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POST

July 2024, Volume 71, Issue 7

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COVER

"Dirty Turbo" by Josh Goldflam at Randalls Island, NYC.
Photo by Rex Rhee.

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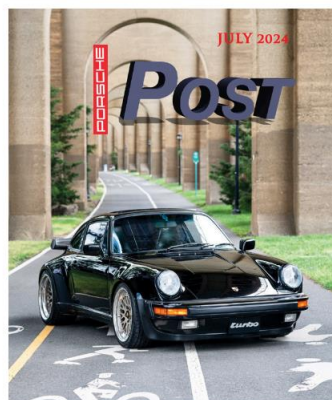
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2024 Metro New York Region CALENDAR OF EVENTS



July	7	Trek #2
	9	DE, Lime Rock, Unmuffled
	14	Vintage Rally, Osprey's Dominion
	19-21	DE, Watkins Glen
	27	Family Day BBQ, Eisenhower Park
	28	AX, Nassau Coliseum
August	10	Hamptons Concours
	11	Trek #3
	18	AX, Nassau Coliseum
	23-24	Lime Rock Park
September	7	New Member Meeting, Airpower Museum
	7-8	Zone 1 AX, Ayer, MA
	8	Trek #4
	27-28	DE, NJMP, Lightning
October	6	Trek #5
	8	DE, Lime Rock, Unmuffled
	20	Oktoberfest, Vanderbilt
	20	AX, Tobay Beach
	27	AX, Tobay Beach
November	1-2	DE, Summit Point, Main
	9	Cars and Coffee, Formula Motorsports
	10	AX, Tobay Beach
December	1	Holiday Party

Please register early for your favorite events.

Many event registration forms can also be found on the Metro NY Website (metronypca.org). We are now using Clubregistration.net for all events.

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

Important 2024 Zone 1 and National Dates:
zone1.pca.org and pca.org.



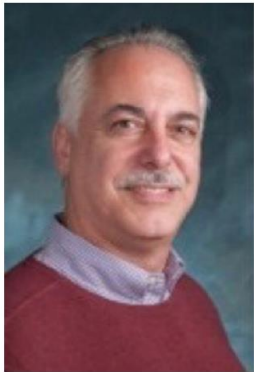
Calendar is updated regularly. Please check the Metro NY PCA website for updates and additions.

Visit Metro's Website

<http://www.metronypca.org>

From the Editor

ED REINER



We hope you are enjoying this driving season. Metro is in full swing, and we are happily piling miles on our cars. The first June trek was fully subscribed, with a spectacular drive through Westchester and Fairfield Counties, ending up at the Malcolm Pray Achievement Center for our People's Choice concours. With nearly 50 cars in attendance, we had a terrific time and had the opportunity to see some really cool cars. It was nice to see so many Metro members join in the activity. Some of the attendees even gave rides to the kids in attendance who visit the center for inspirational presentations.

Coming off the great success of our Pindar Rally and Concours out on the North Fork of Long Island, we are hoping for similar participation in the Vintage Rally to Osprey's Dominion on July 14th. Please see the flyer on page 22 for registration information.

June also included our DE at Watkins Glen and New Jersey Motorsports Park, as well as the kick-off of our women's driving group, and Autocross at Nassau Coli-

seum. July is looking just as busy, with another AX day, plus our second trek (See Bill Riehl's article on Page 12), our DE's at Lime Rock and Watkins Glen, and our Family Day BBQ at Eisenhower Park on July 27th (flyer on page 23).

I have also been attending the NYC events organized by our west region director, Duane Wilson, and we had a blast doing a "drive and dine" from the upper East side of Manhattan (next to Gracie Mansion), and up to the Cloisters through the streets of upper Manhattan, and then down the west side highway to the Classic Car Club for lunch on the pier. It was fun to see the look on people's faces watching a line of 30 Porsches snaking our way up Ft. Washington Avenue into Ft. Tryon Park. (See Duane's article on page, and a really cool video on Instagram). No question we were attracting a lot of attention. Folks from Westchester, Staten Island, New Jersey, and Long Island joined the "city dwellers" for this really unique event.

We have also had good luck with the weather this season, with moderate temps and relatively low humidity. I am also pleased to see more new members participate. These events, plus our dining events (including north region dinners and pancake breakfasts, and east region's "Where's Metro Wednesday") provide regularly scheduled events that should make Porsche ownership and Metro membership more fulfilling. If you have any sug-

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.

gestions on an event or destination, please let me know and we can consider adding it to the agenda.

I am also intrigued by some of the non-Metro events occurring around the region. I attended the Greenwich Concours (Greenwich, CT) and saw many Metro members wandering around the field. The cars on display here are rarely seen in daylight and it was fun to see Steven Harris and Wayne Carini talk to visitors about their collections. I also periodically attend cars and coffee events like Hayfield's in North Salem on the first Sunday of the month.

It's crazy crowded and attracts mostly high-end exotics. It is amazing to me how many of these cars are rarely driven and have only a few thousand miles on them.

This issue of the Post should be a testament to the hard work of the Metro board to create and deliver fun events to the membership with wide geographic coverage across the region. Please consider coming out to the Family Day BBQ at Eisenhower Park in July. We hope to see you out there. Also, please send me a photo (with a caption) if you find yourself someplace interesting and want to 



Lily Pray stands next to a cardboard cutout of her late father, Malcolm Pray, at their annual cocktail reception. MPAC is the Metro charity for 2024.



Clayton Hart hosts Metro at his home on the Great South Bay in Islip to view his private collection of 911's.

Want to send a note to the editor: email MetroPostEditor@gmail.com

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



Here we are in the middle of June and so many Metro Region PCA events have already been written into our history books. One of these events is the Nettesheim tour. I am really glad that Mitch, our East Region Director manages to get Peter to open up his house to our members year after year. Peter is fairly charismatic. He has so many stories to tell and does so in a fabu-

lous way. His home houses so many interesting vehicles varying from motorcycles to cars as well as some very interesting artifacts. The allowed registrants for this tour are very few in comparison to other Metro events (20-30) but as you walk through the three floors of his home you know why. All I can say is that this tour is one of the best on the menu. If you have not gone, the next time Mitch puts the Nettesheim tour on the schedule register early and treat yourself. You won't be disappointed.

This past month we were also treated to an event at The Malcolm Pray Achievement Center. This was also a low-capacity event. Our first Trek of the season convened here for a people's choice concours. Our Concours Chair Paul Celentano was enjoying the F-1 race in Montreal so our Secretary Bob DeMotta handled all the details of the day. A big thank you and shout out to Bob for always being there.

For me personally our DE teams' big event is our DE that preempts the PCA National Club race at Watkins Glen. This event was held on June 12th and 13th. It is a huge event and requires an extraordinary amount of work. Especially from our registrar Adam Fox. With too many personal family issues to tend to I had no choice but to cancel my being there and stay home. However, two days before the event one of our co-chief instructors had a work issue and could not make it. That known I looked at Linda Monday night the 10th and said "Babe, will you be ok if I go? I won't race the weekend, I'll just go for the two days, do my job, and come home." "Of course," was her answer. I packed a bag and texted my tech Brandon Fiala to pack a bag. "We're going to the Glen, leaving tomorrow. And we did. Once that decision was made I was in the right head. I couldn't wait to be there. I think Adam was glad I was there as well. With over 150 participants and 50 of

them being club racers things can get a little unruly. The racers must be kept in check. The event was fabulous. I was able to befriend about 15 Canadian drivers. I took a ride in a new GT4RS for a little personal coaching. Once I did most of his friends wanted some tips. All in all, the event was a huge success. I was so happy I was able to be there.

Coming up in July we have a DE at Lime Rock, which is an unmuffled event on July 9th, and one at Watkins Glen on the 19-21 plus our second trek on July 7th. Our Vintage Rally at Osprey's Dominion is on the 14th, our very anticipated family BBQ day at Eisenhower Park is on the 27th, and lastly an AX day at Nassau Coliseum. With so much to choose from, I am hoping to see you at some of these events!



Eisenhower Park in East Meadow is the site of our family BBQ on July 27th.

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METRO NY REGION PCA • PORSCHE POST JULY 2024

Introduction to Autocross

ARTIE FISHELM- GUEST CONTRIBUTOR



Autocross is an exhilarating motorsport that perfectly blends precision driving with the thrill of competition. For members of the Metro New York Porsche Club, it offers an unparalleled opportunity to explore the limits of their vehicles in a controlled and safe environment. Conducted on a short, coned-off course, typically set up in large parking lots or airport runways, autocross

challenges drivers to navigate tight turns and slaloms as quickly as possible.

The Legacy of Porsche in Autocross

Porsche's rich racing heritage makes it a natural fit for autocross. The brand's commitment to performance, handling, and driver engagement translates perfectly to the demands of this sport. From the nimble 718 Cayman to the iconic 911, Porsche vehicles are built to excel in the tight, technical environments that autocross courses offer.

Autocross in Metro New York

The Metro New York Region of the Porsche Club of America (PCA) is renowned for its vibrant autocross scene. Hosting several events throughout the year, the club provides members with numerous opportunities to test their skills and cars. Whether you're a seasoned competitor or a newcomer, the club's events are structured to be inclusive and educational.

The Autocross Experience

Course Design: Autocross courses are designed to be challenging yet safe, typically under a mile long and marked by traffic cones. Each layout presents unique challenges, demanding precision and quick reflexes from the driver.

Vehicle Preparation: While Porsche cars are naturally suited for performance driving, a few preparations can enhance your autocross experience:

- **Tire Pressure:** Adjusting tire pressures can significantly impact handling.
- **Brakes:** Ensure your brakes are in top condition, as autocross can be demanding on braking systems.

- **Weight Reduction:** Removing unnecessary items from your car can improve agility.

Safety Gear: A quality helmet is essential. The Metro New York PCA has loaner helmets available, but investing in your own is a good idea for regular participants.

Skills and Techniques

Success in autocross hinges on several key skills:

- **Smoothness:** Avoid abrupt inputs; smooth steering, braking, and throttle applications maintain balance and speed.

- **Looking Ahead:** Always look ahead to the next cone or series of turns to plan your line.

- **Brake Control:** Mastering threshold braking maximizes grip and minimizes time spent slowing down.

- **Throttle Management:** Progressive and precise throttle application is crucial, especially in high-powered models like the 911.

Getting Started with Metro New York PCA Autocross

1. **Register for an Event:** Keep an eye on the club's calendar and register for upcoming autocross events. Early registration is often recommended due to limited slots.

2. **Attend a Novice School:** The club yearly hosts novice schools where experienced drivers offer instruction on the fundamentals of autocross. These sessions provide invaluable learning experiences and help newcomers feel more confident on the course.

3. **Vehicle Preparation:** Ensure your Porsche is in top condition. Basic checks include tire pressure, brake pads, and fluid levels. Consider consulting with fellow club members or a Porsche specialist for specific setup tips.

4. **Gear Up:** Bring your helmet, comfortable driving clothes, and plenty of water. A positive attitude and willingness to learn are just as important as any physical preparation.

The Community Spirit

One of the standout aspects of autocross within the Metro New York PCA is the community. Events are marked by camaraderie and a shared passion for driving. Experienced members are often eager to offer advice and tips, fostering an environment where everyone from novices to veterans feels welcome.

The club's events are not just about competition; they are social gatherings where members bond over their shared love for Porsche cars and driving.

(Continued on page 13)

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: \$50

Non-members: \$60

Events will be pre-registration only

Sign up at clubregistration.net

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

www.metroypca.org/autocross

or email Dan Fishkind at

autocrosschair@gmail.com

March 2, 2024

Autocross Seminar/Mini School
 Bethpage Community Park Ice Rink/Tobay
 Beach (Flyer in this issue)

Autocross at Tobay

~~March 3 Sunday~~

~~March 17 Sunday~~

~~April 13 Sunday~~

~~April 21 Sunday~~

Nassau Coliseum

~~May 5 Sunday~~

~~June 30 Sunday~~

~~July 21 Sunday~~

~~August 18 Sunday~~

Ayer, Massachusetts

Zone 1AX - September 7-8

Tobay Beach

~~October 20 Sunday~~

~~October 27 Sunday~~

~~November 10 Sunday~~

2024



2024

Chasing the Curves

BILL RIEHL - TREK CHAIR



The First Trek / Tour took place on 6-9-2024. I was happy to see that we had 8 out of 40 members attending a Trek / Tour for the first time. We all thought the rainy weather would hold out when the first group departed from Rye Brook. As Group Leader, I made the first left turn out of the parking lot and the drops started to fall. We pushed through the light

mist, pesty rain, and some heavy downpours on some very challenging roads in Connecticut. Fortunately, by the time we got to the Wilton YMCA for the midpoint break the weather had cleared up for the remaining 54 miles of the Tour. We ended the Tour at the Malcolm Pray Achievement Center in Bedford NY (photo right), joining other Club members already on site for the Metro Concour Event. We had lunch with over 80 members, along with the kids visiting the Achievement Center. Once the event concluded, a few of our club members volunteered to take the Kids for a short ride in their P cars. I think we all put smiles on their faces! I want to thank Janice Heusser, Ed Reiner, Michael Germana, and Richard Eliazarian for helping me with the event. I will report on Trek / Tour 2 on 7-7-2024 to Abatino's in White Plains in the August issue. Thanks to our loyal group of Club members who really enjoy Chasing the Curves.

The meeting point for all Treks / Tours will start from: Kingsbrook Office Park, Building 4, 1100 King Street, Rye Brook, NY.

The third Tour will be 98 miles long traveling through the roads of Westchester, Dutchess, and Fairfield Counties on 8-11-2024. We will be heading back to Mine Hill Distillery in Roxbury, CT. for a Mexican Style Lunch.

REGISTRATION

The registration process starts by going to the website clubregistration.net. I suggest all members that are not familiar with Club Registration and do not have an account set up already, visit their website at clubregistration.net/login and create an account. This will make the registration process a lot smoother when you are ready

to register for the Trek or any other Metro PCA events. I will be giving detailed e mail instructions in the near future, on how to register for a Driver and how to register for a passenger. Each person attending the event must be registered and paid for separately.

When searching for the Trek events to register for, start with searching by event host- which is Metro NY PCA, then also include the other search box by event type which is Tours. Then hit search. This will take you to the location to register for the event.

REGISTRATION FOR TOUR 3 8-11-2024 WILL OPEN ON MONDAY JULY 15TH AT 7PM. REGISTRATION WILL CLOSE ON MONDAY JULY 22nd AT 7PM

Please contact me via e mail (metronytrek@outlook.com) to assist with the program.

2024 Trek / Tour Schedule

Sunday August 11th

Sunday September 8th

Sunday October 6th



I look forward to Chasing the curves with our Club members.

Please be on the lookout for event details on our Facebook page, Metronypca.org website, and e mail blasts. Registration for each event will open approximately 25-30 days prior to the event date through Clubregistration.net. Register early, as each event will be limited to 39 cars.



Advertising

ED REINER - ADVERTISING



Metro welcomes a new advertiser, Dr Raymond A. Semente DC who runs the Disc Centers of America in St. James, NY. His clinic is open for those of us with chronic back pain. (Ad on page 42)

Please also notice that we are helping to promote the Hamptons Concours to be held on August 10th in Bridgehampton. This

is a Porsche and Ferrari-only event and Metro is invited as spectators to this really cool event on a private estate! Please see the flyer on page 35.



(Autocross, from page 10)

This supportive atmosphere makes autocross a perfect entry point for those new to motorsport.

Advanced Tips for Seasoned Drivers

For those looking to shave precious seconds off their times, consider these advanced tips:

- Data Analysis: Use data logging tools to analyze your runs. Understanding where you can gain time is crucial for improvement.
- Tire Selection: Investing in high-performance tires suited for autocross can make a significant difference.
- Suspension Tuning: Fine-tuning your suspension setup can optimize handling for the specific demands of autocross courses.

Conclusion

Autocross with the Metro New York Porsche Club is more than just a sport; it's a community experience that enhances driving skills and deepens your appreciation for the capabilities of your Porsche. Whether you're a newcomer eager to explore the limits of your car or a seasoned driver looking to fine-tune your skills, the club's autocross events offer something for everyone. Embrace the challenge, enjoy the camaraderie, and experience the thrill of pushing your Porsche to new heights.

Join us at the next event and become part of the dynamic

world of autocross in the Metro New York Region of the PCA. – Artie

Please note that the July 21st autocross was moved to July 28. Thanks. - Dan



2024 Awards.....

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Aliko Hantzopoulos
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Concours Corner

PAUL CELENTANO - CONCOURS CHAIR



Last month Metro held our first combined Trek and Concours at the Malcolm Pray Achievement Center. While I was unable to attend due to a conflict with the Montreal Formula 1 race, Bob DeMotta stepped in working with Marikay Satryano of the Achievement Center to pull off a very successful day despite a light sprinkle in the morning.

More than 70 of you spent the afternoon enjoying the display of Metro cars, touring the museum's collection, and dining on some fine BBQ. We are planning a few more events at Malcolm Pray later this year, so keep an

eye out here in the Post and on our Facebook page.

After a very successful concours at Pindar Vineyards in May, I am discussing with them having another event there this fall that would include not just a luncheon but also a tour of the winemaking. Again, stay tuned here for details.

With the heat, Independence Day holiday, and vacations coming up in July and August, things will be quiet here at concours corner. We will, however, be gearing up for our year-end annual Oktoberfest Concours at Vanderbilt Museum. This one is a must-attend!

As always, if you would like to volunteer or have any questions or suggestions for a venue, don't hesitate to reach out to me at: vpmetronypca@yahoo.com. Enjoy the Summer!



Pindar Charity Rally & Concours Results

356

1st Victor Rugg 1963 Coupe
2nd Gerard Moringiello 1960 Coupe
3rd Albert Narizzano 1961 Coupe

911/912 Long Hood

1st Robert Roth 1969 912

911/912 Impact Bumper

1st Dan Levitt 1987 Coupe
2nd Ray Gargiulo 1989 Coupe
3rd Angelo Lettieri 1985 Coupe

911 late model

1st Anthony DeVincenzo 2014 anniversary
2nd Jeff Rosen 2023 4S
3rd Kevin Ruthen 2022

914

1st Harry Krause 1973 914/6
2nd Mario Zino 1972 914 2.0

Transaxle-924/944/968/928

1st Steven Geiger 1996 928 GTS

Boxster/Cayman

1st Adam Rosenfeld 2015 GTS
2nd Michael Regan 2007 Cayman
3rd Ed Hoey 2000 S

718 Spyder

1st David Leonoff 2023
2nd Andy Lyman 2022
3rd Ted Kramer 2021

Cayenne/Macan/Panorama

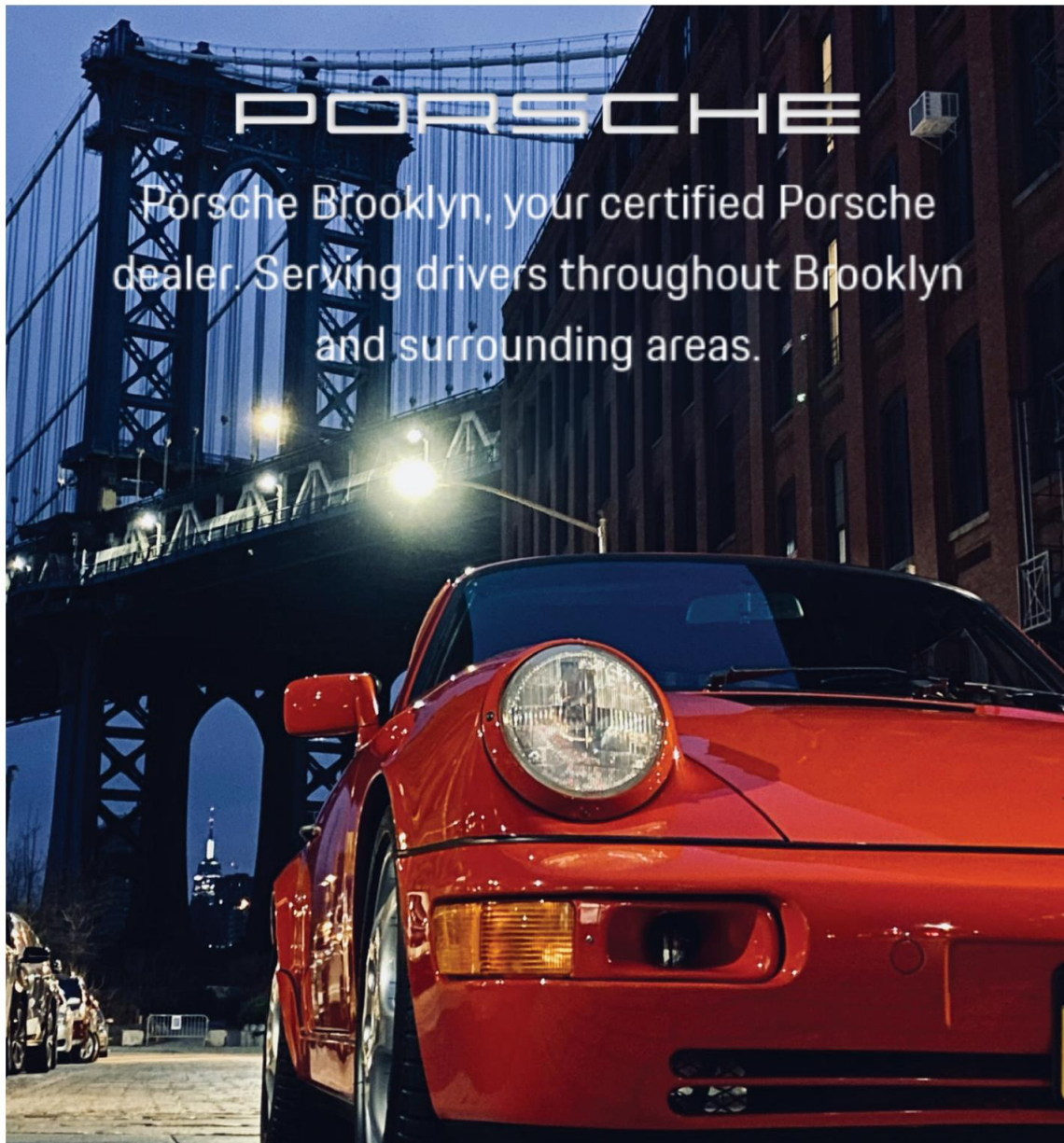
1st Richard Modica 2022

Tycan

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Eastern Region Update

MITCH HACKETT - EAST REGION DIRECTOR



Ah, the dog days of summer are here! This summer I will be more active, hopefully. Last July 10th I managed to break both my wrists. Nothing exciting like a race car crash. I tripped over my black power washer in my dark garage. Note to self: Turn the damn light on before fumbling around in the dark! Lesson learned, needless to say. Also, do not drive yourself to the hospital the next morning

with two broken paws. It ain't easy folks.

June was a busy month for Metro, as will be July. Our Metro Wednesday nights are in full swing, 8 events so far by mid-June. These are weekly meet-ups, weather permitting. Thanks to all who attend. Haven't tried a Metro Wednesday yet? Try to make it. It is a group of friendly Porsche drivers, anxious for a mid-week break from the hectic work week. Very low-key, and fun. Sometimes we dine Al Fresco, other times at a local eatery. We like to support small businesses, especially those owned by Metro members.

On June 15 Peter Nettesheim (photo right) hosted Metro with a tour of his incredible museum. All proceeds from the event will be donated to the Malcolm Pray Achievement Center, a very worthy charity helping veterans and young adults find their way to a successful life. I attended the first Trek this year which ended at Malcolm Pray. It was a great event. Our hosts couldn't have been nicer. Several children got to take Porsche rides with members from the Trek, and concours. Well done!

Unfortunately, our cars and coffee event at Imperial Motors on June 23rd had to be postponed due to unexpected staffing issues. We will hold another there in the future.

Stay tuned for short-notice events via the Metro Facebook page, and the club website. Pop-up events can happen on short notice, so please stay engaged. This is YOUR club, and the Metro volunteers try to fill the calendar with interesting events for your enjoyment. For example, I hope to do another tour of Herb Wetanson's great collection in

Southampton. I will be meeting with him at the end of June. Keep your fingers crossed!

That's all from Metro East. Enjoy the summer, get out, and drive your Porsche to some events! See you out there at the next Rally, Concours, Trek, Autocross, or Driver Ed. I hope so. **Peter Nettesheim (below) hosts Metro in his garage/museum..**



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Track Ramblings

FRED PACK - CO-CHIEF INSTRUCTOR



BRAKING

It goes without saying that braking is a critical part of track driving. You'd better slow down enough for the oncoming turn, but how you do it is what can keep you safe, and fast.

A performance car, such as a Porsche, has excellent brakes. In our normal street driving, we never come close to using them at their maximum potential, and

so we generally don't know how well they can work in a high-speed maximum-deceleration environment. Here is a method to find out:

If you are riding with an instructor, discuss this with your instructor before doing it. When you are on a long straight section of the track, and not very near the oncoming corner, first look in your rearview mirror and make sure no car is near you. Then, press the brake pedal with medium intensity, and after a moment press really hard on the brake pedal and hold it that way for another moment. This should give you an understanding of how powerful your car's brakes are. Use this knowledge going forward. **ONLY DO THIS ON THE RACETRACK, AND MAKE SURE NO OTHER CAR IS NEARBY BEHIND YOU.**

Brake Initiation

In regular street driving you press gently on the brake pedal to initiate slowing that car, and then you push harder/softer as/if needed to shorten/lengthen the braking distance. This method makes for the smoothest deceleration for the prevailing situation. For track driving, in contrast, we want to get the car slowed as quickly as possible to the maximum safe corner entry speed while being on the throttle as long as possible as we approach the oncoming corner.

For a corner that will require dropping speed quite a lot, the optimal solution is to stay on the throttle as long as possible and then brake to the maximum deceleration available, (which is called 'threshold braking') so that after an initial press – not jam – on the brake pedal we push the pedal hard to get maximum deceleration and maybe even engage the ABS. If we have gauged the right braking point we have slowed enough to safely negotiate the corner.

The trouble is that we aren't Max Verstappen or Lewis Hamilton with anything like their skill levels. We are, mostly, weekend warriors, and we very much don't want to crash our cars. The solution for us is to initiate the procedure from the preceding paragraph a moment earlier than what we feel is the last possible moment to start braking, in order to have a safety cushion. Then, as we approach the corner we have the option of releasing the brake pedal a little bit or continuing the hard braking, as needed.

Brake Release

At all times, cars appreciate smooth use of the controls. When we are finished slowing down for a corner we should not pop off the brake pedal. Doing so causes a large instantaneous weight shift from the front to the rear which can unbalance the car. Rather, we should reduce the brake pressure gently. This keeps the car in good balance.

A tip: Sometimes we find that we have entered a corner at too high a speed. Now what do we do? A good solution is to continue toward the corner but to not aim for the apex; rather, initiate a less sharp turn – this will let you continue braking longer since you aren't cornering as sharply as usual, and it also increases the width of the pavement ahead of you, since you aren't aiming straight across the track. More often than not, you can regain control of the car and proceed. You've messed up the turn and you haven't come anywhere near the apex, but you're still on the pavement instead of being on the grass or hitting the wall.

Trail Braking

If you do all your braking before the turn-in point, there is an amount of time when your tires are not using their maximum amount of grip. After all, it takes some time for the cornering forces to build up from no-cornering to maximum-cornering, and during that period the car is going slower than its maximum potential. Trail braking – let's call it 'TB' – is what allows us to "reclaim" that lost potential.

With TB, you start your braking a bit later than usual (which means you are on the gas longer than without TB), and as you approach the turn-in point you begin reducing the braking effort, but you still are doing some braking as you begin to turn – meaning that you are cornering AND braking at the same time, allowing you to be using more of the tires' grip potential and thereby going faster than in the 'brake, then corner' mode.

(Continued on page 56)



2024 METRO NEW YORK PCA DRIVER EDUCATION SCHEDULE

REGISTRATION OPENS JANUARY 1ST FOR ALL EVENTS

<p><u>April 2</u> (Tue)</p> <p><u>April 26</u> (Fri)</p> <p><u>May 10-12</u> (Fri/Sat/Sun)</p> <p><u>May 24- 25</u> (Fri/Sat)</p>	<p>Lime Rock Park (Unmuffled SOLO)</p> <p>Lime Rock Park</p> <p>Mid-Ohio (with NNJR)</p> <p>NJMP Thunderbolt (with NNJR)</p>
<p><u>June 12-13</u> (Wed/Thur)</p> <p>Watkins Glen International</p>	
<p><u>June 24</u> (Mon)</p> <p>NJMP Thunderbolt</p>	
<p><u>July 9</u> (Tue)</p> <p>Lime Rock Park (Unmuffled SOLO)</p>	
<p><u>July 19-21</u> (Fri/Sat/Sun)</p> <p>Watkins Glen International</p>	
<p><u>August 23-24</u> (Fri/Sat)</p> <p><u>Sept 27-28</u> (Fri/Sat)</p> <p><u>October 8</u> (Tue)</p> <p><u>November 1-2</u> (Fri/Sat)</p>	<p>Lime Rock Park</p> <p>NJMP Lightning</p> <p>Lime Rock Park (Unmuffled SOLO)</p> <p>Summit Point Main</p>



Contact - Adam Fox: MetroNYPCADE@gmail.com

All registration through www.ClubRegistration.net





Vintage Rally 2024

A FUN CAR RALLY BY THE PORSCHE CLUB OF AMERICA
METRO N.Y. REGION ON SUNDAY, JULY 14, 2024

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Registration opens May 1, 2024

<https://clubregistration.net>

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Info: Rich Mooers email at Metronypcarally@gmail.com or Text/call 631-513-0089

Picnic: Please bring chairs and a picnic lunch

Kids and Friends are encouraged.

Metro NY PCA Family Day BBQ and Picnic

Saturday July 27th 12 – 5 pm



Cost:



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- Softball
- Bocce Ball
- Music
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No dogs or glass (park rules)

<https://clubregistration.net/events/signUp.cfm/event/14694>



Please SCAN

Membership Update

JEFF LANKA - MEMBERSHIP CHAIR



Membership changes
this month thru
4/1/2024

New Members	39
Transfers	1
Expired	42
Test Drive	
Participants	41
PCA Juniors	93

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

- Matthew Ortiz - 2023 718 Cayman GT4
- Arrod La Roque - 2007 911 Carrera
- Jonathan DiCunzolo - 2006 911 Carrera S Cabriolet
- Joseph Bando - 2001 911 Carrera



Metro NY Region Membership

Active Members	2,510
Affiliate Members	1,098
TOTAL Members	3,608

Download your digital PCA card. See page 43 for details!

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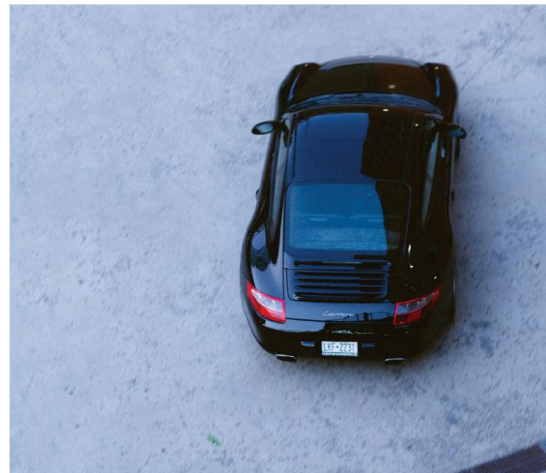
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Log in to your account, please click the **MEMBERSHIP** tab, then click **MY PCA ACCOUNT** tab, then click on the **EDIT MY PROFILE** tab. Scroll down to the address information section, click the green edit button, input your new primary address.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



Welcome New Members



Matthew Ortiz - 2023 718 Cayman GT4



Arrod La Roque - 2007 911 Carrera



Jonathan DiCunzolo - 2006 911 Carrera S Cabriolet



Joseph Bando - 2001 911 Carrera

Metro welcomes the new members to the Club!

Still a Porsche 911

MICHAEL TASHJIAN - TECH CHAIR



We knew at the unveiling of the 991.1 platform that a hybrid 911 was inevitable. Porsche AG had already made architectural arrangements for the tech behind the dash. No one denied it, because alternative or additional power sources would become the standard amongst sportscars in the coming years, or so they believe. There is a natural order that

demands progression even if it is not fundamental and ultimately beneficial to the greater good; them being the Porsche 911 enthusiast=us. But so be it! Embrace it! The 911 must keep pace in its class or it will wither and die! Propaganda at best. 458, Murcielago, DBS, Carrera GT, we are no longer building performers like these, that had virtually no real regulation outside of some flimsy crash test metric. Today's ultra-high-end sportscar class where the 911 resides (150,000-350,000USD), has some real contenders. Car manufacturers, especially those part of the VW Group VWAGY, are extracting as much out of the car's components as possible, all the while increasing margins. As it turns out convenience tech like ACC is far cheaper than the development of a 10-cylinder engine or new materials which typically have high manufacturing costs. No one will argue the 918 Hybrid and SF90 Stradale are not an achievement and the culmination of their respective predecessors, they just don't carry the punch the 959 or Carrera GT did on the enthusiast market. Perhaps these new cars are having a type of identity crisis, trying to retain the old but showcase the new.

There are a great deal of alternative-powered cars built by Koenigsegg, Rimac, and a list that changes with every ¼ earnings report from their parent company. They do what they do best, build the fastest cars they can, and without any genetic predisposition from their lineage. Cooler, faster, and a much bigger wing.

I am unsure the 911 platform will be successful in this arena due to heritage, past performance from Porsche with Hybrid/Electric, and the marketplace for 911's being people that want a 911. The one thing we 911 fans have

going for us, is the brand was, is, and always will be reliant upon those three digits-911. Without them, I am confident all the Macan sales they think they will have will in fact wither and die. Watches, tee shirts, Cup Cars, you name it go the way of Long John Silvers. I urge Porsche to keep pace but not deviate too far from the nest. Surely, they'll bring back the "718 Cayman/Boxster" platform in all of its combustion glory carrying a badge to substantiate whatever price they come up with. And don't call me Shirley. Petrol runs the global economy, and 911's run on petrol. With that logic the 911 controls the global economy. Rrrriiggghht. It goes without saying, that I will surely drive, enjoy, and ultimately grow to accept different 911 variations. We must hope and pray that only the purist of 911 remains the flagship.



West Region Report

DUANE WILSON - WEST REGION DIRECTOR



June came in strong for events in the West Region. The weather was kind to us and we managed to bring out the crowds to support local businesses and have some fun with cars at the same time. The West region recently expanded to Brooklyn and Queens, and we're planning more fun member activities. Here's a short list of what

to do more with the dealership and people at Porsche Brooklyn and figure out how we can expand our relationship with them!

If you have suggestions, questions, locations, or would like to be a host for the First Saturday Porsche and Pancakes events in Queens, Brooklyn, Staten Island or Manhattan email me at MetroNYpcaWestRegionDirector@gmail.com or tag me on Instagram @PorscheStimmung. I can't wait to meet you, and your cars!



POST SHARED ON JUNE 7, 2024
BY PORSCHEUSA

we've been up to!

Cars and coffee Meatpacking District with Leica was a large turnout on cobblestone streets for Porsche and our friends in the city who drive classics and exotics. We even got a mention on Bring A Trailer about the show and another neighbor randomly came by the event with his classic BMW 6 series. (Photos by Matthew DeSantis) link: https://drive.google.com/drive/folders/1ihBs7-6GlyjZWpx_PxDBVTfXTiS22l1r?usp=sharing

Porsche USA features local photographer Ayrton Cinco's photos from our Cars and Coffee in SOHO on their social media. The story begins with Brad Chesloff's 1991 Horizon Blue Metallic 964 3.3 Turbo which features several member cars. Scan the code below to see, and share, Porsche USA's Instagram post (@PorscheUSA)

Cars and Coffee in Brooklyn kicked off with our friends at Porsche Brooklyn who graciously reserved the large parking lot in Industry City for us and invited over 100 cars to come to a family-friendly meetup. I'm excited



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BRANDON TASSO - DE CHAIR



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A track that demands your respect, attention, and just about all the guts you can muster. This track has it all! 3.4 Miles of fast-sweeping corners, tight, technical corners, and blue guard rails waiting for you everywhere, if you lose focus for a moment. There is over 130' of elevation change from the lowest point to the highest point on the track. From the bottom of "The Esses" it feels like you're driving straight up a mountain!

This year my Dad flew in from North Carolina to join us at Watkins Glen for our June 13th - 14th DE Event. One of the best parts about my dad coming to an event aside from getting to spend time together is that I can bring along my two boys. They're 7 & 9 Years old and love cars and driving as much as, if not more than I do. With my driving and my track chair duties, I could never bring them along without help. The three of them would drive to different grandstands and viewing areas all around the track. One session you can watch from the middle of the Esses as the cars fly by at 130+mph! Next session they would watch as you try to balance speed and grip slinging it through the bus stop. Their absolute favorite spot to watch was the Turn 11 grandstands. You can see so much of the track from there including the super-fast Turn 10 as drivers try to carry as much speed as possible through the tricky left-hander.

Farewell... This one got me right in the feels. As we were having dinner on our last night at the awesome Nickel's BBQ in town, we all "cheered" to an absolutely FANTASTIC trip. I look over to my older son Logan and he's got tears in his eyes. I ask him "What's wrong?" He says "Dad, I don't want to leave!" Me either, Logan... me either.

If you're reading this when the issue arrives then you still have time to register for Metro NY PCA's 2nd DE at Watkins Glen July 19th-21st!! It is guaranteed to be an absolute BLAST!! Come join us!





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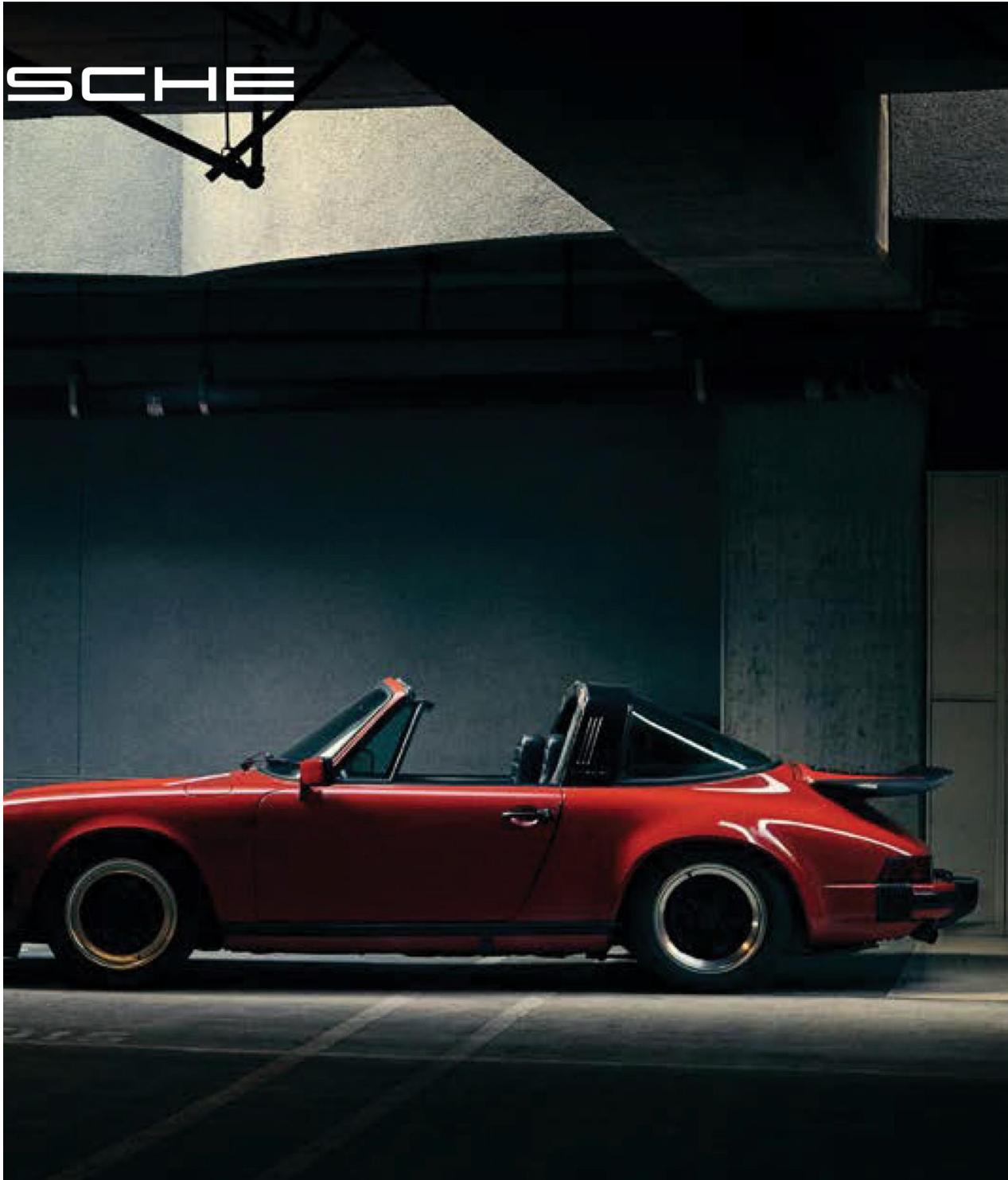
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Social Events

LEE WALTON - SOCIAL CHAIR



It was a spectacular sunny day. It was the kind of day where the white puffy clouds looked like cotton candy contrasting against the deep blue sky. When the women of Metro New York PCA women's driving group set out for our adventure, the temperature was a crisp 69°. The group was small, but that was OK. What we lacked in size, we made up for in spirit. We had a

lovely drive up the Taconic over to twisty tree-lined scenic roads of Bear Mountain Parkway and then north along Rt. 9W. For lunch, we decided that not only did we all love to drive but that, as a group, we would plan future adventures together, the first being August 3rd at Lime Rock Speedway. Our sister club, Connecticut Valley, has a sampler day with AutoX, DE, and parade laps. This event is open to any women in the club who would like to join us. Please contact me at metroNYPCAsocial@gmail.com For more information or to share ideas regarding future rides.

Don't forget to sign up for our highly anticipated annual BBQ picnic! This year's event promises to be a blast, with a delectable spread of hot dogs, hamburgers, chicken, salads, desserts, and vegan options for our plant-based members. We've also planned games, prizes, and a People's Choice concord, so get ready to showcase your favorite ride. Join us on July 27th from noon to five at the Sycamore pavilion in Eisenhower Park, and don't forget to don your favorite Hawaiian shirt for a chance to win in our judged market. Log on to Club Registration for additional information and sign up! See flyer for QR code. We are still looking for volunteers to help at events; please let us know if you are available.

In May, I organized a small group that drove to North Carolina/Tennessee to experience Tail of the Dragon (TOD), that mind-blowing 11-mile, 318 switch-back, legendary road, and the cornucopia of roads in the area. Next spring, I will organize an official club drive to TOD and post information on club registration. I anticipate this event will sell out early, so if you are interested, please sign up as soon as you see it on Club Registration.

Lastly, if you're looking for a social breakfast, come and join us for Porsche and Pancakes on the 1st Saturday of the month. Information can be found on the club's website and Facebook. If you don't follow us (<https://www.facebook.com/groups/metronypca>) ...you are missing opportunities to meet and greet your PCA friends!

See you on the roads...



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PORSCHE



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North Region Update

MIKE MAZZILLI - NORTH REGION DIRECTOR



We had a great time at the Malcolm Pray Achievement Center Concourse. The weather was fantastic and we were treated to a great meal along with the opportunity to show off our cars to some of the kids invited to take photos.

Additionally, plans for social events at Patsy's in New Rochelle and Blazers in North Salem are in the works. Please keep an eye

on the club Facebook page for dates. We are also working on events at Hagerty's (now called Katonah Storage) for a cars and coffee event, and we expect a large event in the early fall to celebrate the grand opening of the new Pepe Porsche location moving to White Plains.

We are also planning a large social gathering at the

Barley Beach House Restaurant at the Rye Town Park, adjacent to Rye Playland, with dining on the beach. More information will be sent out as the dates are finalized.



Barley Beach House





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Porsche Market Update

DAVID K. WHITLOCK, RIESENTOTER REGION



May 2024 had a sell-through rate of 71% out of 608 Porsches offered at auction for a total dollar volume of \$32,092,618 compared to 70%, 585, and \$31,309,017 the previous year. And while May's metrics all beat May of 2023's, this month was all about "what could have been," especially at the top end of the market.

For cars that could have potentially crested the million-dollar mark, only one of the nine \$1m cars sold, and it sold at a final bid of \$925,000, which was not quite on the money. That car was a 1992 911 Carrera 2 Coupe Reimagined by Singer. Known as the "San Diego" commission, the car was finished in Blue with Pale Blue stripes and Red Porsche script on the side and featured a beautiful Red leather interior. Out back, this Singer had a 3.8-liter Cosworth developed engine, which was the culprit, as recently it takes a 4.0-liter engine to get Singers up past the million-dollar mark.

Other million-dollar-potential sales included not one, but four Carrera GTs, all of which failed to sell. Coming off a very successful Carrera GT sale last month at over \$1.7m all-in, one would think that success would carry through the market. Bids ranged from \$1.1m to \$1.35m on one Black, two GT Silver, and one Seal Grey example. The \$1.1m car was finished in Seal Grey Metallic and showed just over 13,000 miles on the odometer. But internet sleuths recognized the car as having once belonged to a YouTuber who isn't known for being "easy" on their cars. History aside, \$1.1m was probably all the money given the miles.

Another notable no-sale was a 1959 718 RSK, chassis 718028. This rare Spyder was one of a handful of RSKs produced in a center seat configuration, and it failed to sell at a final bid of \$3,400,000. If you think you've read that sentence before, it's because you most likely have as this is now the fifth time the car has gone unsold at auction since 2019, with bids consistently in that range. I hate to use the phrase "the market has spoken," but in

this case, I think it has.

Early Porsches, those sold in the '50s and '60s, fared a little better than the uber-expensive cars with a sell-through rate of 59%. The most notable cars being a 1967 911S Soft-Window Targa that hammered at \$265,000 and a 1957 356A Speedster at \$305,000. The Soft-Window Targa was a very nice example finished in Polo Red over Black leatherette with patterned seat inserts. It sold at a final bid of \$265,000, which was good enough to be the second highest price paid for the model in the last twelve months. The 356A Speedster, on the other hand, sold at a below-average price of \$305,000. Although the Green over Tan color combination looked great, the fact that it wasn't finished in its original combo and a non-numbers matching engine meant this one was sold about right.

Other notable sales this month included a 2012 Cayman R 6-speed that sold for a strong \$76,500, a GT3 RS 4.0 at \$762,777, and a number of 996 Turbo Cabriolets, all with the X50 package, and all selling in the low \$60s. The Turbo Cabs. were quite interesting as they represented a bit of a rise in 996 Turbo pricing, even when you factor in the rare X50 package.

Overall, May was a pretty solid month, unless you were trying to sell a Carrera GT. June kicks off with a number of million-dollar-plus Porsches at RM Sotheby's Dare to Dream sale. Let's hope they fare better. Until then!

- David K. Whitlock is a writer for The Stuttgart Market Letter, a daily market update for Porscheophiles, by Porscheophiles, delivered free to your inbox. To sign up, go to: www.stuttgartmarketletter.com



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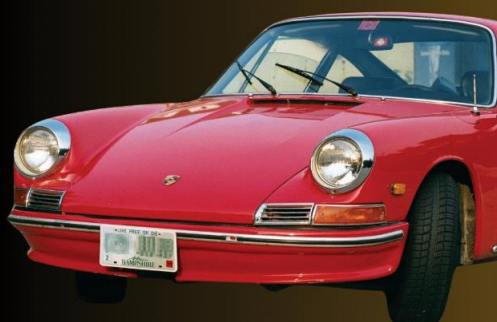
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(Pack, continued from page 20)

A further advantage of TB is that it puts more weight [and thus more grip] on the front tires – since the braking causes a weight shift to the front – allowing more cornering force, and therefore more speed than if you are not braking while turning.

You might ask, “Why is it called Trail Braking”? The answer is that ‘Trail’ can have a meaning as, “as the train went down the tracks, its noise trailed off in the distance.” [It got more and more quiet.] Trail braking is the reduction of braking effort as the cornering effort increases, keeping the tires producing their maximum grip the entire way around the turn, and permitting the highest speed possible.

Final Thoughts

Track braking wears out brake pads much more quickly than street use does. Inspect the pads often and have another set on hand whenever you attend a track event. Travel with the few tools you'll need to swap them out, including a torque wrench, because 2013 and newer P-cars require you to remove the caliper in order to access the pads. Lastly, if you are going to be tracking the car much at all, you should

flush out the current brake fluid and fill up the system with track-oriented fluid. And you must change the brake fluid, stock or track-oriented, at least once a year. Always have a container of brake fluid on hand.

POSTSCRIPT

I was at Watkins Glen a few days ago with Metro PCA. My student had no track experience, but he was a very quick learner. He was consistently staying on the proper lines through the corners and applying the brakes smoothly and at the right times. Except that one time he didn't – he didn't leave a safety cushion as described above. The result was that we couldn't stay on the pavement and we caromed off the barrier at the corner exit. Fortunately, there was no mechanical damage to the car – or to us – and he was able to drive home. Unfortunately, there was considerable body damage. Also, he had not bought track insurance, so he will have a hefty repair bill. Get track insurance.

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



UPDATE ON THE MALCOLM PRAY ACHIEVEMENT CENTER - MARC REED

Malcolm Pray Achievement Center is the Metro PCA designated charity for 2024. As stewards of the entrepreneur Malcolm S. Pray Jr.'s extensive car and Porsche collection, they are dedicated to educational programs using their world class auto museum to showcase advances in the history of automobiles, as well as Malcom Pray's inspiring life.

One such program is the Michael Maluchnik Photography Seminar, where, using photography and cars, middle school students from San Miguel Academy in Newburgh are not only taught photography skills, but decision making and confidence. This year I was asked to participate as a mentor based on my experience as a professional photographer and, as some of you may know, my contributions to this magazine. I have to tell you - I think I got more out of it than the students did!

The day began with a short introduction to basic photographic principles such as the rule of thirds, balance, and finding the best lighting. Then the students were set loose with supplied cameras to photograph their subjects: Metro PCA members' and mentors' cars, as well as the Center's collection. Each mentor worked with a group of students to put the basics together to capture unique images. Ultimately, the best photographs will be selected by the students to be displayed in the museum.

Training the eye to see differently requires practice and direction and it was incredibly gratifying to make suggestions that the students just took in ways that I didn't expect. The students were extremely polite and well mannered, and as the day wore on became bolder in how they executed each assignment. They got down in the wet grass to get very low angles and even slid under the cars. With just a word here and there I could see a new level of understanding come over them, and they would approach their subjects with even greater enthusiasm.

One of the cars in the collection is a beautifully preserved “woodie” and when I mentioned to one of them that it was real wood, there was some disbelief and then excitement to the point that they told their friends and dragged them over to see. And, of course, to take some photos!

I can't wait to see what they came up with. It was a remarkable experience to share my own skills and watch new photographers emerge in real time. Who knows, maybe this publication will be showing off their efforts in the future! I would like to thank Marikay Satryano, director of the Malcolm Pray Achievement Center, and Ed Reiner, editor of Porsche Post, for the opportunity to give back, as well as all of the students I had the chance to work with. It's not the cars, it's the people.



Life at full boost



While every Porsche is special, some tend to be a bit more so. For the 993, the Turbo/Turbo S were the ultimate expressions of the air-cooled, road-going 911, delivering blistering acceleration on a level that is impressive even by today's standards. Our client's pristine Turbo on the left is a stunner, finished in PTS Turquoise Metallic.

The folks at RUF took the 993 even further, first with their Turbo R then, nearly two decades later, the Turbo R Limited (the green example on the right is one of only seven produced). Boasting an eye-popping 620-HP in a lightweight chassis, RUF again delivered a car that could exceed 200 mph.

The Speed Yellow car in the center of this trio is a completely different take on the 993: the TechArt CT3 featuring a supercharger delivering 462-HP to the rear wheels. While any CT3 is rare on these shores, this one is particularly so as it's production number 000.

The one thing the owners of these three very special 993s have in common is their unwavering trust in us. The specialists in our air-cooled Porsche department are recognized by renowned collectors across the globe for their expertise, experience, and most importantly, integrity.

Over the past three decades, we've seen tremendous growth. With our newly expanded 36,000 square foot Danbury facility, we can expertly service every Porsche that rolls through our doors. From a priceless four-cam 550, to the electric Taycan, to the new benchmark in performance, the exhilarating GT3 RS.

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1964 356C Cabriolet Serial number 159154, all numbers matching. Black, red interior. Mechanically perfect. It's been under the care of Speed Sport, Danbury CT for the last 15 years. Only driven in summer, never in rain. Driver quality body, ZERO RUST. Engine and all suspension refreshed, gear box rebuilt 2 years ago. Also new top and tires at that time. 12 Volt conversion. Car drives like 12-voltase contact Jeff Rafalaf 203-247-5363 or email jeffrafalaf@gmail.com (06-24)

2000 Boxster 2.7L, 5 spd, 75k miles, Artic Silver with blue interior and top. Well maintained by Rennwerke Porsche, new Bilstein shocks, tires and recently tuned up. No accidents, \$13,500. Email; Ed Reiner at Metroposteditor@gmail.com. (05-24)

PARTS FOR SALE

Cayman GT4 OEM WHEEL (20") AND TPMS sensor. Brand new. Never mounted on car. Tire was mounted then removed. Asking \$1250 (factory price \$2184, street price \$1650). Located in Southampton. Will drop off on Long Island. Call/text Bob 631-988-1984 or ragerard@optonline.net (06-24)

Set of 2 997 991.1 or Boxster Manual Hard Back leather seats, leather is in bad condition, \$1,000. For pickup only at Merrick, call John 646 339 4785 jonvarsamis@gmail.com (05-24)

Like new set of 991 Turbo S Centerlock wheels with Michelin Alpin N1 tires used on my 991 Targa 4 GTS sparingly in cold weather. I bought these new from my local Porsche dealer as a "Winter Wheel Package", so everything is OEM. Wheels are in like new condition with no noticeable curb rash and tires measure 9/32nds. Fronts: Michelin Alpin N1 245/35/R20 - date code 1018 Rears: Michelin Alpin N1 295/30R20 - date code 3018, TPMS included Please contact jason@harborftw.com (05-24)

Porsche Becker CDR-220 Receiver (radio) unit from a 996.2, mounting bracket, storage bin, console trim, and 4-CD storage unit. This all came from my 996.2 when I installed a PCCM unit in its place. All work performed by Porsche Redwood City, CA. Please contact H.G. Paul Yoo at hyoo@alumni.uchicago.edu for further details. (05-24)

A set of 4 stock 996.2 17-inch turbo twist wheels with no curb rash in good condition.

Fronts are 17 x 7; and rears are 17x9. The tires are Michelin Pilot sports with born date of 1216. No dry rot whatsoever, lots of tread left. These wheels and tires came off my 996 that I purchased last year with only 19,000 miles. I upgraded to 18-inch, better tire selection for AX. I believe these wheels are often used as an upgrade for Boxsters. price - \$1,000 Jack Minot - Jhoganminot@gmail.com or 646-457-1460 (03-24)

Porsche 996 cup car body parts (all made by Getty). Front cup bumper, rear cup bumper, engine cover with Cup Wing. All primed and ready for paint, except the wing - which is polar silver. Getty price - just over 5k without primer. Mine - \$2500.00 USD for all three. Selling as a set. Located in Cranford NJ. Email: Jerseysure@gmail.com (3-24)



Metro members attack Bear Mountain on an early morning in spring - Photo by Marc Reed

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