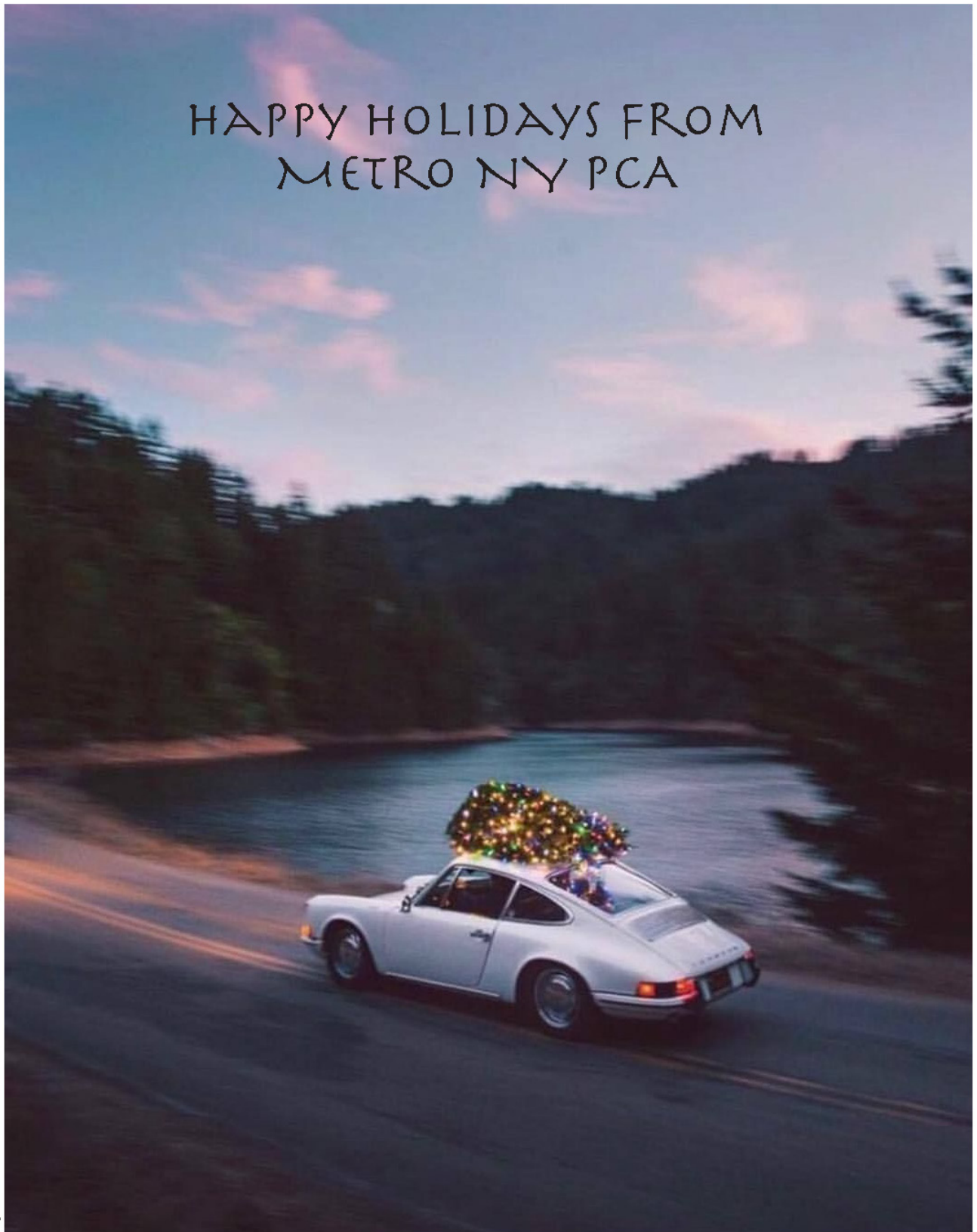
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(Continued from page 20)

It not all about the car though, It truly is also the people, after joining the PCA I started going to events. The first event was a cars and coffee at CCS. People were very friendly and the collection of Porsches were amazing. I spoke to Mark Reed who had just retired and purchased his 996 at the same time as I did, give or take a few days. I figured this out because our plates are only a few numbers away. We both had the same star struck look in our eyes enjoying our first 911s.

The first PCA event I went to was Wing night – again, a welcoming crowd. It didn't matter if you had been in the club for 40 years (Rudy!) or 40 days; it was a welcoming crowd with great conversations. I met CJ there and we talked about car seats in 911s both of us have two boys who are the opposite of radar – they scream go faster while riding in the car. This was followed up by my first Trek. The drive was very well put together by Stew and Sue and it was followed up with an impressive lunch. During which my wife and I sat next to other couples, conversations flowed easily around cars, food, and driving. Other events I attended were the Gold Coast Porsche cars and coffee, DTA 2 & 3, C&C, OWG and Autosport Designs C&C. I am

sure I am forgetting a few but I know every weekend there is something going on and it's nice to have that option. What's that saying, "something for everyone"? I have found it's certainly the case.

I'd be remiss if I didn't not also talk about how Porsche and the PCA has impacted my family. My wife really enjoys the drives and is looking forward to the spring trek. My kids Rohan (6) and Aarav (4) are becoming fanatics! I signed them up as PCA Juniors they keep their ID cards right next to their beds. Over the course of the year I have taken them a few of the car show events. They are completely hooked, I told them that power wheels made a GT3, they put it on the top of their Christmas list. They don't make them anymore so we purchased a used one and have slowly been restoring it, first replacing worn or broken parts, then painting it and most recently adding racing stripes. They have complete artistic freedom with the build and they are having a ball with it.

So that sums year one. Not sure what year two will bring, however, I'm sure there will be miles of driving and great people involved. Happy holidays and safe motoring.

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Tech Corner

John Mingst

I like gadgets and gizmos and always looking for a solution to a problem. So here is my problem, which after you read this, am sure is a problem for many of you as well. I like to take a cup of coffee with me on morning drives. The Boxster I drive is 'drink holding' challenged. For some reason it must be an afterthought by the engineers in Stuttgart to have hanging cup holders off the dash. They are flimsy and small and mounted precariously right over critical electronics. I cannot even imagine a scenario where this works. So off to the internet to see if someone has built a better mouse trap. What I found were many ideas some good some bad. One solution was to jam a high top sneaker under the seat from the front and put your drink where you would put your foot.



I finally found a product that was simple by design. No drilling necessary, can easily be removed or moved to suit. These were all my demands. Ultimate cup holders (ultimatecupholders.com) builds a beautiful clean looking holder that takes advantage of the center console and carpet as a base to quickly give you a new storage point for your favorite beverage. It's made of stainless steel and flexes to accommodate small and large drinks with ease. It is custom made for the car and fits perfectly. In the pictures you can see the holder both before and after installation, it slips right under the side of the console. There are other solutions out there but for the value this one is worth looking at. As this is the holiday season do you know that special someone who could benefit from a new gadget for their car this might just be it.



Enjoy the holiday's with friends and family and if you can keep driving the Porsche!



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Metro redefines "wing night"

Trekking with Stew and Sue

Stew and Sue Teichman



As we approach the end of a very difficult year that saw many of us self-isolating for so long, it sure felt good to get out and drive as often as possible. Driving seemed to be one of the few things that all of us could enjoy and still feel safe while doing it. Whereas Sue and I usually lead three half day treks and one overnight or weekend trek per season, this year we found ourselves leading many shorter treks and eliminating the overnight or weekend trek. Not surprisingly, each trek sold out within twenty-four hours and as people cancelled we were able to fill the openings from our waiting list. We were thrilled to see so many new members joining us as well as trek regulars and members who were doing their first runs with us. Challenging as it was, Sue was able to come

up with many new roads which she was able to pair with many familiar favorites to create great scenic and often challenging routes. And, of course, getting out there to test them and tweak them was always time well spent.

We ran two Fall Foliage Tours in October. Each one was attended to capacity and Mother Nature provided quite the color show for us. It certainly is one of the perks of living in the Northeast.

Although what the future holds for us is still unclear, we are hoping that when the 2021 season begins, we will be able to resume our normal formula. Including two hours of socializing over lunch was always an enjoyable element of these day treks, so we hope to be able to include that again next year. We are also hopeful that we will once again be able to add the overnight or weekend to the calendar, though at this time that may seem overly optimistic. One last trek, the middle of November, will wrap up our program for the season but rest assured, every opportunity we get, Sue and I will be out there driving and exploring new roads. We hope you will do the same. So, as we wish everyone a Happy Thanksgiving and Happy Holidays, we look forward to a better year next year. Stay safe and keep on trekking”.



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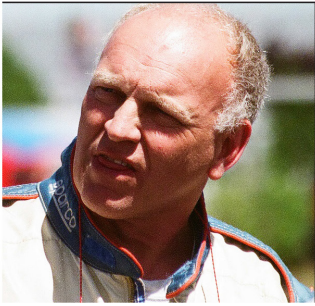
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Cars are stacked for service at Rennwerke Porsche, Elmsford, NY, upper left. Aircooled excellence at Redline Restorations, upper right. SpeedSportTuning staff move cars to make room for cars in for service, below.





Driven for Speed

Bill Rudtner, Chief DE Instructor

Metro Lightning DE October 2020.

One of the biggest events on the hit parade this year was held in the month of October. This was a charity event held at Monticello Motor Club on the 27th in honor of Spencer Cox. Spencer passed away late last year. Spencer owned Speed Sport Tuning in Connecticut. He was always there to help when needed and was quite a driver. The idea of "The Spencer Cox Memorial track day at MMC" was thought of by Spencer himself and Ari Strauss just days before Spencer passed. Ari is the CEO of Monticello Motor Club. Ari was instrumental in bringing the memorial track day commemorating Spencer to fruition. From what I have read, this event will be an annual event (I'm hoping that it is). The proceeds from this event will go directly to Spencer's family. The charity goal was \$50,000. I believe the tally at last count was over \$110,000! God bless Spencer's family and God bless all those who donated. Thanks to Todd Pajonas and Ari Straus for organizing such a great event.

As for as our Metro driver education events, it has not been easy these past months getting an ample amount of instructors to sign up for our driver education events. Unfortunately, students cannot be confirmed in these events until instructors sign on. Basically, in a perfect world, we use one instructor for each student. Excluding Henry and myself, at the past event at Lightning in New Jersey only 15 instructors signed on for both days. However, we did have a few instructors that came in to help without their cars just to instruct. We did manage to get all but one of the 26 registered students into the event. I really need to thank all the Metro NY driver education instructors as well as the out of region instructors that in this time of Covid-19, still get in the cars of students. A

huge thank you goes out to the instructors who volunteer to take two students as well as the instructors that show up not to drive but just to instruct. Thank you all very, very much.

At the Lightning DE in October, Friday we awoke to a dry roadway but once we arrived at the track, a light rain began to fall. Mother nature must have been on our side because soon into the day the sun came out. From then on we had two beautiful days of dry track. All in we had about 60 or so drivers at this event. I loved the amount of students that signed up. 26 students at a DE is very nice.

The end of our Metro NY PCA DE season surely saddens me a bit. But as I sit and write this column we are looking forward to our last Metro DE of the season at Summit Point. This one should be good (as it usually is). A preview of Summit's weather shows sunshine and 65 plus degrees. I can't wait.

I'm sure we'll do a few private days at NJMP during the off season or maybe we'll go down to Road Atlanta for the "Turkey Trot" like we did last year. The Turkey tTrot is usually held over Thanksgiving weekend. In any case, get to the track if you can and really learn how to drive that car. I hope I see you there.



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From our Social Chair

Julie Reimann

As we are closing out our final issue of 2020's POST, all I can say is that this year is ending very differently than what my January vision was set for. Even though we are not celebrating the holidays together at a venue, please join us virtually for our three remaining events of the season!

To kick things off (and spark holiday gift giving ideas) join Adam Fox, Metro Board Member and Sim Racing Advisor, along with Shaibal Bandyopadhyay, our Sim Racing Chief Instructor at our first 'Ask the Expert' virtual Sim Racing event. They will cover how to get started, required equipment, technique and getting noticed. This event is hosted on zoom on Tuesday, November 10th and is free of charge.

Monday, November 16th, we hosted our second Ask the Expert virtual event with Doug Dake, the owner of Trim and Top Interiors. We went behind the scenes to get all your customization and restoration questions answered and see

their latest projects virtually from the comfort of your couch or your garage.

And finally, on Wednesday, November 18th, we added holiday cheer, live from your own kitchen or bar. We measured, poured, mixed and drank. We learned how to make Porsche themed craft holiday cocktails with a fabulous mixologist who always surprises us with a twist.

I encourage you to follow us, especially if you missed our Westland Whiskey Tasting event... although apart it didn't keep us from having a great time. Keep visiting our website.

I am sending the biggest of holiday wishes to you and your family as I look forward to planning 2021. Stay well and stay tuned.

As always, feel free to email me with your great event ideas!

METRO NY REGION PCA - PORSCHE POST NOVEMBER / DECEMBER 2020

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Heavy Metal and Restoration

Ed Reiner

If you have been following the progress on the restoration of my 1986 Carrera, I am pleased to report that we are out of paint and into reassembly. With two coats of paint and 5 coats of clear, we were waiting for the car to cure before beginning reassembly. We are starting to dive into the boxes of parts I have ordered (from Sierra Madre and Pelican Parts) including rubber seals for the doors, fenders, sunroof, hood and rear lid as well as bits to reattach the front and rear valance, headlight rings and door sills.

With the fenders attached, we checked gaps and fit while Anthony Macchia (in the background, top right) of Elmsford Autobody checked the door fit. The doors have been totally disassembled and now we are reinstalling the window motors, window tracks and glass, and electric door locks. Chris DiFrisco at Rennwerke (shop foreman) has taken on the role of restoring the doors, door cards and switches so I expect that once the door are rehung, it will look finished, even if we have another few weeks of putting the car back together. I hope to see it by the end of the year.

I elected to go for a new windshield since the old one (36 years old) was a bit pitted and chipped, but the rest of the glass should go in sometime in late November. I have not had too much of an issue finding parts for this car but some of the OEM Porsche parts are very expensive. Fortunately, aside from some rubber and some metal brackets, it was a relatively short list of new parts.

The assembly sequence includes reassembly and installation of the doors, the sunroof, then wiring, install the tail light buckets, valances and bumpers and then the interior (seats, carpeting) and then a new roof liner. The collaboration between Elmsford Autobody and Rennwerke Porsche had reduced my stress considerably. The knowledge base and talent pool is fully operational.

Based on this progress, I am thinking about a "launch party" sometime around the holidays. More information will follow as the car comes together.



North Region Update

Ed Reiner



The north region of Metro has witnessed a slow decent into fall with a number of cold and wet weekends which have reduced driving days. With storage on our minds, we have compiled a list of available storage

facilities locally and regionally. If you want some references, please let me know. Home winter storage is all about the planning, so I will repeat some of my recommendations.

- 1) Trickle charge or remove the battery- purists recommend a battery tender on the battery with the battery connected.
- 2) Add 3 or 4 PSI to the tires. Try to park on soft or padded floor tiles (available at Home Depot or Lowes) so the tires do not sit on a hard surface and "flat spot"
- 3) Add Sta-Bil to the gas to reduce fuel "spoilage"
- 4) Put dryer sheets into or over the exhaust tips. Remember to remove when starting the car. (Mice hate these). Fling a couple of sheets into the front trunk.
- 5) Use mouse glue traps near the tires. Also, try to find an ultrasonic device on Amazon. Mice won't nest in the car
- 6) Lastly, cover it. I keep the windows open an inch or so to keep the airflow moving.

Westchester has seen a respectable growth in membership in 2020 and we intend to have more events in place for 2021 (Covid notwithstanding) that would include cars and coffee, a breakfast run or two, and the "Where's Metro Wednesday" around the County. We expect to have a

concours, and if all goes well, a rally that should take us from the south to the northern part of the county. Since our Treks are largely hosted here in the north region, we expect a repeat of our successful program for 2021.

A Sunday morning Cars and Coffee was established at the Tarrytown train station this year (River side of the tracks) but it appears to have wound down for the winter. Once it reopens, we will let you know where it will pop up.

During some of my fall driving, I have come upon some facinating destinations for the "weekend warriors" who want to take day trips in their cars.

1) Cold Spring or Rhinebeck, NY, along the Hudson River. Both have a bustling Main Street. A popular weekend getaway for New Yorkers. The trip up Rt. 9 or the Taconic makes this a blast.

2) Squantz Pond near Danbury/New Fairfield, Connecticut. The scenary is breathtaking, parking is easy, and the trip up 684/84 makes this a breeze. The last few miles are an adventure.

3) If you want to look for it, The Village Blend in Sloatsburg, NY on the edge of Harriman State Park in Rockland County. It is across from the Metro North Train Station in Sloatsburg and a very cool breakfast place.

4) Breakfast at Countryside Kitchen on Rt. 6 in Mahopac if you don't want to go too far. Taconic or Rt. 684 will get you there.

And lastly, please keep an eye on the thermometer. Summer tires really should not be driven on when the temperature drops below 45 degrees. Either go "all season" or stay home. I have experienced first hand the complete loss of traction on a frozen roadway when the rear end of a 911 decides not to adhere to the pavement while on a turn.





Photos by Josh Ohebshalom

Metro visits Redline Restorations

Highlights, October 24th, Bridgeport, CT

On October 24th, Metro visited Redline Restorations in Bridgeport, Connecticut where restorations are the only thing. We had the chance to witness some work in progress in one of the most interesting buildings in New England (a former Ford dealership) itself restored to a significant level of detail, and with some of the most amazing vehicles on their showroom floor. Redline is a five star restoration facility with nearly 30 people on staff. Enjoy the photos, but also feel free to visit them on a lazy Saturday when you want to be "wowed" and dream of building that restomod or restoring that classic hot rod to 'better than new'. Please let them

know you are a Metro member.

Redline has a lot of experience with Porsche's (air and watercooled) as well as a number of vintage 356's. That is their showroom on page 13.

Redline Restorations is at 2475 Fairfield Avenue, Black Rock, CT. 06605 and is open on Saturdays and Sundays. They intend to add a pool hall, cigar bar and expanded lounge, so we may have to go back and experience these surroundings again. We extend a thank you to Redline for their hospitality.



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Photos by Jamie Frank

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Membership Update

Bill Riehl



Membership Section for November/December 2020

Membership changes this month thru 9/30/2020

New Members 42
 Transfers -8
 Expired 43
 (see below to Renew your membership)
 Test Drive

Participants	42
PCA Juniors	88
Metro NY Region Membership	
Active Members	2,229
Affiliate Members	1,038
TOTAL Members	3,267

To Renew your Membership Visit the National PCA website at pca.org log in to your account, check your membership renewal date in the upper right corner of the home page just under your name. If your membership is within 2 months of expiring or has expired already, please click the membership tab, click the renew tab, then click on the renew your membership highlighted in Red.

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

- Ethan Levander- 2020 911 Carrera*
- Juan Veronello- 2014 911 Carrera 4S*
- Ray Torres- 2007 911 Carrera S*
- Sebastian Olszewski- 2018 911 GT3*
- Junbo Luan- 2020 911 Carrera 4S*
- John San Pedro- 2015 Macan S*
- Michael Kwan- 2014 Boxster*
- Taber Baderkhan- 2016 911 GT3 RS*
- Fred Schmidt- 2018 718 Cayman S*



Ethan Levander- 2020 911 Carrera, upper left
 Juan Veronello- 2014 911 Carrera 4S, upper right

Ray Torres- 2007 911 Carrera S, left

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Welcome the new members



Sebastian Olszewski- 2018 911 GT3, top left
Junbo Luan- 2020 911 Carrera 4S, top right

John San Pedro- 2015 Macan S, far left
Michael Kwan- 2014 Boxster, left

Taber Baderkhan- 2016 911 GT3 RS, bottom left
Fred Schmidt- 2018 718 Cayman S, bottom right



Please welcome these new members to Metro!

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Welcome New Members

BILL RIEHL - MEMBERSHIP CHAIR

November 2020

Michael Kwan
Brooklyn
2014 Boxster, White

John San Pedro
Manhattan
2015 Macan S, Black

Anthony Perry
East Islip
2017 Macan GTS

Neil Weissman
Coram
2001 Boxster, Silver

Zev Holzman
Bedford
2018 911 Targa 4 GTS,
Silver

Robert Giuliano
Eastchester

Patrick McGarvey
Brooklyn
2008 Cayenne, Tan

Paul Toretta
Greenwich, CT
2007 911 Carrera 4,
Meteor Gray Metallic

Jack Richer
Manhattan
2018 Macan GTS

Craig Ripley
Floral Park
1999 911 Carrera Cab,
Pastel Yellow

Juan Veronelli
Pelham
2014 911 Carrera 4S,
Black

Shawn Roach
Long Beach
2001 911 Carrera, Grey
Metallic

Sebastian Olszewski
Little Neck
2018 911 GT3, Miami
Blue

Junbo Luan
Queens
2020 911 Carrera 4S,
White

Edward Erlich
Wantagh
2007 Cayman S

Clayton Hart
Islip
1997 911 Carrera 4S,
White

Liko Gjevukaj
Yonkers
2006 911 Carrera 4S,
Black

Frederick Schmidt
Eastchester
2018 718 Cayman, Blue

David Jones
Dix Hills
2013 911 Carrera S Cab,
Dark Blue Metallic

Jonathan Bedrick
East Hills
2012 911 Carrera S,
Platinum Silver

Taher Baderkhan
Brooklyn
2016 911 GT3 RS, White

Josh Grunzweig
Staten Island
2020 911 Carrera 4S,
White

Meichuang Li
Great Neck
2016 Cayenne S

Tristan Levy
Yonkers
2011 Cayenne, Black

Moshe Altmark
Hewlett Bay Park
2020 Taycan Turbo S,
White

Paul Kakavas
East Meadow
2003 911 Carrera Cab,
Artic Silver

Marc Katzman
Ardsley
2019 Race car

Mark Elsayed
Brooklyn
2014 911 Turbo S, Black

Dallas Maddox
Great Neck
1968 911L

George Graziano
Brooklyn
2017 Macan GTS

PCA ANNIVERSARIES FOR NOVEMBER 2020

5 YEARS
Derrick Acker
Alex Barrett
Steve Benkert
James Fitzgerald
Anthony Fuisz
Harvey Gessin
Andy Kettler
John Kilgen
Chester Kutscher
Ameer Muhammed
Russell Neresov
Michele Pescione
Daniel Skinner

10 YEARS
Pasquale DeBenedictis
Daniel Gomes
Greg Gualtiere
Michael Matus
Mark Renton
Veronica Eaton Varon
Alessandro Verdicchio

15 YEARS
Matthew Jaworowski

20 YEARS
Ed Reiner- Our Porsche
Post Editor and North
Region Director

25 YEARS
Federico Burgos
Thomas Mullin

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Photo from the last Trek of the Metro season on Rt. 684 in Westchester



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November/December 2020:

2010 911 (997.2) Carrera 6 speed manual. Basalt Black metallic exterior with Sand Beige leather interior. 30,700 miles. 345HP. Options incl. Heated Seats and Heated 3 Spoke Multi-Function Leather Steering Wheel, Navigation, Bose High End Sound, XM Sat Radio. Always dealer serviced. Western Suffolk. A few stone chips on front hood, otherwise very clean. Never tracked or driver in winter. \$48,500. Call Ken 516-622-2509 or email kbuck911@optonline.net (10-20)

2005 Porsche Cayenne S in Grey with black ruffled leather interior. V8 with 36000 original miles, fully loaded, sunroof, roof rack, adjustable suspension 4-wheel locking axles, satellite radio, GPS, CD player. All books records, 2 sets of keys extras asking \$12,990. Call Chester at 631-291-2801 or email at Ckutsc33@aol.com (08-20)

2004 996 Turbo Cabriolet X50 in Artic Silver over black. 34,000 original miles. 6 speed, featuring Carbon fiber trim, embroidered Seats, painted seatbacks, and more. HRE 19" wheels, Techart ground effects, Brembo brakes! Originally a California car, I am second owner. All books, 2 sets of keys and Porsche COA. Call or text Chet 631.291.2801 or ckutsc33@aol.com (08-20)

FOR SALE: Hard top for 996 widebody. Red/saddle headliner. Excellent condition except for dirt/grease mark on B-pillar which can probably be cleaned. Asking \$100. Call or text Frank 914-830-2038 for fciano@gerberciano.com (11-20)

FOR SALE: Porsche 3 spoke OEM Black Leather steering wheel 944 924 964 S Turbo, no rips or tears, complete with horn contact, \$199; Porsche 911 70s 4 spoke steering wheel w/o horn contact, \$50; Pair of beige genuine sheepskin high back seat covers, \$100; Pair of black with gray piping high back cloth seat covers, \$50; Set of Porsche Excellence Magazine No. 1 (Jan/Feb 1987) and ending with No. 84 (April 1999), \$84. Call Tom at 631-662-6376 or email tomonion@hotmail.com for pictures (10-20)

FOR SALE: Michelin Pilot Alpin PA4 N-SPEC Performance Winter Tires. 235/40R 19 Front and 265/40R 19 Rear. Used two seasons on a 2018 Cayman 718 for less than 3000 miles. \$599. Will deliver in the metro NY area. Call Herb Landau at 631-332-7000 (10-20)

FOR FREE: Luggage Racks for First Gen Cayenne. Never used, in good condition. Pick up in Nesconset NY. Free to PCA member. Text me at 631-848-7674, please do not call. Nat Lanza (10-20)



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