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299 Park Avenue  
9th Floor  
New York, NY 10171-0002  
212-821-2064

#### **Ronald F. Giancristofaro**

Senior Vice President - Wealth Management  
212-821-2043  
ronald.giancristofaro@ubs.com

#### **Charles F. Smithers III**

Senior Vice President - Wealth Management  
212-821-2040  
charles.smithersiii@ubs.com

#### **Michael Chandiramani**

Account Vice President - Financial Advisor  
212-821-2044  
michael.chandiramani@ubs.com

#### **Michael R. Visciano**

Registered Client Service Associate  
212-821-2064  
michael.visciano@ubs.com

[advisors.ubs.com/hsgwealthmanagement/](https://advisors.ubs.com/hsgwealthmanagement/)



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## COVER

Metro wishes you Happy Holidays and good cheer for the new year.

## Editor/Computer Layout

Edward Reiner / Linda Annicelli-Rudtner

## Copy Editor

Linda Annicelli-Rudtner

## Contributors

Edward Reiner, Bill Rudtner, Dan Fishkind, Bill Riehl, Mitch Hackett, Fred Pack, Rich Mooers, Jeff Lanka, Brandon Tasso, Tommy Rendano, Lee Walton, David K. Whitlock, Michael Brief

## Art & Photography

Edward Reiner, Bob DeMotta, Mark Reed

## Advertising

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## METRO NEW YORK REGION EXECUTIVE COMMITTEE 2024

### OFFICERS\*

**President**

Bill Rudtner  
presidentmetronyregion@  
gmail.com

**Vice President**

Paul Celentano  
vpmetronypca@yahoo.  
com

**Treasurer**

Tommy Rendano  
metronypcatreasurer@  
gmail.com

**Secretary**

Bob DeMotta  
metronypcasetretary@  
outlook.com

### CHAIRS\*

**Advertising**

Ed Reiner  
metroposteditor@gmail.  
com

**Drivers Education**

Brandon Tasso  
metronypcatrackchair@  
gmail.com

**Porsche Post Editor**

Ed Reiner  
metroposteditor@gmail.  
com

**Safety/Flagging**

Mat Gluckson  
metronysafety@gmail.  
com

**Trek**

Bill Riehl  
metronytrek@outlook.  
com

**Autocross**

Dan Fishkind  
autocrosschair@gmail.  
com

**East Region Director**

Mitch Hackett  
Metroeastdirector@  
yahoo.com

**Publicity**

Bob Demotta  
metronypcasetretary@  
outlook.com

**Social**

Lee Walton  
metronypcasocial@gmail.  
com

**Webmaster**

Jeff Lanka  
metropcanywebmaster@  
gmail.com

**Concours**

Paul Celentano  
vpmetronypca@yahoo.  
com

**Membership**

Kasper Ludwig-Larsen  
metropcanymembers@  
gmail.com

**Rally**

Rich Mooers  
metronypcarally@gmail.  
com

**Technical  
OPEN**
**West Region Director**

Duane Wilson  
duanewilsonsf@gmail.  
com

**North Region Director**

Mike Mazzilli  
metronorthregion76@aol.  
com

\*Metro NY PCA Board of Directors

### COORDINATORS

**Copy Editor**

Linda Annicelli-Rudtner  
lannicelli993@gmail.com

**DE Metroliner Chief**

Robert Schutzenbach  
metronytech@gmail.com

**Dealer Liason**

Lee Walton  
metronypcasocial@gmail.  
com

**Trading Post**

Michael Brief  
porschetradingpost@gmail.  
com

**Chief Instructor**

Bill Rudtner

**DE Track Registrar**

Adam Fox  
metronypcade@gmail.com

**SIM/DE Racing Coordinator**

Shaibal Pandypadhyay  
shibby170@live.com

**Safety/Flagging**

Mat Gluckson  
metronysafety@gmail.com

### ADVISORS

**Past President**

Dan Fishkind  
987sdan@gmail.com

**Zone 1 Representative**

Ricardo Diaz  
zone1rep@national.pca.org

**DE Co-Chief Instructor**

Shaibal Pandypadhyay  
shibby170@live.com

### TECH ADVISORS

**Front Engine Car**

Matt Kammet  
516-746-3542 (Eves)  
metropcatech@gmail.com

**Interior & Exterior**

Matt Zakarian  
516-747-4114 (Days)  
matt@detailingdynamics.com

**Mid & Rear Engine Car**

Mike Tashjian  
michael@formulamotorsports.com





## 2024 Metro New York Region CALENDAR OF EVENTS



November	1-2	DE, Summit Point, Main
	3	AX, Tobay Beach
	17	AX, Tobay Beach
December	1	Holiday Cocktail Party

Please register early for your favorite events.

Many event registration forms can also be found on the Metro NY Website ([metronypca.org](http://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](http://zone1.pca.org) and [pca.org](http://pca.org).



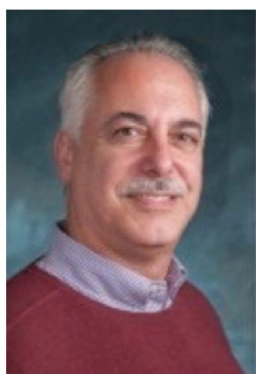
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Calendar is updated regularly. Please check the Metro NY PCA website for updates and additions.

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

## From the Editor

ED REINER



Where has the season gone? We are heading into the Holidays and I am reminiscing about all of the Porsche events I participated in this year. I particularly enjoyed Bill Riehl's treks/tours and even did an Autocross this year. One of the good pieces of news is that Storm King Highway reopened by West Point following after nearly 18 months of repair due to storm damage. The first photo (opposite page) shows the repair to the mountain-side with a new retaining wall and guardrail. The road surface is also new. Despite the presence of law enforcement, Storm King's reopening was popular with sports car and motorcycle clubs alike and sits adjacent to Bear Mountain (Arden Valley Road) where driving skills are tested. I was excited to make this an early fall trip that did not disappoint and a "must drive" for a Porschophile.

I did both the Pindar Rally and Concours and the Vintage Rally to Osprey's Dominion Winery this year. Always a blast and are great destinations. Also, one of my most enjoyable trips this year was our West Region director Duane Wilson's New York City "drive and dine" from East

86th Street in Manhattan by Gracie Mansion (second photo), up to Ft. Washington Avenue into Ft. Tryon Park and the Cloisters (third photo) with 50 cars that lined the driveway of the Monastery. Then we did the trip down the West Side Highway to the Classic Car Club for a sumptuous lunch on the patio. I am pleased to see that the geographic expanse of Metro-land continues to provide interesting events for the members.

The November/December issue of the Post also highlights events that are upcoming. We hosted our election meeting in Roslyn on November 4th, and the holiday reception is coming up on December 1st, also in Roslyn. Despite the year winding down for Metro, we still have a DE event and two Autocross events in November. Photos of our holiday cocktail party will be available in the January issue. Please register for this event if you have not already done so. And if you feel like you want to get involved, we are also looking for volunteers to help organize and run events, find venues and host members. If you want to jump in, please reach out to one of the board members listed on page 4. We also welcome Kasper Ludwig-Larsen as our new membership chair. Nearly all of the new members will get to know Kasper as a New York City-based Porsche enthusiast who enjoys driving his 911 virtually anywhere. We welcome Kasper to the Board.

One of the things I want to share are strategies for winter

---

The Porsche Post is digital! Please visit [metronypca.org](http://metronypca.org) to download the current and past editions of the Post!



Please send your stories along with high resolution photos to [metroposteditor@gmail.com](mailto:metroposteditor@gmail.com) by the first of each month.



storage. Our cars are built for any weather, but long-term seasonal storage needs to be done right, and rodents and water can do significant damage if not addressed up front. I am including a checklist in this issue for you to review in the event you store your car in a garage all winter (see page 44). Mice love Porsche wiring (it's like chocolate to them) and I am aware chipmunks like to build condominiums in exhaust systems. If you see signs of nest building in your frunk, time to get rodent repellent or your storage boxes will be packed with nuts, twigs and leaves along with rodent remains. Be alert (first-hand experience talking)!

My goals for the Post into 2025 are to highlight our events with photography and storytelling, and ask members to contribute stories that are of interest. Linda Annicelli-

Rudtner and I have the (mostly enjoyable) task of proof-reading and editing the contributions we receive each month. My hat is off to Linda for the effort she invests to correct grammar, misspellings and run-on sentences to make the Post more readable. We have a guest contributor this month, our treasurer, Tommy Rendano.

For 2025, we will continue to have our Chairs report out on what is happening in their domain, and what they hope will bring membership out to participate. Please keep an eye on the club website, and Facebook and Instagram pages. There are always activities going on and the coffee is warm. Hope to see you out there.



The newly restored Storm King Highway at West Point, left. East 86th Street and East End Avenue in Manhattan on Metro's 'Drive and Dine', center. Forty Pcars park in front of the Cloisters Monastery in Ft. Tryon Park in upper Manhattan.

Want to send a note to the editor: email [MetroPostEditor@gmail.com](mailto: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](http://pca.org) quite easily. Also, our Membership Chair, Jeff Lanka can be reached at: [metronymember@gmail.com](mailto:metronymember@gmail.com) if you would like to reach out directly.*

## President's Page

### BILL RUDTNER - PRESIDENT



It has truly been an honor to serve as President of our Metro NY PCA region for the last four years.

These past four years serving as your President certainly has been quite an interesting challenge. Going in I knew that there was so much to change. I had so much that I wanted to accomplish (I did most). I almost got it all done. Luckily, I'll be sitting on the executive board in 2025 as

Past President. In this position, I'll be able to continue working as an advisor to our new President. In my wildest dreams, I never thought I would attain this status when I joined Metro back in 1995. When you come to the end of any experience, there is always a mixture of emotions. First is the relief that responsibilities are coming to an end. GOD knows it's been a very busy time but there's also an excitement of the future. Taking what has been learned in the past years, and applying that to what is to come. I do feel I have learned a lot along the way.

I will say that we have accomplished a lot during these last four years. One of my main concerns along the way was getting our club financially sound. Our financial house is very much back in order and we are now on a much better financial footing. We also found that people who left the club's activities due to internal conflicts that may have occurred over 12 years ago had come back in full support of the club. Many have expressed their desire to get involved with our club again.

We had much better choices of worthy charities and better collaboration with our charities due to the diligent work of Bob DeMotta. We also reached out beyond the borders of Nassau and Suffolk counties to include more activities in Staten Island, Manhattan and Westchester. There are now Region Directors appointed to these areas. Things continue to happen.

I can't begin to count the number of people I have met and become friends with. Most of these people would never have come into my life were it not for our Metro NY Porsche club. All the people I have worked with over these past four years have enriched my life in some way

or another. I have learned from so many as I always like to do. It's also with some degree of sadness that I realize that some I thought of as friends were not friends at all. I guess in any politics some people appreciate what you are trying to do and some don't, but my main goal has also been for the benefit of the club and its members.

My thanks to each of you for your friendship, support, and all the effort you put forth to further our club. The board members I have worked with over these past few years are the strongest Metro board I can remember. Special thanks to Bob DeMotta who always gave me the very best advice as well as a more diplomatic approach to some sticky issues. Over the course of my tenure as President, I was very glad to have had the unwavering support of the executive board.

A few years ago, I considered myself very lucky to have married Linda. Linda has been my strong side. She has always helped and guided me through situations in our club that had arisen. Years ago, I had also placed her as Copy Editor for our Post. The monthly event of putting together our Post takes Linda at least seven days with a lot of back and forth between Linda, Ed and myself. Each issue is meticulously gone over (and over). Without her knowledge and perseverance, the Post would not look the way or read the way it does today. Thank you Linda from my heart for all you have done for me and the club. As we look to the future and prepare for our next president, we need to and we will continue to look for interesting and innovative events. We will continue to listen to our members as they suggest new and different ones.

So, the time has come and, with great pleasure, I now hand over the presidency to Paul Celentano our new President of Metro NY Region PCA. I wish Paul (and our Executive Board) all the best for the years ahead. Paul will bring new enthusiasm and a determination to build an even better club. I am looking forward to working alongside Paul to help make it all happen.

It would be so nice to see everyone at this year's Holiday Cocktail party on December 1st. I've said it before, but the real value of this club is its members.





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## Skid reMarks

### DAN FISHKIND - AUTOCROSS CHAIR



It feels like the end of the season, but it's not! A few days ago we had our first of three final events at Tobay Beach which consisted of the Pumpkins and Pylons Autocross as well as the Metro New York Region Autocross runoff. The weather was quite cooperative, and it seemed more like a cool spring day. One of the few Tobay events that did not require thermals.

It seems as though the weather has been shifting. The end of the season is warmer than it has been, and the beginning of the season starts off a lot colder. Rich Wayne designed the course for the event and as usual did a great job. Since it was the runoff, he had to design a course that was challenging enough for the guys in the runoff while still making it fun for the others. As usual, he did just that. I would like to also thank some guys who don't get enough recognition throughout the season. Jack Minot and Mark Velera have been regulars behind the scenes when things need to be done. Without these guys the program would suffer. These two are very involved in the setup of all the courses as well as the workings of each event. Thank you for all you do.

#### Pumpkins and Pylons Results.

Manny G took the win in S5 with a time of 46.820 seconds. S7 was dominated by Steve B who drove the course in 44.752 seconds. Todd R, the previous Autocrosser of the Year, came back and took the win in P2 with a time of 40.343 seconds. P5 found newcomer to autocross Nick I in first place with a time of 41.067 seconds. Mark H took the win in class P6 with a time of 41.686 seconds while Jack M took the win in P7 with a 43.173 second trip around the lot. Ben O found himself in first place with a 39.063 second run. In our improved class, Ioannis K took the win with a 39.097 second run and in our modified class, Tim M took the win with a 38.909 second run.

Non-Porsche classes found Michael C at the helm in X1 with seven drivers, with a time of 38.544 seconds. This time was fast enough to earn him the Fastest Time of the Day. Nice job! Jeffrey B took the second place spot with a time of 39.734 seconds and Christine P came in

third with a 40.185 second run. In X2, with 9 drivers, Anthony C took the win with a time of 38.544 seconds to top Adil A's second place time of 38.593 seconds. Third place went to Danny G who drove the course in 38.702 seconds. X3, with eight drivers, was dominated by Paul V with a time of 38.525 seconds. Paul B took the second place spot in 39.513 seconds and Mark V came in a close third with a time of 40.325 seconds.

#### The Runoff:

Eight drivers battled it out in the same car for the title of Autocrosser of the Year. This year the car was a 2024 BMW 430i convertible. Each driver got three runs to drive the course faster than the others. Keep in mind that none of these drivers have driven this car before, so in three runs they had to learn the car, learn the course and then improve on their times. All the drivers did a great job and the competition was tight. When the dust settled, Micheal Kane found himself in the Third Place spot with a time of 45.684 seconds. Yours truly, Dan Fishkind, took the Second Place spot with a 44.545 second trip around the lot and First Place, and the new Autocrosser of the Year, with a time of 44.511 seconds...Andre Cerqueira! Congratulation Andre, nice job! Here is how the rest fared in fourth to eighth order: Mitch Hackett (45.688), Michae Castelli (46.011), Jo Ann Fucci (46.801), Vaino Narma (46.918) and Tom Pacileo (48.704). Congratulations to all.

It's almost the end of the season and our last two Tobay Beach events, the first took place on November 3rd and another coming up on the 17th. The 2025 season is already in the works. The annual Autocross Seminar and Mini School will take place on March 8th, 2025. Registration is open and information for that event can be found in the flyer in this issue. Also look for the March and April 2025 schedule in this issue. If I don't see you before, have a safe winter, get your cars ready and I look forward to seeing you in March.





## Autocross Classroom Seminar – Mini Autocross School

### Come Learn to Autocross!!!

Have you ever thought about seeing what your car can really do? Wouldn't it be nice to get your car to its limit at a slow safe speed so you can experience the true capabilities of your amazing machine? If you answered yes to any of the above questions, then Autocross is for you. Follow the link below and register for the Autocross Seminar and Mini School on March 8<sup>th</sup>. This event consists of a morning classroom seminar where you will learn all the basics of autocross from what the day entails, to reading and driving the course. In the afternoon, you will have the opportunity to walk the course with a knowledgeable instructor who will teach you the proper driving line and techniques and then you will drive the course yourself, with a personal instructor. This is a great, low-pressure event which will introduce you to the sport and make you feel more comfortable and ready to get involved in our regular events. Don't delay, sign up now and start having fun enjoying your car the way it was meant to be driven.

**When:** Saturday, March 8, 2025  
**Time:** 9:00 am – 4:00 pm  
**Where:** Bethpage Community Park  
 947 Stewart Avenue  
 Bethpage, NY 11714  
 AND  
 Tobay Beach  
 Ocean Parkway  
**Admission Fee:** \$60.00



#### Autocross Seminar will cover:

- ✓ MNY PCA Autocross Rules/Guidelines.
- ✓ Car Classifications.
- ✓ Helmets and Safety Equipment.
- ✓ Car and Driver Preparation.
- ✓ Basics of precision driving.
- ✓ How to 'walk' and 'read' the course.

#### Mini School :

- ✓ Drive on a real autocross course with an instructor and experience what you learned in the classroom.
- ✓ Tips on how to read the course at speed.
- ✓ Gain confidence needed for a real event.
- ✓ \*\* Bring Helmet if you have one.\*\*

This is a **highly recommended** event for all drivers interested in participating in the Metro NY PCA Autocross program. Get a taste of what autocross is like while you learn the basics.

- First time autocrossers will receive a coupon for a free autocross.
- A light breakfast will be served to all participants.

For additional information please check out the "**Autocross**" section of the Metro website at [www.metronypca.org/autocross](http://www.metronypca.org/autocross) or email Dan Fishkind at [autocrosschair@gmail.com](mailto:autocrosschair@gmail.com).

Sign up at <https://clubregistration.net/events/signUp.cfm/event/15155>



Scan here to sign up.

# Chasing the Curves

BILL RIEHL - TREK CHAIR



Trek / Tour 5 (last event for 2024) took place on Sunday October 6th, the day was just perfect for a 3-hour tour. By the time we got to the midway point, the weather was so nice I needed to drop the top on my Spyder for the 2nd leg of the Tour. We had 50 members attend the event in 38 cars.

We started this Tour like all others heading into the backcountry of Connecticut. We made our way around Fairfield and Westchester Counties, crossing back and forth over the state line to end the Tour at Abatino's Pizza and Pasta in White Plains, NY.

I want to thank my Partner Janice Heusser (my Co Pilot and behind the scenes organizer), Jim and Brad Clark (Group 2 Leaders), Benjamin Rehberg (Group 1 Sweeper), and Frank DeRubeis (Group 2 Sweeper) for helping with this event. I could not run this program without you folks. So, thank you all again for volunteering. Thank you to all our loyal group of Club members who really enjoy the Trek / Tour program.

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](http://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](http://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 email 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.

Please contact me via email ([metronytrek@outlook.com](mailto:metronytrek@outlook.com)) to assist with the program.

## 2025 tentative Tour Schedule

June 8th

July 13th

August 10th

September 14th

October 12th

Mark your calendars now!

I look forward to Chasing the curves with our Club members in 2025.





## Photos from the Oktoberfest at the Vanderbilt Museum on October 20th



Duane Wilson's 944



Marc Spero's 1969 Porsche 912 Targa, Sand Beige. Marc took 1 st place in his class.



The venue provides a spectacular setting for a concours



Bryan DeLuca with his 1972 911 Targa in Sepia Brown



Charlie McKeel judging the engine of Bob DeMotta's 1992 Midnight Blue 964 Cabrio



Tommy Rendano and Tony DeVincenzo judging Craig Ripley's 1999 Yellow 996 Cabrio

# 2024 Awards.....

2024  
ELLIES



Aliko Hantzopoulos  
*Long Island*

ROOKIE OF THE YEAR

2024  
ELLIES



Joanne Hantzopoulos  
*Long Island*

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## Concours Corner

### PAUL CELENTANO - CONCOURS CHAIR



With another Oktoberfest Concours at Vanderbilt now in the books I want to take this time to thank all those who made it a spectacular day and our largest turn out ever. More than 150 of you attended to participate in various ways. Full, Street Concours, display on and some for just lunch.

So first off, this event would not be possible without your enthusiasm and participation. Second, I would like to thank Mother Nature for not only cooperating but giving us perfect weather. We could not have asked for a better day weather wise. A far cry from last year and the year before that where we had to reschedule.

Events like these take a ton of planning and can't happen without all the super folks who stepped up to volunteer. I would like to take a moment to list and thank them here and I would like to apologize in advance if I miss anyone. First, a big thank you to our President Bill Rudtner for his tireless support of me and this event. Whether it was helping check members in, organizing the food or recruiting members to help serve he is always a huge help in making this day a success and was equally running around like a chicken without a head. A big thank you goes to the following members who worked hard to make this event Metro's most successful concours in years; Elaine Pedolsky, Kasper Ludwig-Larson, Duane Wilson, Charlie McKeel, Mike Allegra, Tommy and John Rendano, Craig Lingaas, Rich Mooers, Tony and Vera DeVincenzo and Bob Demotta.

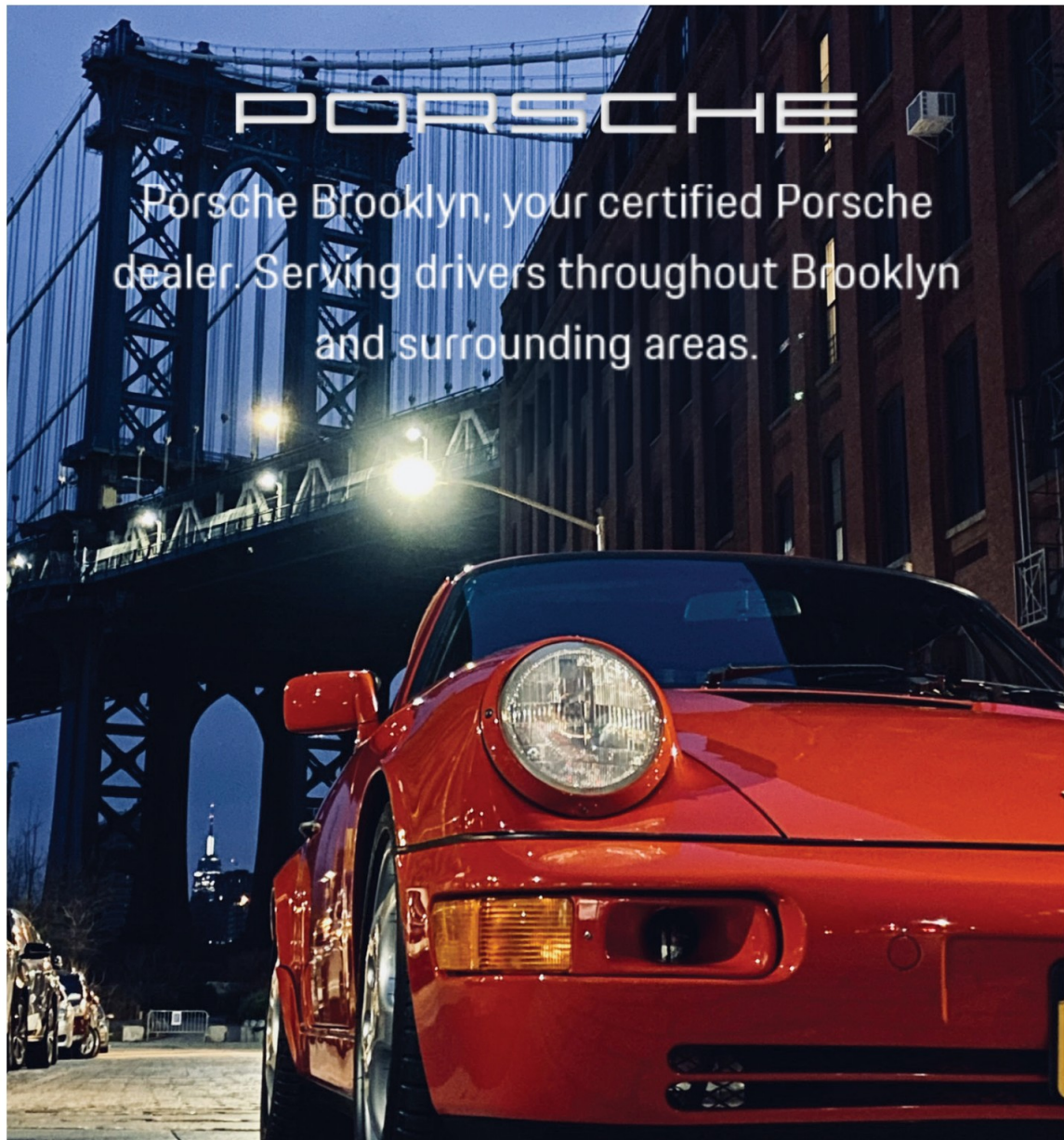
Each year we build off the prior year's success to make the next year even better. We learn what worked and what didn't always seeking to improve the end experience for you the members to make Metro NY the best region in PCA.



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The Oktoberfest at the Vanderbilt Mansion is a popular event for Metro, with spectacular views of Northport Harbor.





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## Eastern Region Update

### MITCH HACKETT - EAST REGION DIRECTOR



And just like that, the holiday season will be upon us before you know it. The autocross runoff is now history. I wonder who won? (I'm writing this before the event occurred). There are still two final autocrosses in November at the large lot at Tobay Beach off Ocean Parkway. We held the one on November 3rd and the last one is on the 17th. If you haven't tried an autocross day, this is your final

chance. Come out and have some fun in your Porsche before Mother Nature takes away our fall temperatures. Dan Fishkind runs a great program. Check it out!

We have had a very full season of offerings for Metro members to enjoy. I hope you were able to partake in many during the season. Our volunteer chairs work hard to give you the best bang for the buck. I salute them all. The time is approaching when we must think about winter storage or winter preparations for our cars. I prefer to drive my Cayman year-round, although I store my MGB for the colder months. The Cayman gets a fresh oil change regardless of mileage. An oil analysis is also done

to check my engine's overall health. Blackstone Labs and other companies offer this service. They provide a container to take a sample of your oil. Halfway through the oil drain, fill the container, then ship the sample. Shipping labels are free. In a couple of weeks, you will get a detailed report on metal levels, contaminants, minerals, etc. It's worth the price. About \$35, I believe.

When storing my MGB I do certain steps. Clean the car. Change the oil. Fill with fresh gas and add a fuel stabilizer, such as Sta-Bil. Or use non-ethanol fuel. It's expensive, but stays fresher longer and won't absorb moisture like ethanol does. Overfill your tires to prevent flat spots. I put plastic sheeting or a tarp under my car to provide a vapor barrier and contain any leaks. (This is a British car, after all!) I put dryer sheets in the engine compartment, interior, and exhaust pipes. Rodents don't like the smell of the dryer sheets. Lastly, I cover my air cleaner inlets with plastic bags. Attach a battery tender, then cover the car. These steps are my personal preference. There are certainly others to evaluate. To each their own. My MG seems to like the attention I pay because she starts right up every spring!

That's enough chatter from me for 2024! I hope to see many of you at our holiday party in December. Have a great holiday season, with health and prosperity for us all!







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# Track Ramblings

## FRED PACK - DE INSTRUCTOR



### End of Season Thoughts & Tips

During the 2024 season I've been collecting various thoughts about track driving. With Metro's season now finished, I'm presenting my End of Season Thoughts and Tips. Think about these points over the off-season and put them to use next year.

- Driving is more a mental activity than anything else.

The actual things you do are very simple – turn the steering wheel, press on the gas, brake, clutch pedals, and move the shift lever – and you don't even have to do that if you have PDK. Track driving is a mental game.

- Long ago I created the "2 rookie errors"

- 1) don't follow the car ahead of you; why should you duplicate his mistake? Stay on your correct line.

- 2) don't brake the instant the guy ahead of you gets on his brakes. (a) he's ahead of you, so you obviously don't have to brake yet. (b) you should brake at your braking point.

- Find your correct line and stick to it. You should "hit your marks" on every turn – the turn-in point, apex, and track-out points, (See the 'Hit the paint' bullet-point below.)

- Be smooth with the controls: Turn the steering wheel, don't jerk it; Press the brake and gas pedals, don't jab them. If you don't have PDK be nice to your gearbox/clutch – be smooth and match your revs on downshifts. They will reward you in the months/years to come.

- Be polite to your fellow track mates – if a car catches up to you, give it the passing signal. Look in your mirrors, often!

Now onto some technique thoughts

- Since the whole idea is to get better lap times, focus on getting on the gas earlier in the turn so you can accelerate away faster and sooner. This may mean adjusting the line you take in the turn. A later apex permits an earlier throttle application, but it also means a slower entry speed. You have to find the 'breakeven point'. Equally important is your 'Vmin'. This is your minimum velocity in the turn – you don't want to overslow your car by braking too much. Increasing your Vmin makes a big difference in lap times.

- There are corners (decreasing radius turns) where the best technique is to add more steering as the corner progresses so you can hit the apex. Consider the left-hander at Lime Rock, or Watkins Glen Turn 9. (I often say to my students, "Keep turning; keep turning").

- 'Visualize' – This is the act of seeing something that you can't actually see yet. Think of the apex at Watkins Glen Turn 6 (the downhill left hander before the Toe). You can't see the apex until you are almost there, but you can visualize it in your head before you actually see it and get the car to touch it based on that mental image.

- 'Hit the paint' – drive your car slightly onto the painted 'FIA' curbing which exists at most turns' apexes and some turn-in and track-out points. (a) by doing so you've widened the radius of the turn a bit. (b) on righthand turns you can't see the apex at all, but the audio rumble you'll feel if you hit it confirms to you that you have indeed used up all the width of the track. [important side note: do not hit the paint in the wet!! It is amazingly slippery.]

- Speaking of rain – which I'll write about in more detail in a future column – (a) be particularly smooth with your use of all the controls on a wet track. Abrupt steering, braking and gas application can cause you to lose traction and have an instant spin. (b) 'Square off the turn' by taking the 'rain line'. Stay tuned for that future column.

- Check your fuel level before each run. I attended the Metro Lime Rock event in October. There was a driver who ran out of gas, which wasted about 5 minutes of everyone else's track time. What a Dumbo! Can you guess who it was? It was me. At least the driver had the good sense to get off line so there was no danger to anyone. Check your fuel level before each run. Make this a ritual.

### Some Pre-event stuff:

- o Check your brake pads and oil before each event and also at the track. Ps: bring pads and oil to the track!! And have appropriate tools with you.

- o You must have a tow hook installed on your car at the event.

### For Instructors:

- o Look at the right-side mirror often. Your student is likely overwhelmed and doesn't have the mental bandwidth available to check the mirrors. It is on you to make sure that the student gives passing signals as and when needed.

(Continued on page 35)

Metro NY PCA

2025 Autocross Series

## Tobay Beach Autocrosses of 2025- Tentative

**When:** Sundays: March 9<sup>th</sup>, March 23<sup>rd</sup>, April 13<sup>th</sup> and April 27<sup>th</sup>, 2025

**Time:**

7:00 AM	Site Opens
7:30-8:45 AM	Registration
8:15 AM	Tech Opens
8:30-8:45 AM	Late Registration*
9:00 AM	Tech Closes
9:30 AM	Drivers' Meeting – Mandatory for all drivers.
	Novice meeting follows.
10:00 AM	First Car off
3:30 PM	Trophy Ceremony

**NO CARS or DRIVERS WILL BE ACCEPTED AFTER 8:45 AM**

**Where:** The Tobay Beach Parking Lot  
Ocean Parkway  
Wantagh, NY

**Admission Fee:** \$ 50.00 PCA Members  
\$ 60.00 Non-members  
\* Late registration surcharge \$ 10.00

**Mandatory on site Tech Inspection** 8:15 - 9:00 am **Cars that do not pass tech will not run.**

**Helmets are required Snell 2010 or newer (Loaner available for \$10 and license for collateral.)**

**How to get to Tobay Beach – details are available on the website**



For additional information please check out the "Autocross" section of the Metro website at [www.metroypca.org](http://www.metroypca.org), or email Dan Fishkind at [autocross@metronypcamail.org](mailto:autocross@metronypcamail.org).

Events are newbie friendly. Come on down and try it out. You might get hooked!



## Rally for Fun

### RICH MOOERS - RALLY CHAIR



On Sunday, February 2, 2025, Metro Region of the Porsche Club of America will present the 69th Annual Ted Ohland Snowflake Road Rally. It is reported to be the oldest continuously run event in PCA. I have served as Rally Master for the Metro Region since 2014 and have used the knowledge Ted imparted to me continue the tradition. Last year

we had a perfect weather day. Ninety enthusiastic participants joined the rally course on the scenic roads on the South Fork of Long Island. The best time to enjoy the Hamptons is in the winter minus the traffic.

The Snowflake will be a TSD (time speed distance) rally. Each team starts with a set of route instructions. It is easy to follow the route because the instructions have two ways to verify the correct way to go. For example, Right at TL (abbreviation for Traffic Light) to take Main Road. The navigator (the person not driving) is encouraged to use GPS with maps to assist in confirming that you are taking the correct road. Snowflake was known and revered as one of the most challenging rallies to compete in in the past. But a well-designed rally never intended a competitor to get lost. Snowflake today is presented as a fun drive with a chance to compete (on not) by trying to maintain speeds as you follow the route.

How do you maintain the speeds? The rally route instructions are divided into sections. Each section has a start and end. When you start a section, the speed you are asked to maintain as you proceed is specified in the instructions, usually 30 MPH. While traveling at 30 MPH it will take 2 minutes to complete one mile. So, if you have traveled 3.5 miles it should have taken 7 minutes to complete it. Expert competitors calculate the time they should pass each mileage in the route instructions. Most competitors use the SOP ("Seat of Pants") method. They just try to maintain the 30 MPH speed as they travel. But you have to remember that if you must slow down for a stop sign or are given extra time at a TL you need to adjust your speed to account for these time adjustments.

As each Competitor travels the route, we can track your progress using the Richta Rally phone App. It records when you start each section and when you pass a Checkpoint. A Checkpoint is a place along the route where the APP records the exact time you pass and compares it to the calculated time you should pass. The difference between the times is the score of how accurately you maintained the speed.

If anyone is interested in the methods teams can use to calculate how to know exactly what time they pass each point please contact me. I will be happy to set up a class to explain the most effective methods.

The bottom line is that to have an enjoyable time on the Snowflake (or any) Rally you just have to decide if you want to worry about the whole "time-speed-distance" thing or not. It is all about a day enjoying a fun drive and reaching the finish to have a nice lunch with old and new friends.

Yours in the sport, Rich Mooers, Rally Master



A festive flyer for a holiday cocktail party. The background is dark blue with white and light blue snowflakes of various sizes. At the top, there are two large Christmas ornaments: a gold one on the left and a red one with gold patterns on the right, both hanging from gold chains with red bows. The title 'Metro NY PCA Holiday Cocktail Party' is written in a white, elegant script font across the upper middle. Below the title, there are more snowflakes, including a large light blue one in the center and a large red one on the right. At the bottom, there is a white, wavy line representing snow, with a row of small evergreen trees in shades of blue and white behind it.

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SCAN ME



# Membership Update

## KASPER LUDWIG-LARSEN - MEMBERSHIP CHAIR



Membership changes  
this month thru  
10/1/2024

New Members	28
Transfers	6
Expired	42
Test Drive	
Participants	37
PCA Juniors	93

please click the **MEMBERSHIP** tab, click the **RENEW** tab, fill out all the necessary information, **RENEW** my membership highlighted in yellow.

### Change of Address?

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

### Metro NY Region Membership

Active Members	2,523
Affiliate Members	1,093
<b>TOTAL Members</b>	<b>3,616</b>

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

**Mark McNamara - 2024 911 Carrera**

**Gerald Lopilato - 1994 911 Carrera 4**

**Pedro Henriques 2019 911 Carrera GTS**

**Andy Busalacchi 2024 911 Carrera T**

**Ingo Warnke 1995 911 Carrera**

### To Renew your Membership:

Visit the National PCA website at [pca.org](http://pca.org).  
Log in to your account, check your membership renewal date in the upper right corner of the home page just to the right of your name. If your membership is within 2 months of expiring or has expired already,

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



## In Memoriam - George Markadakis

January 24, 1968-October 30,2024

It is with an indescribable sadness that I announce the passing of our good friend George Markadakis. George was the beloved husband to his high school sweetheart, the love of his life and best friend, Luisa, loving father to their daughter Christina and son Nicholas and beloved 'G-Pop' to his three beautiful grandchildren.

George was truly a friend to so many. This was so evident at the visitation as friends, family and co-workers waited in line; a line that was longer than a city block, for over an hour to pay their respects. George was a devoted family man. He was truly cherished by all he touched and I certainly am one.

George was a man who embraced everything he was involved with. He had a passion and a zest for life.

George's passion flourished in the game of golf. I heard he was quite good at it but...most of us in the club got to know George at the race track. I remember so long ago at NJMP, George came over to me and he asked "Can the track control slow you down?" "Can you feel that?" I asked. He could and then I knew how good of a driver he would turn out to be. He had a natural feel for driving a car on a race track.

When George was there at Sunday breakfast with the boys it was always such fun. George would say something or tell a story that would leave us all in stitches. I have so many stories that I could tell of George. Stories and situations I will cherish, for the rest of my life. We will surely miss his booming voice and his loving way. Rest in peace George.



## Welcome New Members



Mark McNamara - 2024 911 Carrera



Gerard Lopilato - 1994 911 Carrera 4



Pedro Henriques - 2019 911 Carrera GTS



Andy Busalacchi - 2024 911 Carrera T



Ingo Warnke - 1995 911 Carrera

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





## Interested in Porsche market trends?

*Sign up for PCA's free monthly e-newsletter, Mart Fresh News!*

The Porsche Club of America features news, videos, and information about the current market for used Porsches in the monthly Mart Fresh News email newsletter.

Mart Fresh News also highlights a variety of Porsche listings from PCA's Mart Classifieds. When you find a vehicle in The Mart, you can be assured that it's been cared for by a registered PCA member — not some anonymous seller.

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## Driver's Education

### BRANDON TASSO - DE CHAIR



#### ***Tires, Tires, Tires!***

Coming from an autocross background, I learned early on that your tires are one of the most important components of your vehicle. We've had a Prius put down the fastest time of the day at an Autocross by putting slicks on the car. Tires are the only component of your car that actually connects you to the track surface...Let's dive in!

I run 19" wheels on my 997.2 GTS so my tire options are limited. As far as tires I have used on the track... here is the list. (Don't tell my wife LOL). Michelin Pilot Sport 4S, Michelin Pilot Sport Cup 2, Falken Azenis RT660, Goodyear Eagle F1 Supercar 3R, Hoosier R7, and A7. Here are my thoughts on each of those ON THE TRACK. Pilot Sport 4S: These are the OEM tires for my car. They offer good traction for beginners but once you start pushing them in the dry, they overheat very quickly. I use these as my rain tires as they move quite a bit of water and have kept me out of the wall when I spun at Mid-Ohio. Search LastPlaceAgainn on YouTube for a video of that.

Pilot Sport Cup 2: A great step up from the 4S in dry weather performance and ability to withstand quite a bit of heat. In my opinion, they are actually OK in the wet as long as there aren't substantial amounts of standing water. That is why these get my vote for attending a track day without a trailer.

Falken Azenis RT660: While these are predominantly autocross tires, they are marketed as track day tires. I have had the displeasure of using these twice on the track. There is a seam that goes across these tires from inside to outside. The first time that seam came apart on me was at Summit Point when they were BRAND NEW! A chunk the size of a quarter came off exposing the inner wall of the tire to all sorts of potential hazards—the 2nd time I was forced to run these when I unexpectedly corded a set of tires. After 3 sessions on the RT660's, I started feeling a bad wobble in the wheel. I thought it was just some pickup (discarded rubber on the track) on the tire, but after two laps the wobble was still there. I went into

the pits and looked at the tires. Lo and behold a HUGE blister on the inside of the rear tire!! No impact, no off-roading. The tire simply got too hot and self-destructed. I DO NOT RECOMMEND these for track use.

Goodyear's F1 Supercar 3R: When taking into consideration cost, grip, and durability, this is my preferred tire choice for dry weather. They have incredible grip, are about \$700 cheaper per set than Cup 2's (in my size), and hold up almost as well in terms of heat cycles.

Hoosier A7 and R7: Both of these tires offer outstanding dry-weather performance! Nothing grips like a slick! They will undoubtedly take 1-2 seconds off your lap times in the right conditions. I find the A7s heat up quickly but overheat quickly as well. The R7s take a few laps to come up to temp but after that, they are fantastic. I've run R7s for over 20 heat cycles at maximum attack—while on track the tire failed but in the nicest way. I heard a slight "Pop" sound and watched my TPMs slowly drop 1 PSI at a time. I limped it back to the pits with zero issues. The side wall is so strong the rim never even got close to the asphalt. I would highly recommend the R7s for anyone looking to run slicks.

Pressures: On most tires, my goal is 33 PSI hot. I typically go up 8-10 PSI the first session of the day so I will usually start my tires around 24 PSI back left, 25 front left and back right, and 26 front right (on a clockwise track layout). Rotate: As most of the tracks in our region are clockwise, it is imperative to the longevity of your tires that you rotate! I usually rotate my tires after every track day to ensure equal abuse. Lol.



Continued on page 35

## Driver's Education

### TOMMY RENDANO - METRO TREASURER



On a recent trip to Florida, my wife and I decided to stop at the RUF North America Facility in Opa Locka, Florida. It was a bit of a challenge entering the facility since it is located inside The Concours Club, which is privately owned and operated and requires a membership ID to enter through the closed gates.

However, as we plotted our entrance, we spotted a new 911 Turbo S driving along

the outer perimeter of the Club and decided to tag along (not recommended). As it turned out, there was a back entrance to the Club/Track so I followed the Turbo into the facility. He also directed me to the RUF Auto Loft location.

Since it was a Monday, it was very quiet inside The Concours Club grounds. We parked outside RUF's Auto Loft Garage and found the door was locked. We rang the bell and were greeted by Esteban Larranaga, the Account Executive for North America.

I introduced myself and my wife and explained we were Porsche folks interested in visiting the facility. Esteban invited us in and gave us a private tour of all the RUF cars on display, explaining in detail the specs of the cars on hand along with the history and evolution of the various models.

His knowledge and expertise were superb. One of my favorites was a 1987 Black on Green CTR1 - wide body (also known as the Yellow Bird) which was one of two made in widebody variant, all the other 29 icons were narrowbody. Another model that stood out was an Ultraviolet color RUF SCR, a carbon fiber-built body attached to a proprietary RUF-developed carbon monocoque frame. The car weighs in at around 2,700 pounds with 510 hp. The mechanics and engineering of this RUF-designed vehicle are mind-boggling.

While the era of body-in-white RUF VIN stamped chassis is no longer in existence, the future of the brand's rear-engine models will be on this carbon fiber monocoque chassis. This design makes RUF the only manufacturer

with a rear-engine, carbon tub, manual vehicle (CGT was mid-engine and 918 is mid-engine, hybrid, and PDK) with dual-wishbone pushrod suspension in the front and the rear. These are the only two of the 10 magnificent RUF cars in their meticulously well-kept garage.

Upstairs was a beautifully appointed lounge area overlooking a two-and-a-half-mile track. Alongside the lounge was an outside viewing area with seating where you could observe Club Members' race. As we approached the end of our visit, Esteban suggested we visit on a Wednesday through Saturday schedule so we would be able to watch the racing and other activities inside The Club. With that, we thanked our gracious host for the time he spent with us and we were on our way.

For those interested in additional information about RUF North America and The Concours Club their respective websites are:

[www.rufnorthamerica.com](http://www.rufnorthamerica.com)


[www.theconcoursclub.com](http://www.theconcoursclub.com)



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

(Track Ramblings, Pack, from page 20)

o The instructor must never stick a hand outside the window. Only the driver should do that. You can always tell the student to give a passing signal when appropriate.

• Lastly, an interesting – and useful – fun fact: All tires have their date of manufacture on them. It is generally accepted that tires which are 7 or more years old should be discarded. The rubber is no good anymore. (Track tires get worn out from use long before then.) The date is shown on the tire in a way to confuse everyone! Firstly, it is not labeled in any way and is inside a kind of oval. Look for a 4-digit number standing by itself. You might expect it would be MMY, or maybe YYMM. Nope! It is WWYY, where WW is the Week Number within the

year, so '0224' would mean the second week of 2024. My rack tires say '0324', ie, the 3rd week of 2024, meaning January 2024. The tires on my Boxster say '2424', ie, the 24th week of 2024, meaning June 2024.

I'll see you next year at the track. Use the offseason wisely – read material which will help you learn more, and think about how to drive on the track. I suggest checking out Ross Bentley's SpeedSecrets.com material. He knows a lot and he communicates it very well.



(Drivers Education, continued from page 30)

**Date codes:** If you don't already know this, your tire tells you when it was manufactured. On the side wall you will see the letters DOT followed by 3 groups of letters/numbers. The last group will be all numbers and that is the date code. The first 2 numbers are the week and the last 2 are the year. For example, 3119 would mean they were made the 31st week of 2019. Which brings me to my final point. These are too old. This is the date code on

one tire I recently received from Tire rack. All others were 2023 or newer. That 2019 tire was corded while there was still plenty of tread left on the other tires. So, make sure you check your date codes!! Thank you for reading my nonsense this year.

I hope to see you all at the **Christmas Party!!**

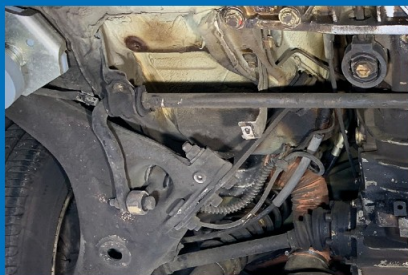


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## Social Events

### LEE WALTON - SOCIAL CHAIR



As I sit at my desk, looking out at the bare trees and feeling the crisp air that signals winter's approach, I can't help but reflect on what a fantastic driving season we've just wrapped up. This year, we had an incredible turnout, with more new members joining us for Cars and Coffee and several regional meetups, whether for breakfast or dinner. It's been wonderful to see our

community grow and connect in so many ways.

Looking ahead, I'm excited to announce our annual holiday party, which will take place on **Sunday, December 1st, from 12-3:30 PM** at the stunning **Royalton Mansion in Roslyn, NY**. This year's event will be quite different from past holiday gatherings. We're hosting a 3-hour cocktail party with delicious food, an open bar, and a raffle table. While children are welcome, this celebration is mainly geared towards adults, making it a perfect afternoon to relax, unwind, and enjoy the company of fellow members. The Royalton Mansion, a beautiful estate built between 1918 and 1922 for industrialist Edward Moore, will provide an elegant backdrop for this year's holiday festivities. It promises to be a memorable experience, and we hope you can join us! Be sure to register on clubregistration.net and check out the flyer for more details.

The Westchester region of the Metro New York Porsche Club of America is excited to announce its 3rd Thursday

Holiday Dinner, which will take place at **Red Hat on the River**, located at 1 Bridge Street, Irvington on the Hudson, NY 10533. Join us for a festive evening on **Thursday, December 12th, from 6:30 PM to 9:30 PM**.

Red Hat on the River, known for its stunning waterfront views and exceptional cuisine, will offer a prix fixe menu for the occasion. Attendees will enjoy a thoughtfully curated menu featuring seasonal dishes, perfect for celebrating the holiday season. This event is capped at 20 people, so sign up ASAP.

Looking ahead to next year, we're excited to offer a variety of social events to keep our community engaged and connected. We'll be bringing back our popular Third Thursday dinners, perfect for casual gatherings over great food and conversation. Our monthly Porsche and Pancakes breakfasts will also return, offering a fun and delicious way to kickstart the month. We're planning another memorable Family Picnic, an event that's always a hit with members of all ages. Additionally, our New Member event will be a wonderful opportunity for newcomers to meet fellow enthusiasts and immerse themselves in the club. We look forward to seeing everyone at these events and more throughout the year! Let me know if you'd like to help volunteer organizing some of these events. See you on the roads soon!





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 Metro NY PCA "POST" ➔ <https://metronypca.org/news-ads/porsche-post>  
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For any additional questions you can reach out to any board member  
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# Porsche Winter Storage Checklist

- ☐ 1 **Prep garage floor** - sweep so floor is dust free. If floor moisture may be an issue, place a tarp down to prevent undercarriage rust from forming.
- ☐ 2 **Wash your Porsche** - have your Porsche professionally detailed inside & out with plenty of coats of wax before stored to prevent corrosion to paint.
- ☐ 3 **Clean wheels inside & out** - so they are brake dust free. Rub a coat of petroleum jelly on wheels to provide a layer of protection (wash off in spring).
- ☐ 4 **Condition rubber items** - use a conditioning compound on exterior rubber & plastic items to prevent cracking with temperature changes.
- ☐ 5 **Change engine oil and filter** - once changed, drive your Porsche long enough for engine oil to reach full operating temperature.
- ☐ 6 **Top off all fluids** - especially antifreeze, windshield washer fluid, and brake fluid. Run Porsche to ensure fluids are properly circulated through engine block.
- ☐ 7 **Ensure min. coolant protection level** - for water-cooled cars, coolant should be at 50% strength & protection to -30°C to prevent damage.
- ☐ 8 **Check tire pressure** - when cold, overinflate tires by approximately 8-10 psi. No need for jack stands or lifting your Porsche.
- ☐ 9 **Fill up gas tank** - fill up your Porsche with premium gas to prevent condensation and reduce tank airspace.
- ☐ 10 **Place carpet under tires (optional)** - place two 2 x 2 carpet pieces (double layer) under tires in addition to adding more psi.
- ☐ 11 **Use fuel additive/stabilizer** - after filling up, drive a few kms to get the additive through the fuel system to protect the gas tank and gas lines.
- ☐ 12 **Rodent proof** - close air vents to keep critters out. Place bars of Irish Spring soap, mothballs, or mint leaves around the vehicle to repel mice & squirrels.
- ☐ 13 **Cover exhaust pipe** - use a 16 oz keg cup or steel wool to further prevent rodents from making a nest in your Porsche's exhaust.
- ☐ 14 **Keep it dry** - use 5-6 desiccant silica gel packs placed in your Porsche to prevent moisture build up. Products like DampRid are also effective.
- ☐ 15 **Release parking brake** - put your Porsche in gear & use wheel chocks or wood pieces under the front and back of tires to keep your Porsche in place.
- ☐ 16 **Use a battery maintainer** - charge battery via cigarette lighter. Select the pulse maintaining mode to charge the battery while storing your Porsche.
- ☐ 17 **Prop windshield wiper arms** - use blocks of wood under wiper arms or cardboard in between glass and wipers so wipers do not touch the windshield.
- ☐ 18 **Lower windows slightly** - by ~10mm to keep pressure off seals to prolong their life. This will also let air flow through the car to prevent condensation.
- ☐ 19 **Use baking soda** - place a cookie sheet or container with baking soda on passenger floor to keep your Porsche smelling fresh.
- ☐ 20 **Use a high quality car cover** - to keep paint safe from dirt, dust, etc. Use an indoor cover for inside storage & outside cover for outdoor storage.
- ☐ 21 **Start your Porsche again only in spring** - as tempting as it may be, do not start your Porsche until it is ready to come out of storage.

For more information, please read our blog: 21 Point Winter Storage Checklist  
[https://porscheclubcanada.ca/news\\_events/winter\\_storage\\_checklist.html](https://porscheclubcanada.ca/news_events/winter_storage_checklist.html)



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## Oktoberfest Concours Results

### 356

#### Street

- 1st Gary Blankoph 1964 Coupe
- 2nd Don Kennedy 1965 Coupe
- 3rd Al Narizzano 1961 Coupe

### 911/912 1965-73

#### Street

- 1st Fafi ElBaz 1969 911E targa
- 2nd Bryan DeLuca 1972 911T targa
- 3rd Dave Purnhagen 1967 912 Coupe

### Modified

- 1st Marc Lemchen 1972 911 T outlaw

### Full

- 1st Marc Spero 1969 912 targa 1974-89

### Street

- 1st Ziggy Miejski 1988 Coupe
- 2nd Danny Droll 1985 Coupe
- 3rd Craig Lingaas 1985 Coupe

### Full

- 1st Dan Levitt 1987 Coupe
- 2nd Chris Manfredi 1987 turbo
- 3rd Tom Moehringer 1975 Coupe 930 turbo/turbo look
- 1st Mike Tesoriero 1989 turbo
- 2nd Ed Sauer 1981 turbo
- 3rd Dimitris Rigos 1980 Turbo Look

### 1989-98

#### Street

- 1st Brad Chesloff 1990 C4

### Full

- 1st Mike Allegra 1993 RS America
- 2nd Bob Demotta 1992 C2 cabriolet

### 1999-2012

#### Full

- 1st Mark Jones 2005 S
- 2nd Matt Comitto 2010 GT3

### 2012- on

#### Street

- 1st Steve Pedolsky 2017 turbo S
- 2nd Jeff Rosen 2023 4S Coupe

### Full

- 1st George Castellano 2012C4 GTS cabriolet
- 2nd Michael Mackonochie 2024 4S targa
- 3rd Dean Chiarelli 2024 S Cabriolet

### 914

#### Street

- 1st Harry Krause 1973 914-6
- 2nd Chase DeLuca 1976 914 2.0

### 924/944/968

#### Full

- 1st Carlos Hernandez 1986 944 Turbo

### Street

- 1st Matt DeMarinis 1989 2.7
- 2nd Dimitris Rigos 1987
- 3rd Jack Degrado 1992 968CS

### 928

#### Street

- 1st Tom Radgowski 1978 928

### Boxster/Cayman/Spyder

#### Street

- 1st Ismail Cruz 2004 Boxster
- 2nd Bill Merz 2018 Cayman
- 3rd Chris Balalaos 2001 Boxster

### Street Spyder

- 1st Andy Lyman 2022 Spyder
- 2nd Vicki Pliaconis 2022 Spyder

### Full combined

- 1st Ted Kraemer 2021 Spyder
- 2nd Sal Vallone 2023 Cayman S

### Cayman/Macan/Panorama/Taycan

- 1st Full Vera DeVincenzo 2022 Cross Tour
- 1st Street Lou Varone 2024 Macan Turbo
- Joker award...dirtiest car
- Tom Menchini 2013 Boxster S dirt edition

### 1999-2012 911

#### Street class

- 1st Frank Kingson 2009 Cabriolet
- 2nd Anthony LaRocca 2006 Cabriolet
- 3rd Frank Gambino 2004 Coupe



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Welcome New Members

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SEPTEMBER

Karl Bailliez  
Dobbs Ferry  
2004 911 Carrera 4S

Leo Cho  
Brooklyn  
2014 911 Carrera

Bryan Duncan  
East Rockaway  
1987 944

Mark McNamara  
Croton on Hudson  
2024 911 Carrera

Oliver Palominos  
Mineola  
2002 911 Turbo

Tabish Rizvi  
New York  
2022 911 Carrera 4S

Terry Wells  
Bronxville  
2025 911 Carrera

Ryan Duerring  
Waccabuc  
2014 911 Carrera 4S

Rick Bernstein  
Larchmont  
2013 911 Carrera

Pedro Henriques  
Brooklyn  
2019 911 Carrera GTS

P Winchie  
New York  
2024 718 Cayman

Peter Walters  
East Northport  
2000 911 Carrera

Jason Bachan  
Long Island City  
2014 911 Carrera

David Syrkin  
Staten Island  
2010 Cayenne S

OCTOBER

Frank Cavallo  
New York  
2024 911 Targa 4 GTS

Bellaine Cayo  
Brentwood  
2023 Macan

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# Porsche Market Update

DAVID K. WHITLOCK - GUEST CONTRIBUTOR



After a stellar August, the Porsche market hit a rough patch in September, with only 63% of the 651 Porsches offered finding buyers, totaling \$29,632,420. This 63% sell-through rate is the lowest since I began tracking the market in 2022, with some days dipping into the 30% range.

However, not all models followed this trend. Several cars exceeded recent averages, and a few even set new twelve-month highs. Notably, a 53,000-mile 1988 911 Carrera Targa M491 fetched a final bid of \$170,000. This Black-on-Black Turbo-body Targa last sold in August 2022 for \$92,500—quite a return for just two years of ownership.

Short-wheelbase 912s have seen a resurgence over the past few months, jumping from an average of \$34,000 in April to nearly \$52,000 today. That's impressive, but pales in comparison to the \$72,000 an Ivory White 1968 912 Coupe brought in after being bought as a project just a few years ago.

In the modern market, 992 GT3s struggled, with most selling well below the \$233,000 average. A 4,100-mile example set a new low, hammering at \$212,000. While no manual winged cars sold this month, several 6-speed Tourings crossed the block, and these proved to be highly spec-dependent. A PTS car in China Grey with 2,300 miles brought \$327,000, while another PTS in Superior Red, with fewer miles, sold for just \$260,000.

993 Turbos also softened, with every example falling below the \$274,000 average we had going into September. The best deal came from a Polar Silver over Black 1996 911 Turbo with 28,000 miles. Despite questions around the mileage, the car presented well and sold for a final bid of \$198,000—far below average.

The weakest-performing model line, however, was the 356 market. Of the 19 cars on offer, only 26% found buyers. Those that did sell were offered at softer prices, with some great deals to be had. A 1960 356A Super

90 Roadster, for example, went for \$169,000. The car lacked its original engine but had recently undergone restoration. Even without the numbers-matching engine, this price was an absolute steal.

October has so far mirrored September's trends, but several big auctions, including Bonhams' Audrain Concours sale and Broad Arrow's Chattanooga Auction, are still on the horizon. We'll see if these events can help turn the tide as August's did. Until then, we wait.

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



*“I’ve been a PCA Member  
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– Lou Giordano  
Dealer Principal and PCA Member



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# PCA Oktoberfest 2024

## Stephen Landau - GUEST CONTRIBUTOR

The morning was brisk. I emerged from the garage as Adam Schaefer pulled into my driveway in his light-yellow Porsche 911. As he stepped out of the car, he was dressed head to toe in the traditional German dance garb of his troop, GTEV Die Gemuetlichen Enzianer. Claudia Schaefer emerges from the car like we've woken her from a deep slumber. We are on our way to Metro PCA's annual Oktoberfest an event filled with familiar faces, fun cars, food, and some judging (of cars, I promise). We wait for Thomas Moehringer to arrive in his equally blinding lime green 911. The pair are affectionately known as skittles. It's my second year attending this event. Last year was a bit of a rainy affair but it was still enjoyable mostly due to the company.

The drive to the Vanderbilt Museum is a short one. It's befitting that this beautiful residence has been the backdrop to PCA's concours for more than 40 years. William K. Vanderbilt II was himself, a motor racing enthusiast. In 1904 he set a land speed record in a German-built Mercedes 90. With his in-line 4-cylinder Mercedes, pushing 90 Hp, Willie beat out Henry Ford, reaching 92mph. That same year he started the Vanderbilt Cup, which led to the development of the Long Island Motor Parkway. The world's first expressway and a road entirely built to combat the dangers of spectator injury and to allow for safe motor racing by replacing intersections with bridges and only open to motor vehicles to avoid all the horse sh\*t of the times. Quite literally.

We arrive at the staging area. I instantly notice Bob DeMotta. If you don't know Bob, you haven't been to a Metro event. Bob is handing out the paperwork for full concours judging. Which my car is not going into. So, I found Paul Celentano, who directed me to the street entry forms. With forms filled and pleasantries handed out, we start to line up to the concours lawn. The parking lot narrows to an old cobblestone pathway just wide enough for a modern vehicle. The path leads up a small hill and as we make the descent the view is stunning. The grass on the hill empties into the Northport Bay. Houses on the narrow stretch of Asharoken are in view and in the distance, past the Long Island sound, is Connecticut. It's no wonder the Vanderbilt's chose this location for their home.

Everyone is directed to park their cars. There's a loose design to it. Water-cooled with water-cooled, early cars together. A grouping of the flat 4, 356's by the dining tent. After all the staging, everyone mingles and is encouraged

to stand near their car and wait for the judges. Paul Celentano, VP of Metro PCA, had the idea of turning the concours into an Oktoberfest event. "The other important change he made was to allow folks to do "display only" rather than competing in the full or street competition. The reason was twofold, one get more cars on the lawn and two get these members to see the judging so that they might compete the next time they come." I watch as the judges scrutinize the vehicles and I wonder about who decides to judge, so I ask Paul again "Several senior members, like Charlie Mckeel who has judged nationally, Mike Allegra, and Tommy Rendano have always stepped up. What we have been doing is slowly bringing in young blood as they grow interested, to initially shadow these senior experienced judges and then be part of the team."

In the distance, you can hear the sounds of Die Spitzbuam band starting up and people began to trickle into the dining tent soon after the traditional Bavarian dance club starts to perform. GTEV Die Gemuetlichen Enzianer was founded in 1931. A traditional Bavarian clothing and dance club with about 180 members, spanning four generations. The third most decorated club in competitions taking place since 1967. The dancing members of the day were Adam Schaefer, Christian Schaefer, Jack Kemperle, Michele Payne-Nixon, Sabine Doedee, and Evelyn Mutarelli. It's enjoyable to watch them twirl and hop. It's not often you get the chance to see traditional dancing.

The band plays on and food is served. Bratwurst, sauerkraut, pretzel buns and loads of veggies. We take our plates and find a comfortable spot on the lawn we couldn't have asked for a nicer day. The sounds of laughter, music, and chit-chat fade into the background as the view of the sound and over a hundred Porsches fill the landscape. I bid my farewell as judging started since I had my son's soccer game to watch. But I learned of the results and was happy to hear that my buddy, Thomas Moehringer won second place thanks to all the time Claudia and I spent helping him clean it up. So, it's a win for all.





# 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.

Our competition clients are benefiting from our new southern location in Sebring, Florida, near the legendary racing circuit.

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## FOR SALE:

Genuine OEM Porsche wheels, and Pirelli winter tires off my Porsche Panamera S. Set of four Tires, and rims are in like new condition with around 1500 miles no Scuff marks. All with working TPMS valves, 275/45R18, and 245/50R18. If you have any questions or pictures needed, please contact me. Michael 516-524-2526 Price: \$700. Can be picked up in Suffolk County (10-24)

Racing gear - Zamp ZR-30 SFI 3.2A/5 3 Layer Racing Suit; Size XLG; Color - Grey; Aramid cuffs around wrists and boot cuff for ankle protection. \$140 G-FORCE SA2020 RIFT Helmet, Full Face, Color: White, Size: Large, Helmet Shell Material: Fiberglass. \$180 G-Force 236 Pro Series Racing Shoes; Size: 9; Color:

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