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COVER

Metro trek #3 visits the Mine Hill Distillery in Roxbury, CT.
Photo by Bob DeMotta.

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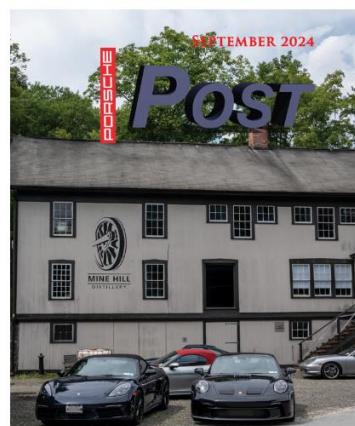
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2024 Metro New York Region CALENDAR OF EVENTS



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
	19	Boardwalk Reunion, Union City, New Jersey
	20	Oktoberfest, Vanderbilt Museum
	20	AX, Tobay Beach
November	27	AX, Tobay Beach
	1-2	DE, Summit Point, Main
	9	Cars and Coffee, Formula Motorsports
	10	AX, Tobay Beach
December	1	Holiday Party Cocktail Reception

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.



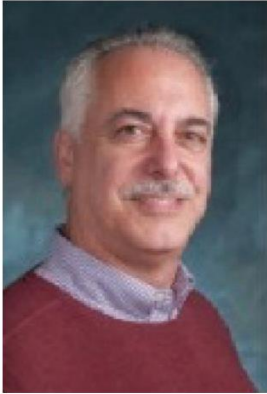
Calendar is updated regularly. Please check the Metro NY PCA website for updates and additions.

Visit Metro's Website

<http://www.metronypca.org>

From the Editor

ED REINER



This driving season has been an adventure. In addition to a trip to the Tail of the Dragon (North Carolina and Tennessee) in my 718 Cayman a few months back, I have also participated in a Metro Autocross, the Vintage Rally, a couple of our Treks and a handful of social events (even the ones in New York City). I also found myself up at Bear Mountain in my '997' (no bears but plenty of

deer) and a couple of trips to the beach (Robert Moses). I have also participated in a few events at the Malcolm Pray Achievement Center (our charity this year) and find the camaraderie of Porsche ownership always a lot of fun. There is still a lot more Porsche activity on the calendar this year. I am also hoping to do a DE event this year.

I'm looking forward to the New Member meeting at the Airpower Museum in Farmingdale this month and the Oktoberfest at the Vanderbilt Museum in October, which means that we still have a few months of active driving before the winter. We have noticed a lot of new members participating in Metro events which is encouraging.

Fortunately, there are more events on the drawing board over the last months of the year which reflects the hard work of the Board here at Metro.

This issue of the Post chronicles our events over the past month (including the Long Island "Where's Metro Wednesday" events) and highlights where Metro has been. We hope you find this encouraging for you to come out and play. Interestingly, on my drive from Westchester to Islandia to meet up at the starting point for the Vintage Rally, I saw a handful of our fellow Metro members on the Long Island Expressway. I could see Steve Pedolsky and his wife ahead of me (I know his car, a sharp 911 Turbo that can be seen from space) and we sort of rallied into the parking lot. We were followed in by ten more cars in parade fashion which was a great visual image for those already in the parking lot. Many of us arrived at Osprey's Dominion at the same time. The great weather, the moderate traffic, and the socializing made for a great day on the North Fork. The full package of "drive, socialize, and repeat" is what makes this enjoyable. I even stopped off at the Tanger Outlets in Riverhead on the way back (hey, it's right there!).

Porsche ownership brings some new experiences. This includes the typical parking lot conversation ("How much horsepower?", "Do you drive it on the track?", and "My brother's friend's second cousin has a Porsche!") and the occasional interaction with an animal (bird, deer,

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.

possum, indecisive squirrel). I also found a bobcat resting in my yard (see photo) while I was preparing to wash my Cayman in the driveway last week. She sat there for three hours while I detailed my car. (I know it was female because she had two cubs playing in the yard). Recently, I pulled a couple of birds out of the grill of my 997 (must get screens) and almost destroyed a deer (and my car) on the Palisades Interstate Parkway heading to Harriman State Park. PASM and ABS are great when you need them.

The Post continues to reflect the passion for Porsche ownership among the membership. The articles from board members are meant to describe their efforts to keep the calendar full. If you have any ideas or thoughts

for an event or destination of interest, please let us know. Considering the geographic expanse of the Metro region and the different environments we live in (suburbs, the beach, New York City, the East End of Long Island, upstate, outer boroughs, etc., not to mention the bridges, tunnels, rivers, and other "separators"), we have the platform for many different kinds of events.

Please keep an eye on the calendar over the next few months. Late summer and early fall present great driving environments and the Metro board is making every effort to keep this momentum of a great Porsche season. We hope to see you on the road.



A female bobcat watches me wash my car.



Metro members attend a cars & coffee event in Brooklyn.

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 already in September. This month holds quite a few fantastic Metro events that I personally really enjoy. One of which is the New Member Meeting to be held at the Airpower Museum in Farmingdale. This event will take place on the 7th. Hopefully, you've already registered on clubregistration.net and you are attending. The Airpower Museum is just a fabulous

place to visit for all members of your family. Having our New Member Meeting at the Airpower Museum is a true bonus for the members and the club. At this meeting each chair will give a short synopsis of their event(s) and a hot, catered breakfast will be served. This event is not relegated to only new members. This event is open to all members who would like to attend. I really hope we see you there.

The very next day, on the 8th, is Bill Riehl's Trek number 4. You do have to pre-register for the Treks as they fill rather quickly and 39 cars is the limit at any Trek. All the registrations for any of our events can be found at Clubregistration.net.

At the end of the month, we will be hosting another Driver Education (DE) event. This one is being held on September 27th and 28th on the Lightning circuit at New Jersey Motorsport Park in Millville NJ. This past month we held a DE event at Lime Rock Park on the 23rd and the 24. It was my daughter Lindsey's second DE event. Lindsey had an absolute ball at her first DE and could not wait to attend again. I always look forward to our DE events but having my daughter driving is very special to me.

This year our DE program is doing quite well thanks to the hard work of all the volunteers involved. We also had 10 new instructors complete and pass the National Training program in July at Watkins Glen International Raceway. Congratulations to you all. Bravo.

As we enter the last quarter of the year this will mark my

final few months as your President. I've been sitting as President coming up on four years. There's been some very interesting turn of events during these past four years and I must say it has all been for the benefit of our club. The board has done a great job for the club over these past four years and I'm sure all the good stuff and hard work put forth by the board will continue. Starting in January I'll be sitting in as "Past President" at all the up and coming board meetings for 2025. I will gladly be helping our new President. The election meeting specifics are listed in this Post. (Please see flyer on page 41). Come on out grab a burger and cast a vote.

We are always looking for new members to step up with new ideas. Volunteers are always welcome. If you have an interest please reach out to us. We are always looking for help.



Women in DE: My daughter Lindsey and Julie Reinmann at Driver's Education at Lime Rock last year.

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Skid reMarks

DAN FISHKIND - AUTOCROSS CHAIR



Well, here we have it, another successful summer event. The Midst of Summer Autocross was attended by forty-three drivers and they were rewarded with good weather for the duration of the event. Once again Rich Wayne set a masterful course which was challenging enough for the veteran autocrossers but also easy enough for the beginners. Many new PCAR drivers are showing up and

for this event twenty-seven of the forty-three cars were Porsches. I love to see this, so please keep on coming out and seeing what your car can do. We were treated to a nice surprise as the Nassau Coliseum swept the lot for us, so the usual pebbles and silt were minimal. The lot was looking the best it looked in a long time which made for a better event than usual.

And now for the results:

To start off the results, Sean M took the win in S2 with a time of 48.098 seconds. Corrine L took the win in S4 with a time of 49.925 seconds. Four driver S5 found Thomas P in the first place spot with the time of 45.411 seconds to beat out Louise A, who drove the course in 48.295 seconds and Manny G who drove the course in 49.991 seconds for the 2nd and 3rd place spots, respectively. S6, with three drivers, found Mitch H in first place with a 46.220 second run to beat out second place JoAnne F who drove the course in 47.235 seconds. Keep it up Joanne, you'll beat him soon. S9 with one driver found Farhan B in first place with a time of 44.177 seconds.

Now off to our production classes. Michael K took the win in P3, with three drivers, with a time of 43.9 seconds to beat out Jon R who drove the course in 49.401 seconds. Michael's time was good enough to earn him the Fastest Pax of the Day award. P4 found Dominick T in first place with a time of 47.860 seconds and P5 found Richard W in first place with a time of 43.255 seconds. P6, with four drivers, was dominated by Michael C who drove the course in 43.391 seconds to beat out yours truly who drove the course in 44.053 seconds. Mark H took the third place spot with a time of 44.072 seconds. P7 was dominated by Vaino N with a 44.136 second run around the lot and Henry H took the 1st place spot and P9 with

a time of 42.121 seconds. This was good enough to earn Henry the Fastest Time of the Day. Congratulations.

In our Improved class, with three drivers, Ben O took the win with a time of 42.629 seconds and in our Modified class, Tim M took the win with a time of 42.321 seconds. And now for non-Porsche classes. X1, with three drivers, found Elliott W in the first place spot with a 44.068 second run to beat out Bryan J who took a second place spot with a time of 44.972 seconds in his hairdresser's Miata. X2, with eight drivers, found SCCA autocross chair Brian W in the 1st place spot with a time of 42.640 seconds, Anthony C took second place with a time of 42.867 seconds and Christian H took the third place spot with a time of 43.318 seconds. X3, with six drivers found Jonathan W in the 1st place spot with a 43.004 second run which beat out Demetrius S's time of 43.994 seconds. Don H took the third place spot with a time of 46.458 seconds.

That's all for this event. Remember our September 7 event was cancelled. So, our next events will be back at Tobay Beach on October 20th, 27th and November 17th. Looking forward to seeing you all out there.



AUTOCROSS

Event Timing

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

Members: \$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.metronypca.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 7 Sunday~~

~~April 21 Sunday~~

Nassau Coliseum

~~May 5 Sunday~~

~~June 30 Sunday~~

~~July 28 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



Trek/Tour 3 took place on Sunday, August 11th, and the weather was just perfect. I can admit that I do the "NO RAIN" dance every week prior to the event to make sure the Trek/Tours are run in good weather. We had 47 members attend, (low turnout due to vacation time) driving in 2 groups. As I mentioned last month, we have a lot of new members attending

the Trek/Tours, and it was no different for this Tour. We had 3 minors come along for the ride with their parents, as well as a four-legged Canine friend attending too. I'm sure the Dog was most likely a first for participating in our Club events! I made it a point to survey all 3 minors at lunch, and I think they all had a lot of fun and wished they were the drivers.

We started this tour like all others heading into the backroads of lower Fairfield County CT. We made our way around the Eastern portion of Westchester, Putnam, and Dutchess Counties, and then back into the upper portion of Fairfield County to end the Tour, in just under 2.5 hours at Mine Hill Distillery in Roxbury, CT. The Managers Ron and Lisa Neugold had the lunch catered with Mexican style Chicken and Shrimp. Our members were also invited after lunch to attend a Spirit tasting at the facility.

I want to thank Janice Heusser (my Co-Pilot), Jim and Brad Clark (Group 2 Leaders), Richard and Minda Eliazarian (Group 1 Sweepers), and Frank DeRubeis (Group 2 Sweeper) for helping me again with these events.

I will report on Trek/Tour 4 on September, 8th to 1600Veloce in North Salem, NY in the October issue. Thanks to our loyal group of Club members who really enjoy the Trek/Tour program. The fifth Tour will be over 100 miles long traveling through the roads of Westchester and Fairfield Counties on October 6th. We will be heading back to Abatino's in White Plains, NY.

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

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 #5: October 6-2024 WILL OPEN ON MONDAY September 9TH at 7PM. REGISTRATION WILL CLOSE ON MONDAY September 16th at 7PM. Please contact me via e mail (metronytrek@outlook.com) to assist with the program.

2024 Trek / Tour Schedule

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.



METRO ELECTION NOTICE

All members are cordially invited to attend the 2024 Metro NY Region Annual Meeting to review the status of the Club and meet fellow members. The main order of business is the Annual Election of Officers. We will have appetizers, a sit-down dinner with a choice of 4 entrees, and unlimited coffee, tea and soft drinks. Member cost is \$29 per person. Metro Club will cover any additional cost plus the overall tax and tip.

Date/Time: November 4, 2024; 7:00PM-9:00PM
(Please see the flyer on page 41)

Location: Landmark Diner
1027 Northern Blvd
Roslyn, NY 11576

Registration link: <https://clubregistration.net/events/signUp.cfm/event/14977>



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2024 Awards.....

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Concours Corner

PAUL CELENTANO - CONCOURS CHAIR



It's crazy how time flies by. In the blink of an eye, it seems that in one second, I was planning out the calendar for the year ahead, and the next, I'm gearing up to launch our year-end Oktoberfest Concours. Whether you are showing a car or not, our season finale this coming October 20th is truly a Metro event not to be missed. As we evolved the concours

program over the past 4 years, we strived to make these events more than just the usual car show. We wanted to make them events the whole family could enjoy with food, music, culture and of course, the cars. This year's Oktoberfest Concours at the Vanderbilt Museum in Centerport continues that commitment and will once again feature our friend Ferdinand's German band, Die Spitzbuam, providing a fun backdrop of Oktoberfest music to our traditional judged concours show. Additionally, we will have Metro member, Adam Schaeffer's Bavarian dance group performing a traditional dance ensemble.

If you are like me, then you like good food. In the past, we have tried food trucks, grab and go sandwiches and the like. Frankly, those just never seem to work well and, as

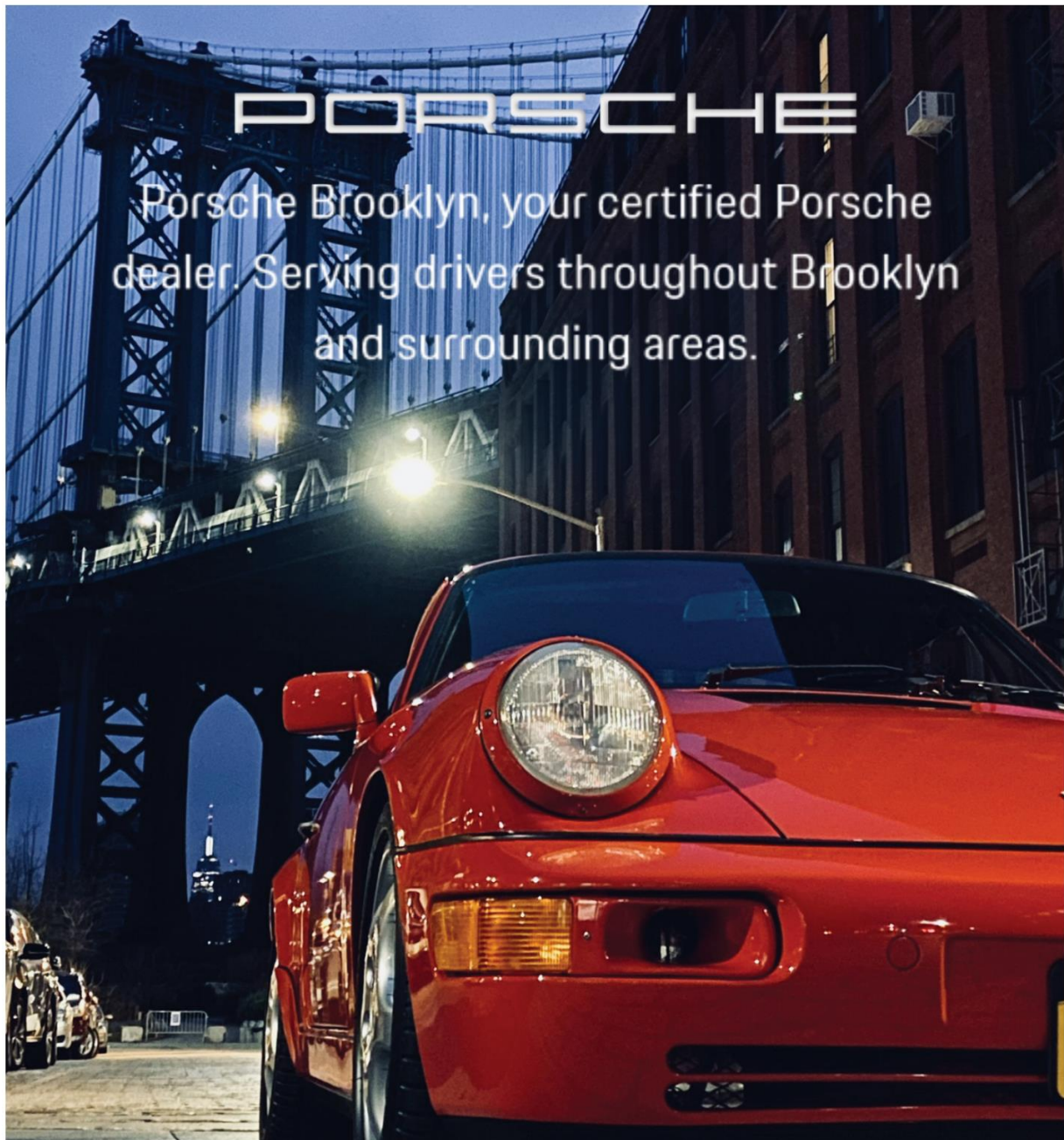
such, we have found that you, the members, really prefer a catered lunch where you can sit down comfortably and eat. This year we will change up the menu a little and, as in the past, open the luncheon to all Metro members... so you don't have to be showing a car in the concours to join in. Very important, though, if you are coming as a spectator and joining us for lunch, you must attend NO EARLIER than 11:00 when the museum opens to the public and you MUST pay the grounds fees.

Metro has been fortunate enough to have had the Vanderbilt Museum as a concours venue for more than 40 years. We ask that you please honor our relationship with the museum by abiding by their rules and treating the staff respectfully. Why do I say this? Because last year I received an earful from my counterparts at the museum. I won't go into details, but let's just say that after losing Old Westbury Gardens as a venue due to an incident not related to our club, I am doing everything possible to maintain our long-standing relationship with the folks at Vanderbilt. Finding venues for these events is not easy and frankly, we can't put these events on without the help from you the members. That said, WE NEED VOLUNTEERS! Judges, folks to help set things up and help with the general logistics of the day. New to Metro? Don't be shy! All are welcome to help pitch in to make this a spectacular day. Please email or call me if you would like to jump in and help with this and future events. We will have a volunteer Zoom meeting in September...so again, don't be shy!



The Vanderbilt Oktoberfest is a Metro favorite for both the concours and the social program.

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Eastern Region Update

MITCH HACKETT - EAST REGION DIRECTOR



Wow, now it's September already. Time flies when there are so many Metro and other events to attend. As mentioned in last month's issue, I did attend the Hamptons Concours in Bridgehampton. All I can say is that it was a fantastic event. Featuring Porsche and Ferrari marques, it was beyond my expectations! Thanks to Andrew Levitt for inviting me to attend. By chance, I met Andrew while

instructing at a Metro PCA Autocross event. We got to talking, and before you knew it I mentioned the upcoming Hamptons Concours. Turns out this is Andrew's charity event! And what a bash it was. The food and drink were outstanding. The cars weren't too shabby either. There was a huge and diverse crowd there. It is the Hamptons, after all! Please see the accompanying photos, right.

Next on my personal list is the Lime Rock Park Historic races over the Labor Day weekend. A great event! Try to attend, if only for a day trip. A week later I'll be in Ayer, Massachusetts for our two-day Zone One Autocross. This is another great and fun event that mixes precision driving, and socializing with Metro and other region members.

Another fun event for interested Metro folks is the Bridgehampton cars & coffee on September 15 at the Bridgehampton Museum. This is a free event featuring exotic and collector cars. Well worth the drive out there. The field behind the museum also fills up with a cornucopia of interesting automobiles. Try to make it if you can.

We will be setting up a cars and coffee at Imperial Motors in New Hyde Park in the near future, to replace the one that was canceled earlier this year. Imperial is a Metro advertiser. They offer Metro members discounts on storage and other services for your Porsche. Those who are looking to store a car should speak to Cesar about winter storage in a safe, climate-controlled facility. Keep your eyes out for the upcoming date.

Another yearly event is the Vanderbilt Concours, hosted

by our friends at the Long Island Drivers Club. Normally held in September, this year it will be on October 6th, with a rain date of October 13. More to follow next month. Unfortunately, I cannot attend this year's New Member meeting at the American Airpower Museum due to scheduling issues. Please come out to meet our board members. I'll prepare a Metro East dialogue that will be presented on my behalf.

Remember, all of our board members are volunteers. Without their hard work, there wouldn't be access to all the fine events we provide our members during the year. Interested in volunteering? Let us know. We can all use the extra help. It's a great way to meet, work, and socialize with some wonderful folks. It can't hurt to try, right?

Lastly, our Where's Metro Wednesdays will continue into the fall. As we gradually lose daylight heading for the solstice, we will segue into weekend events. Come out and try it.

See you next month. Mitch.



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Track Ramblings

FRED PACK - DE INSTRUCTOR



MY JOURNEY

As a kid, I had no interest in cars at all. My father made me wash his car, which made me even less interested in cars, and he often told me that I hadn't washed it properly, which really turned me off to cars. Then he bought a Jaguar, but not the gorgeous XK-E; rather it was the Mark 10 sedan. I was always a techy-type and used to marvel at its engine

— all shiny with double overhead camshafts and 3 SU carburetors. Then I went away to boarding school. The boys there were always talking about the Lime Rock track which was only about 3 miles from the school. I had a look and my life changed. I saw gorgeous Ferraris and Porsches, and they were much more interesting than ancient Greece and learning French. The 904 was breathtaking. I devoured Road & Track and Car & Driver. I became friendly with John Fitch, a renowned racer who lived on the Lime Rock property — he was a WW2 fighter ace who became a racer in the early 50s — Sebring, Le Mans, that sort of thing. He invited me to join him at the 1965 Sebring where he drove a 904 GTS. The race coincided with spring break, so I went. I was in the factory Porsche pits for the race. As you can imagine, I had the time of my life.

I spent the summer of 1966 in Europe with a college friend. We attended 3 Grand Prix races and drove the Nürburgring and Monza. I met Jimmy Clark, Graham Hill, and Colin Chapman. In a future column, I may tell the story of how I "drove" Clark's F1 car at the 'Ring. Later, I bought a used 1967 Alfa Romeo GTV. It was gorgeous and had 108hp, dual overhead cams, a 5-speed gearbox and disc brakes. Wow! After a few years of exposure to its unreliability, I got a 1973 Datsun 510 and I started going to 'track days' at Lime Rock. There was no such thing as organized HPDE in those days, at least in the events I went to. There were no instructors or classroom sessions — you had to figure it all out by yourself. Tech inspection? What's that?

Married life and work got in the way, and I stopped doing track events for years, but then a truly life-changing thing

happened: The Porsche 944 happened. The trouble was that it cost about \$25,000, which was a lot for me. But it was so beautiful and it had 145hp, so I bought one and joined PCA in 1984. I started going to Lime Rock a lot and found that PCA HPDE was very different from 1970s-style track days. I had to get the car 'tech-ed' before each event, also had to attend classroom sessions, and always had an instructor on board with me. A few years later I got a 1989 944S2 with dual overhead cams, 208hp, and greatly improved brakes, as well as ABS. I added Bridgehampton, Watkins Glen, and Summit Point to the tracks I attended. I was absolutely hooked on Porsche and the PCA DE program. I remember being in the Green (beginner) group for what seemed to be an eternity, but ultimately did pass through Blue and White to Black and became an instructor in 1995.

Around 2000, I decided to get a real track car and added a 1973 Porsche 914 to my garage. It only had 94hp but it was mid-engined with a 5-speed gearbox and it weighed 2000 lbs. I upgraded the suspension and wheels/tires, installed a full cage and track seats/belts. It didn't have much acceleration, but it sure could corner, and you rarely used the brakes. Then my friend sold me his '84 911, so that was the end of the 914. The 911 had 200hp. I changed out the suspension and installed a full cage and was "off to the races" again.

I fell in love with the Boxster as soon as it was introduced. I had a '98 (200hp) and followed it with a 2000 Boxster S (250hp). I loved that car but when I started reading about the forthcoming 2004 GT3, I just had to have one. 380hp!!! I changed out the suspension, installed a half-cage and track seats/belts and expanded my track horizons by going to VIR and Mid-Ohio a few times. NJMP opened in 2008 which was very convenient for me. The Boxster bug bit me again so I got a 2011 Boxster S (330hp, with substantial electronic aids which made it safer on the track). After a few years, I did an engine swap and installed a 911 GTS 408hp engine into it. Most unfortunately in 2019, I had a crash at NJMP and it was wrecked. My current P-car is a '21 Boxster GTS (394hp) which is completely stock but it sure is at home on the track and quite pleasant on the street.

(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



Rally for Fun

RICH MOOERS - RALLY CHAIR



When I wrote last month's article it was the day after the Vintage Rally. I had to hurry to submit it so it could be included in the August Post. I have had time to consider the things that made it a successful fun event. The weather could not have been better, a warm sunny day simply perfect for a drive. For one-third of the participants, it was their first Rally, and

for some their first Metro event. I always enjoy creating a route on roads that are fun and sometimes a little challenging to drive. We have Porsches because we love to enjoy driving them.

I have included the list of participants showing the number of questions answered correctly. All the teams are doing better with each rally they enter. They are figuring out how to use the General Instructions (Rules) to answer the questions.

Looking forward, the next Rally will be the Snowflake Rally on February 2, 2025. Snowflake will be a Time, Speed, and distance Rally (TSD). Teams will follow a set of instructions directing them on a route turn-by-turn. Each team will try to travel at specific speeds (never above speed limits) and maintain them as they follow the route. The more accurately you can drive at the given speeds the better you will do. The actual time you should pass unannounced "checkpoints" is recorded using a smartphone APP. I will give more detailed information in next month's Post.



Place	#correct	Enterant	
1	28	Becker	Jeffrey
1	28	Hargreaves	Marie
2	26	Acebo	Michael
2	26	Cimino	Mark
3	25	Vazquez	Ivan
4	24	Firestone	Scott
5	22	Graf	William
5	22	Hackett	Mitch
6	21	DeMotta	Robert
7	18	Fedoriw	Andrew
7	18	Schloss	Richard
8	17	Cruz	Ismael
8	17	Muoio	Salvatore
8	17	Narizzano	Albert
9	16	Basaran	Murat
9	16	Douenias	Mark
9	16	McGonigle	James
10	15	Estrin	Somer
10	15	Hoey	Ed
10	15	Pedolsky	Steven
10	15	Schoenberg	David
11	14	Filippelli	Jenn
11	14	Reiner	Edward
11	14	Umreiko	Andrew
12	13	Ahmed	Shah
12	13	Chen	Jeff
12	13	Cheng	Wil
12	13	Srinivasan	Sanj
13	11	Bloom	Evan
13	11	LaGrassa	Edward
13	11	Vallone	Salvatore
14	10	Carroll	Mike
14	10	Conroy	Thomas
	Touring	Abruzzo	Ted
	Touring	Lemchen	Marc
	Touring	Nardacci	Giuseppe
	Touring	Pierro	John
	Touring	Mansella	James

Vintage Rally Results





OKTOBERFEST

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Membership Update

JEFF LANKA - MEMBERSHIP CHAIR



Membership changes
this month thru
4/1/2024

New Members	23
Transfers	4
Expired	35
Test Drive	
Participants	36
PCA Juniors	93

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

Michael Doherty - 2019 911 Carrera GTS

Geoffrey Paran - 2013 Boxster

James Broyles – 2014 Cayman S



Metro NY Region Membership

Active Members	2,514
Affiliate Members	<u>1,097</u>
TOTAL Members	3,611

Download your digital PCA card. See page 40 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.

Change of Address?

Visit the National PCA website at pca.org.

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



Welcome New Members



Michael Doherty - 2019 911 Carrera GTS



James Broyles - 2014 Cayman S

**Metro welcomes
the new members
to the Club!**



Geoffrey Paran - 2013 Boxster



Metro members queue up for an early morning drive in Queens



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PORSCHE CLUB OF AMERICA

West Region Report

DUANE WILSON - WEST REGION DIRECTOR



Last Month the West Region was back in SOHO for another Cars & Coffee. We had a great turnout and covered the block with beautiful cars. 31 Crosby St. has turned into a welcoming spot in SOHO and the owner of Saturdays NYC (a clothing brand and cafe) has been great to work with. This location will be in regular rotation.

In August we attended Porschella with Porsche Brooklyn, Paddock, and CarPark and were glad to see a number of Metro members and their cars showing both inside and outside at Industry City. We also did a joint show with another club at Brooklyn Speed's new shop in Queens, and again Metro members came out in force. We had a great day meeting other club members and checking out

a new location in Queens.

For September we are planning a large end-of-season show with several other clubs, including Porsche Brooklyn, in Industry City. The tentative date is Saturday, September 14th, but check out the Metro calendar for the official announcement!

For the fall, we are planning a fall foliage drive, smaller cars & coffee events on the weekends with good weather, and weekday "family dinners" at local restaurants in the 5 boroughs. We're looking for member-owned/affiliated restaurants where we can book a table for 10-20 people where we can leave the cars in the garage and just enjoy a meal and/or drinks together.

If you have suggestions, questions, or locations, in Queens, Brooklyn, Staten Island or Manhattan email me at MetroNYpcaWestRegionDirector@gmail.com or tag me on Instagram @PorscheStimmung



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Driver's Education

BRANDON TASSO - DE CHAIR



Green, Yellow, Blue, White, Black & Red...

Much like in Jiu Jitsu (in which I earned my brown belt), these are the different colors/ranks a driver can achieve within Metro NY's DE program, but what do they mean? This information has been extracted from Metro NY PCA's IDP (Instructor Development Program) manual.

Green: You're a beginner on the track. You always have an instructor with you, explaining everything you need to know; showing you where the flag stations are, reminding you what the flags mean and where the driving line is. Your instructor will stress safety as well as smooth inputs of steering, throttle and brake.

Yellow: • Demonstrates understanding and adherence to MNY PCA HPDE Safety ethos. • Exhibits good track etiquette and consideration for other drivers. • Drives the line accurately and consistently. • Is predictable on track. • Drives at an appropriate pace for the group. • Inputs increasingly smooth. • Makes few mistakes and can self-correct. • Stays calm in traffic. • Anticipates slower cars in front. Reacts accordingly. • Does not follow too closely. • Communicates well with instructors. • Does not give or accept late passing signals. • Gives passing signals promptly and visibly. One signal per car. • Passes with good safety margins. • Displays full knowledge of procedures, flags, marshal stand locations, and driving terminology. • Student is safe to drive alone in Yellow Group.

Blue: • Willing to be promoted to Solo (no instructor in the car). • Demonstrates full understanding and compliance with Metro New York DE philosophy. • Knows the line and is consistent and predictable. • The student has developed very smooth inputs, especially under braking. • Uses good vision especially in corners with eyes up. • Has 360° situational awareness. • Looks through corners, developing "Big Vision". • Carries reasonable momentum into corners. • Drives at a speed consistent with the group or higher. • Practices effective "Heel-and-Toe" down-shifting – for manual gearbox cars. • Demonstrates

competent car control and recovery skills. • Is fully aware of all flag meanings and procedures automatically. • Gives visible, prompt, and courteous passing signals. • Good driving record for a minimum of two events. • Calmly deals with fast traffic and close passing. • Begins to demonstrate "Trail braking" • Practices accelerating from the apex of a turn through track-out • Can talk instructor fully through a lap. • Can competently drive offline. • Knows and can use "rain line." • Can drive safely and correctly without instructor input.

White: • Desire to be promoted to White. • 360° situational awareness. • Displays a courteous, respectful attitude, without intimidation or aggression. • Does not overdrive. • Demonstrates safe, consistent decision-making. • Requests continued instruction and demonstrates ongoing improvement. • Drives the line flawlessly and effortlessly. • Very smooth inputs at all speeds. • Demonstrates good brake release. • Correctly uses trail braking, throttle steer, heel-and-toe. • Uses appropriate vision techniques for higher speed throughout track. • Expected to carry considerable momentum through corners. • Can safely vary the line in any corner (to avoid debris for example). • Calmly deals with cars in close proximity. • Drives at a pace appropriate to group and approaching car limits. • Can demonstrate the "rain line" and understand the concepts of that line • Can demonstrate unconscious competence through multiple laps – ideally a session - for instance by holding a discussion with instructor unrelated to the driving.

Black: • Desire to be promoted to Black. • Always drives without aggression, respectful and courteous to others. • Provide very smooth inputs at all speeds. • Demonstrates expert vision skills by looking well ahead. Continuously scans down-track for points of emerging information. • Uses brakes minimally but wisely. • Understands and carries considerable momentum through corners. • Has mastered trail braking, throttle steer, and heel-and-toe. • Can easily handle closeness of other cars without losing focus. • Drives at a pace appropriate for the run group and approaching the situationally safe limits of their car. • Balances car flawlessly. • Can describe and show their limits without leaving track. • Can fully describe their actions on track and their reasons for them. • Shows consistent unconscious competence while driving as outlined above. • Constantly pursues improvement on track.

(Continued on page 56)



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**To a Porsche
it's the Mayo clinic.**

A Look into The Diagnostic Process

Guest Contributor - Marc Carson, Service Manager, Speedsport Tuning

You are out for a drive on a Sunday with a group of friends and after the first rest stop, you jump back in your beloved Porsche, fire it up and it happens. The dreaded check engine light! Best case scenario, you drive the rest of the day if it isn't running poorly but it still puts a damper on things not knowing what is going on. Worst case you are left waiting for a flatbed and a ride home. Fast forward to the next morning and you make a call to your local shop of choice to get it in for diagnostics. What happens next? What is our process behind the scenes to get the issue figured out and sorted? That's a moving target generally but I wanted to write a short blurb to both shed some light on how we as repair shops "do what we do" and highlight some nuance to diagnostics we often have to overcome.

First things first, we need to verify the complaint. You will often get a call from your advisor looking for more information. When did it occur? How warm was it outside? Did you just fill up the fuel tank and so on. This is important as having more information is better for all parties involved. My personal favorite type of issue to the dismay of many owners is the one that the car comes in on a flatbed. Those are generally having issues that you have no problem recreating. That's not to say a car can't get towed in and be perfectly fine when it gets there but for the sake of this example let's say it is a hard fault. A hard fault, happens all the time, easy to duplicate concerns will 90% of the time be the easier thing to sort and fix. What gets hard is the "only happens on track after 5 laps", "has happened to me twice this year" etc. At that point, we are testing systems and components that will likely be fine because the conditions aren't right. That's where the gathering of information above comes in so we can do our best to put the car in the same conditions. Give as much info as you can, no one will ever complain about having more rather than less information.

We've done it! The concern is duplicated, the fault has come back or system affected is in its fault state. There is now a clear problem to get to the bottom of. This is where the team will gather information on our side to start doing the actual diagnosis. A lot of the time it will be through the use of fault codes stored in the affected system and using the diagnostic steps associated with those faults to drill down to the root cause. This may include but is certainly not limited to wiring checks, control unit/component self-checks and in some cases the use of known good components. The steps needed often change but are always all required to ensure you are targeting the cause and not the effect. For example, you have a code for a cooling system malfunction on a 991.2. That can point to

a number of components in that system that all need to be working in unison for the system to be operational. There is a mechanical, an electrical, and a vacuum side of that system so how do you know where to start? For most of us, especially at specialty shops and dealerships alike, we have seen this before. So, we start where we think the issue will most likely be found. The vacuum solenoids on these cars have a habit of failing and Porsche has even released a revision over the years for an updated/better part. Does that mean we just throw a few solenoids at it and see what happens? Absolutely not! We need to test each of the 3 sides of that system and determine what is not doing its job. Do we have sufficient vacuum, do the solenoids actuate when commanded, is the shroud on the water pump working when vacuum is applied?

A year or so ago we dealt with this exact issue, we determined the vacuum supply to be insufficient and through process of elimination by isolating each leg of the vacuum system found a faulty exhaust changeover flap that was leaking enough to deplete the vacuum system below a working threshold for the cooling system components. Did we start looking at the issue assuming we would likely end up with a solenoid to change? Yes, however, the diagnostic process allowed us to find the root cause and not repair the effect or the easy answer. It generally takes more time up front and that can be a struggle when you are left at home wondering what is going on with your car but in the end, you will have a better outcome rather than getting a car back that is not fixed right the first time.

Now that we know our issue we can finally contact you and let you know what we have found, an estimate for the repairs, and most importantly, a timeline to get it fixed. That is not quite the end of it however. When parts arrive and have been installed, it is always best practice to repeat the diagnostic steps used when finding the issue to check our work and make sure the vehicle is operating to its original specifications. This can be supplemented as well with running internal tests within the DME to ensure all systems are once again in unison. Thankfully, all the leg work up front should allow us to do this verification rather quickly. From there, you should be back to your Sunday drives with a happy and healthy machine poised to deliver the joys and smiles we as enthusiasts enjoy oh so much!



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Social Events

LEE WALTON - SOCIAL CHAIR



Not only does September bring us cool, crisp evenings and the hint of fall, but it also brings us the annual new member meeting at the American Airpower Museum in Farmingdale. If you are a new member, we strongly encourage you to come out to this event so you can meet and greet the Board of Directors and each of the committee chairs. This annual event is a perennial

favorite. What could be cooler than driving on the tarmac of a small airport and parking your sweet ride under the wing of a military jet? Think photo opportunity? This once-a-year event allows new members to meet current members, make new friends, and learn about Driver Education, Concours, Auto Cross, Rallies, and Tours. While you are at it, you can sign up to volunteer.

Because the American Airpower Museum is at a live

airport and we must drive on an active tarmac to get to the museum, we are required to travel as a single group, which means all cars have to be lined up and ready to go by 10:30. We will start lining up at 10:00. If you miss this time slot, please park in the side parking lot. On the flip side, we all have to leave simultaneously, so if you cannot stay until 12:00, please park in the parking lot.

Looking into the future, please save the date, December 1st for the annual holiday party, which will be a little different this year. We want to thank all members who responded to President Bill Rudtner's inquiry about the holiday party. Based on your feedback, we will be hosting a cocktail party, not the large-scale event it has become (costs had grown beyond what members were willing to pay). We are in the final stages of negotiating a new venue. Please watch for the Club registration, as we will open it as soon as possible. This year, in the spirit of meeting the members where they are...the Regional Directors will host satellite Holiday dinners in Westchester and Manhattan/Staten Island.

See you on the roads...



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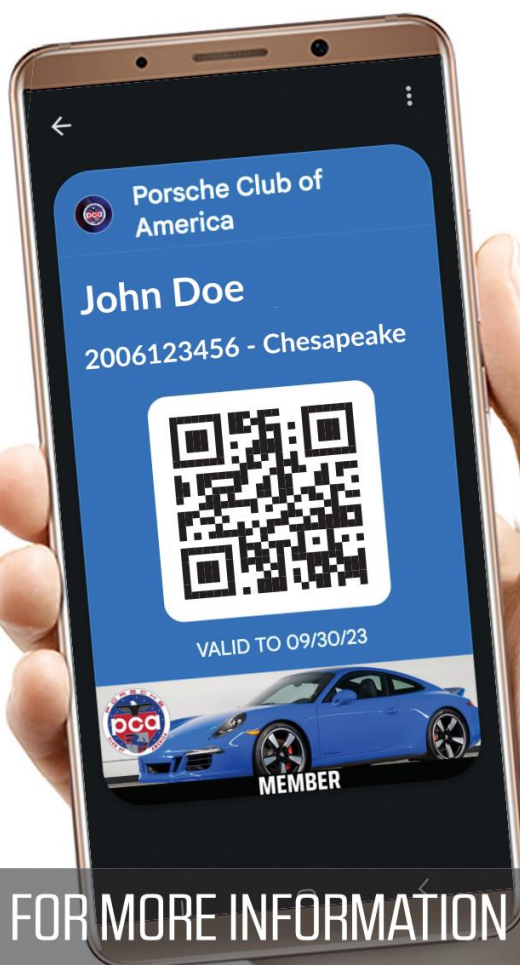
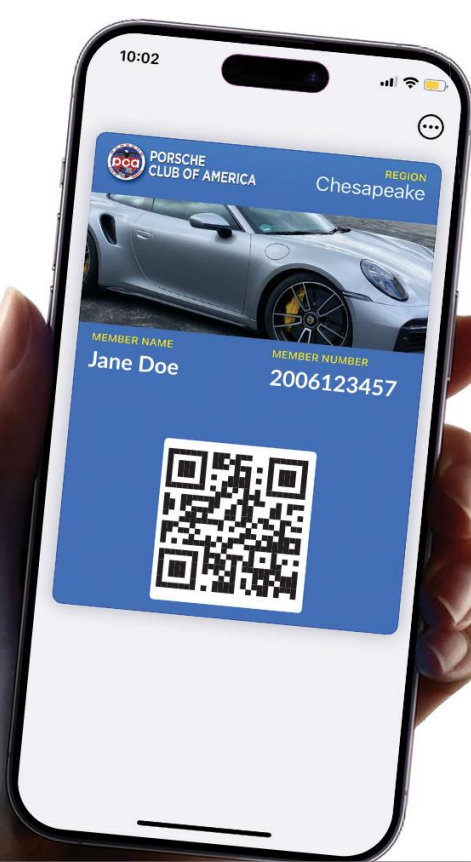


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ANNUAL ELECTION MEETING 2024

All members are cordially invited to attend the 2024 Metro NY Region Annual Meeting to review the status of the Club and meet fellow members. The main order of business is the Annual Election of Officers. We will have appetizers, a sit-down dinner with a choice of 4 entrees, and unlimited coffee, tea and soft drinks. Member cost is \$29 per person.



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- 1998 993 C4S COUPE

METRO NY PCA NEW MEMBER BREAKFAST MEETING

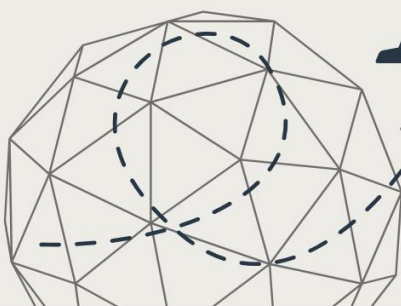
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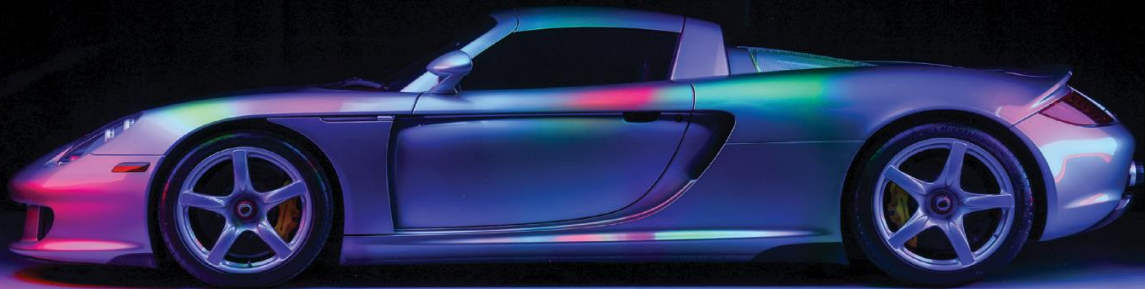
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Welcome New Members

JEFF LANKA - MEMBERSHIP CHAIR

JULY

Adrian Cabrera
New Rochelle
2007 911 Turbo

Silvina Della Motta
New York
2008 911 Carrera 4S
Cabriolet

Raphael Elbaz
Brooklyn
1969 911E Targa

David Haghighi
New York
2024 911 Carrera 4S

Robert Karp
Southampton
1988 911 Turbo
Cabriolet

Hristos Konstantinidis
Jefferson
1998 911 Carrera S

Evan Manes
South Salem
1988 911 Carrera
Targa

Benjamin McGill
Larchmont
2024 718 Cayman S

Alex Mehfar
Rye
1979 911 SC

Viktoriya Midyany
7/25/24
Brooklyn
2024 Cayenne S

Nilesh Patel (transfer
from Suncoast FL)
Sarasota
2013 Panamera GTS

Kevin Patterson
Huntington
1985 911 Carrera
Targa

Scott Reback
Staten Island
2024 911 GT3 RS

Jeffrey Silverman
Bridgehampton
2024 911 Carrera S
Cabriolet

AUGUST

Inigo Betrian
New York
2003 911 GT2

Avinash Daipule
New York
2009 Cayman S

Dan Fielding
Brooklyn
1990 911 Carrera 4
Targa

Andre Forestal
Freeport
2022 Macan

Lionel Galerne
Mamaroneck
1955 356

James Garten
N. Salem
1997 911 Carrera 4
Cabriolet

Lucas Isola
Tarrytown
2008 911 Turbo
Cabriolet

Jonry Ji
Brooklyn
2022 Cayenne GTS
Coupe

Kevin Kelly
Rye
2021 911 Carrera S

Jesse Lee
Long Island City
2023 718 Cayman
GT4

Gerald Lopilato
White Plains
1994 911 Carrera 4

Amedeo Lorenzotti
New York
2006 911 Carrera S
Cabriolet

Matthew Reich
New York
2016 Boxster Spyder

Christopher Rogers
Massapequa
2003 911 Carrera 4
Cabriolet

Anthony Scala
Rye Brook
2024 911 Targa 4S

Paul Tyznar
Babylon
2013 911 Carrera 4S
Cabriolet

Joseph Saltiel
Plainview
2002 Boxster

Jon Siskind
Old Westbury
2005 911 Carrera S

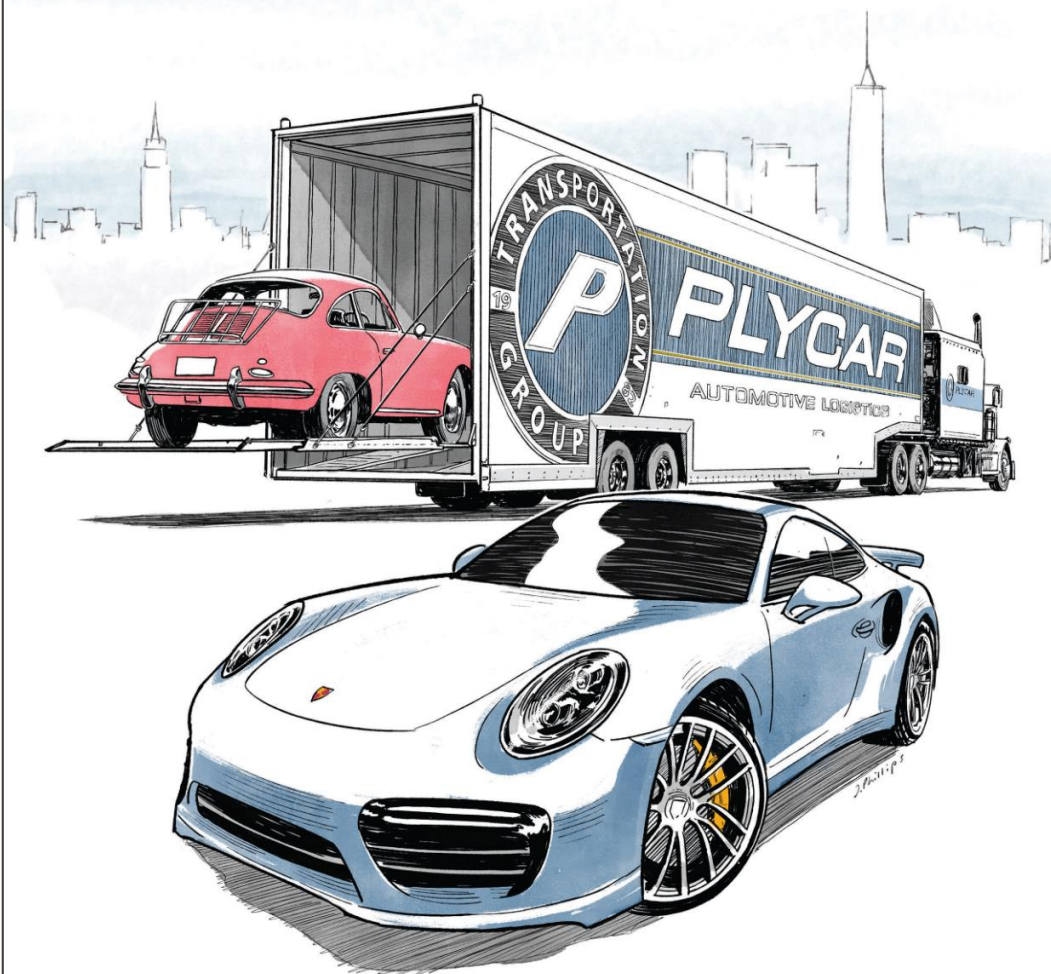
Craig Thaler
Bedford Hills
2021 911 Carrera S

Hector Vera
Brooklyn
2008 Cayenne Turbo

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Porsche Market Update

DAVID K. WHITLOCK, RIESENTOTER REGION



July's market couldn't have been more different than the last few months as we hit our lowest sell-through rate of the year despite having the highest unit volume thus far. A total of 616 Porsches crossed the block with only 66% of them selling for a total of \$30,539,719. The other notable difference was at the top of the market

where we didn't have our usual hypercar mix, but instead, a number of vintage and modern classics that failed to sell despite some pretty strong bids.

At the top of that mix was a 1991 911 Targa by Singer. Delivered in May 2023, the "Niseko Commission" was reimagined in Onyx Green Metallic over a Light Gray leather interior with Torre del Lago Nubuck accents. The car was equipped with the 4.0-liter Ed Pink-built engine, which is usually what it takes to push a Singer over the \$1m mark these days. But even though this example did cross the million-dollar mark at a final bid of \$1,005,000, it went unsold.

Other notable vintage cars that failed to sell at the top of the market were a pair of special 356s brought to market as part of the Gruppe-P Collection on Bring a Trailer. The 1961 356B Super 90 GT from the collection failed to sell at a final bid of \$730,000. But the one that surprised me was the 1959 356A 1600 Carrera GS Coupe that failed to sell at \$802,000, the highest bid we've seen in the past five years for a Coupe and almost Carrera Speedster money.

And it wasn't just the top of the 356 market that struggled this month either as only 52% of the 23 examples on offer found new homes. Taking top honors was a 1953 356 Pre-A Coupe finished in Azure Blue over Tan that sold at a final bid of \$185,000, \$24,000 more than what it brought in 2020.

On the newer end of the market, we saw our first 2024 718 Spyder RS sell at a final bid of \$256,000, which is

about \$59,000 over its original MSRP. What's interesting about this sale is that it was higher than any GT4 RS had sold for up until this month, where we saw a new high of \$274,999. It makes you wonder if Porsche announcing the end of combustion 718 production had an effect on prices.

If you look at the entire 718 market, it has been fairly flat over the last twelve months with both manual and PDK-equipped GT4s softening over the last few months. Boxster Spyders have remained flat but the most recent sale of a 756-mile 2023 example finished in PTS Racing Green Metallic seemed to buck that trend bringing \$151,000. The 718 market will definitely be interesting to watch as we roll into August.

Speaking of August, Monterey Car Week auctions kick off on the 14th with Broad Arrow's Monterey Jet Center sale followed by sales from Mecum, Bonhams, RM Sotheby's, and Gooding & Company. There are some amazing Porsches on offer including a super rare 911 GT1, a Singer DLS, a pair of 550 Spyders, and plenty of other amazing cars. Watch these pages next month for what I hope is a record month.

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



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August 14th - Metro Wednesday's at the Clam Bar in Bayville, above.

(Tasso, continued from page 30)

RED/Instructor: Progression from Black towards Red occurs when a Black run group driver enters the IDP. The driver is labeled a Black Instructor or IDP Candidate until they have graduated from the IDP, successfully completed PCA National Instructor Training and been assigned a PCA National Instructor number. Black Instructors and Red Instructors may both run on track in

the Red run group. It is expected that any driver promoted into the MNY PCA Black run group has the driving skills to become an instructor .

A special thank you to Joe Mocniak of Ameriprise Financial for hosting and sponsoring Metro NY PCA's IDP seminar. His consideration and hospitality are greatly appreciated.



Trek #3 ended at the Mine Hill distillery in Roxbury, CT.

(Pack, continued from page 20)

Closing thoughts: My life has been tremendously changed by my interest in cars; PCA is a great organization; HPDE is a wonderful hobby, and it is my very great honor to be on the staff of the PANO magazine and to write this monthly column in the POST.

If you have interesting stories that you'd like to share, feel free to send them to me at fhp911@gmail.com. I'll see you at the track.



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.

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2009 911 PROJECT CAR 997.2 cabriolet needs engine. Second owner, clean Carfax. 90k miles, well maintained with records, new transmission, Sport/Sport+ modes, located central NJ. More details, pictures on request. Email spinnaker121@yahoo.com (08-23)

1993 928 GT Automatic, 85,375 miles. Slate grey metallic. California car up to 2007 when it came to long island, heated garage, never driven in snow/salt. This car has S3 cams, performs like a GT, Provent breather system. New radiator, Greg Brown oil lines, new transmission cooling lines, p/s lines, rear muffler bypass, no accidents, factory 6-disc cd, Alpine receiver, MB quart speakers, 12" woofer, Paul Champaign center console. no accidents, clean title. \$55,000. Listing, pictures at Rennlist Marketplace; email: geigers64@duck.com (07-23)

1985 911 Carrera 60,000 original miles. Records since my purchase. Grand Prix White / Black leather. Mostly original – original owner replaced radio with Clarion unit, added Passport radar detector – no other changes made. Color coded Fuchs wheels, whale tail spoiler, central locking system, outside mirror bras. Car is a true condition 2, has won awards in 17 Concours. Mechanically excellent, starts up immediately and runs perfectly, no smoke and engine does not leak, car was serviced in May 2023. Runs and drives like new. Interior is excellent, a little wear on driver's seat, rear speaker grills have a crack (common issue with these cars). Body excellent, one small dent by rear by deck lid. Always garage kept under a dust cover, never driven in snow and in rain only when we got caught by surprise. Asking \$100,000. Call 516-297-2677 or email justcruzen9@gmail.com (07-23)

PARTS FOR SALE

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Searching for a pair of "take off" turbos for my 2008 997TT. Call or text Jonathan 631-241-2051. If you email me, please simply begin the message with "PORSCH" so I see it. (08-23)





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