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**MICHAEL BRIEF**
*Trading Post Coordinator*

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Email racekar@optonline.net
(05-26)

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Email jhoganminot@gmail.com
(07-26)

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Email susanfavery@yahoo.com
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ine another delivery-mile 997 Club Coupe appearing anytime soon, if at all.

While I tend to gravitate toward earlier SWB 911s, G-body Carreras have really been growing on me lately, and this 1975 Carrera Targa was one of my favorite cars of the month. One of just 174 examples imported to the U.S. for the model year, it came finished in Peru Red with Gold Carrera script over a Cinnamon leatherette interior, a color combination that looked absolutely fantastic. Showing 59,000 miles, it also benefited from a well-documented engine rebuild and a long list of recent mechanical work, along with tasteful upgrades including Bilstein dampers and Turbo tie rods. Over the past twelve months, only one other 1975 Carrera Targa has sold at online auction, a Black example that brought $95,000. This one comfortably surpassed that result, hammering at $120,000, and deserved every penny in my opinion.

The 356 market struggled in June with only 40% of the 20 cars on offer finding new homes. There were still a few bright spots, including a pair of 356A Speedsters that sold comfortably into the $300,000 range, but the car that drew the most attention was an exceptionally rare 1959 356A 1600 Super GT Speedster. One of an estimated seven examples built for the U.S. market in lightweight GT specification with the pushrod 1.6-liter engine, it came finished in Silver Metallic over a Black interior and retained its numbers-matching engine and transaxle. This wasn't the first time we'd seen the car either, having previously failed to sell at $750,000 during Monterey 2025 and again at $1,000,000 at Mecum Kissimmee this January. This time, bidding stopped at $896,000 without a sale. I hate to use the phrase "the market has spoken," but with three attempts producing bids within a relatively narrow range, I'd say we have a pretty good idea of what buyers are willing to pay.

Overall, June was an interesting month. Unit volume and dollar volume remained exceptionally strong, but the slight drop in sell-through rate is something worth watching, especially after several days toward the end of the month dipped into the 50% range. Whether that's simply a temporary pause or the beginning of a broader shift should become clearer in July. I still expect the best of the best, particularly rare, highly original, and ultra-low-mileage cars, to continue setting new benchmarks. July's calendar is a relatively quiet one with the usual online auctions joined only by Mecum's Harrisburg sale before the market's attention turns squarely toward Monterey Car Week in August.



**DAVID K. WHITLOCK**
*Guest Contributor*

David K. Whitlock is a writer for The Stuttgart Market Letter, a daily market update for Porschephiles created by enthusiasts and delivered free to your inbox. To sign up visit, **stuttgartmarketletter.com**

Stuttgart Market Letter

*Market*

# Porsche Market Update

June kept the Porsche market on solid footing, even if it didn't quite maintain the pace we've seen over the last year. A total of 746 Porsches crossed the auction block with 73% finding new homes for a combined dollar volume of $60,739,655. While dollar volume and unit volume were both well ahead of June 2025's $38.6 million from 614 cars, this marked the first month since March 2025 that the sell-through rate failed to surpass the same month a year earlier. It was also the first month since February that the top five sales didn't consist entirely of million-dollar-plus cars. June's calendar featured the usual slate of online auctions, complemented by Mecum's Tulsa sale and Barrett-Jackson's inaugural auction in Columbus, giving collectors plenty of opportunities to keep the market moving.

Leading the month were a pair of 918 Spyders, and interestingly, neither was equipped with the Weissach Package. The first set June's high-water mark right out of the gate at the beginning of the month. Finished in Guards Red over a Sonderwunsch Garnet Red leather interior with Silver piping, this 420-mile example featured Front Axle Lift, the Carbon Fiber Interior Package, carbon-fiber side mirrors, and a carbon-fiber rear wing. Over the past twelve months, 918 Spyder values have averaged $3.2 million, with sales ranging from $1,715,000 to the $6,050,000 paid for the 845-mile Orange Weissach example at Mecum Kissimmee earlier this year. While this car lacked the desirable Weissach Package, its stunning specification, extensive options list, and ultra-low mileage were enough to push the price to $3,117,450 all-in, making it the first non-Weissach 918 Spyder we've seen eclipse the $3 million mark.

Another rarity to cross the block in June was not one, but two 964 30th Anniversary Jubilee Editions, the first examples we'd seen at auction since March 2025. The first was a familiar car, #61 of the 911 produced, which returned after last selling in November 2024 for $175,000. Finished in Viola Metallic over a Rubicon Grey leather interior, it underwent an extensive restoration with more than $244,000 invested before setting a new all-time auction record at $340,964. Just ten days later, another Viola Metallic over Rubicon Grey example, #491 of 911, crossed the block. Imported to the United States in 2023 and showing 56,000 km (35,000 miles), it presented as a well-documented, highly original example complete with service records, maintenance book, and detailed paint meter readings. It sold for $300,000, landing right where it should given its higher mileage than the 12,840-mile car that brought $330,000 in March and the freshly restored record-setting example earlier in the month.

Early water-cooled 911s also had a strong showing in June, highlighted by a record-setting 996 GT2 and an ultra-low-mileage 997 Club Coupe. The GT2, a 20,155-mile example finished in Basalt Black Metallic over Black leather, was well optioned with carbon-fiber trim, Speed Yellow seat belts, and Porsche's updated PCCM head unit, while extensive service records and presentation helped drive bidding well beyond recent results. It ultimately sold for $342,300 including buyer's premium, setting a new twelve-month high for the model. At the other end of the spectrum was one of the finest 997 Club Coupes to surface in years. Number 6 of the 50 produced, this one-owner example showed just six delivery miles and featured more than $7,000 in Porsche Exclusive options, including the factory Aerokit. Despite its rarity and virtually new condition, it failed to sell at a final bid of $300,000. My guess is the seller was hoping to capitalize on the enthusiasm surrounding the new 992 Club Coupe, but while more of those will inevitably come to market, it's hard to imag-

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# Vintage Rally 2026

| Place | Score | Driver | Navigator |
|---|---|---|---|
| 1 | 26 | Michael Acebo | Kyle/Jaelynn Undel |
| 2 | 22 | Ivan Vazquez | Claudia Vazquez |
| 3 | 18 | Sanj Srinivasan | Janet Srinivasan |
| 4 | 17 | John Shanklin | Joann Shanklin |
| 5 | 16 | Bradley Chesloff | Susan Chesloff |
| 5 | 16 | Ryan English | Sila English |
| 5 | 16 | Brian Gaughran | Brian Gaughran |
| 5 | 16 | Joe Vasso | Deb Vasso |
| 6 | 15 | Frank De Rubeis | Michele De Rubeis |
| 6 | 15 | William Graf | Sue Graf |
| 7 | 14 | Andrew Zhang | |
| 8 | 13 | Matthew Baval | Angela Baval |
| 8 | 13 | Ismael Cruz | Carmen Cruz |
| 8 | 13 | Ed Hoey | Nanci Hoey |
| 8 | 13 | Marc Lemchen | Debbie Lemchen |
| 8 | 13 | Stephen Paier | Marriann Paier |
| 9 | 12 | Robert Dvorak | Andrea Stampone |
| 9 | 12 | Frank Granati | Maggie Piedmonte |
| 10 | 11 | Joseph Clifford | Cheryl Clifford |
| 10 | 11 | Michael Germana | Megan Germana |
| 11 | 10 | Henry Chen | |
| 11 | 10 | Jason Lee | Selina Lee |
| 11 | 10 | Keith Meilink | Brittney Sullivan |
| 11 | 10 | Ed Santiago | Ellen Santiago |
| 12 | 9 | Matthew Comito | Christina & Anthony Comito |
| 12 | 9 | Peter Kelly | Marie Kelly |
| 13 | 8 | Michael Lee | Wendy Lee |
| T | | Giuseppe Anzalone | |
| T | | Scott Firestone | |
| T | | Igor Kolpalcehi | Larissa Kolpalcehi |
| T | | Robert Mauceri | Beth Meehein |
| T | | Kevin McGuire | Karen Marsa |







*Events*

# Rally for Fun

More than 30 teams fired up their engines and gathered at the Park and Ride at Exit 58 of the L.I.E. on Sunday, July 12, ready for a day of adventure, camaraderie, and friendly competition. Mother Nature delivered the perfect backdrop with brilliant sunshine, warm temperatures, and low humidity – ideal conditions for a summer rally.

After checking in and picking up their rally packets, participants caught up with familiar faces, welcomed new ones, and shared plenty of excitement before the drivers' meeting. Then it was time to hit the road! Guided by turn-by-turn directions, teams made their way toward Osprey's Dominion Vineyard while keeping a sharp eye out for signs, landmarks, and clues along the route.

Following the course proved to be the easy part. The real challenge was answering the rally questions correctly by applying the rules and definitions found in the General Instructions. It took teamwork, keen observation, and a little strategy – and the final scores proved that many teams were more than up to the task.

The results showed that many teams rose to the challenge. At the vineyard, cars parked on a grass field with grapevines as a backdrop while participants enjoyed lunch in the reserved VIP area. After scoring was completed, commemorative award medallions were presented to everyone. Special thanks go to everyone who helped make the event a success, including Bob DeMotta for publicity, Steve Bashore for flyer design, Adam Barrett and his family for the lead car pre-check, and Brenda Clark for check-in and scoring. As always, Rally for Fun. Looking forward to seeing even more of you at the next Porsche Rally.



**RICH MOOERS**
*Rally Master*

rally@metronypca.org (new email)

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the meeting, novice drivers walked the course with one of the instructors, who described the layout, details, and strategy. I then walked the course another couple of times to try to obtain a better sense of it.

The day was divided into morning and afternoon sessions, with four or five runs per session. Prior to my first run, I met my instructor, who then guided me through the course at my comfort level while advising me on the location of the next cone, turn, acceleration opportunities, and braking points, etc. They are there to assist you for as many runs as you want. My instructor did a great job, which reduced my course time with each run. For the afternoon session, I decided to drive solo. Using the guidance supplied during the morning session, I was able to further improve my times.

The day exceeded my expectations, thanks in part to the First-Timers program and all the Metro PCA Autocross members who made it possible to organize and run these events. Specifically, I would like to thank Dan Fishkind (Autocross Chairperson), Ryan Wayne (my instructor), and Mitch Hacket (track explainer/walker).

For those of you who are interested in Autocrossing but have not yet attended an event, I highly recommend the First-Timer program that Metro PCA offers.

**GARY DIBIASE**
*Member Contributor*



*Member Contribution*




# Taking The Wheel

## MY FIRST AUTOCROSS EXPERIENCE

After attending the Autocross Classroom Seminar in 2020, I finally attended my first autocross event at the Nassau Coliseum on May 31st, 2026. Autocross allowed me to fully experience the handling, power, and braking capability of my car in a controlled environment. While on the course, every 8-10 seconds, I approached another section that challenged both me and the car. This experience, in my opinion, cannot be duplicated safely while driving on the road. Prior to my first run and during the runs, Metro offered support, guidance, and insight through their Autocross First-Timers program.

I signed up for this free program, and both were excellent. My participation in the program started with guidance on what to bring to the event and how to prepare the car. On the day of the event, during the registration check-in, we met other novice drivers. My windshield was marked with a small yellow dot that notified the course Starter to leave some extra time between the next driver and me. This eliminated any need to worry about the next car catching up while I was on the course. A dedicated novice drivers meeting followed the general drivers meeting. After

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Entering the biggest Concours of my life was both exciting and nerve-racking. For the first time, I would be competing against some of the finest cars in the country at the national level. Countless hours of preparation went into making my car the best it could possibly be from the paint's shine and the spotless interior to the carpets and every tiny detail.

My wife, Elaine, and I traveled to Lake Placid a day early with our friends John and Patty Bird. We both had our cars professionally transported so they would remain clean after all the hard work we had put into preparing them.

Saturday was beautiful-warm, sunny, and perfect. That evening, I covered my car with an outdoor cover to protect it, knowing rain was in the forecast. Unfortunately, the rain arrived and seemed to stay for the rest of the week.

On Monday morning, I was up at 4:00 a.m. to begin the final preparations. Along with a few other participants, I worked in the indoor garage until 6:00 a.m., making sure every detail was perfect. We then headed to the staging area and took our assigned spots. The weather was challenging, alternating between drizzle and sunshine throughout the morning. Keeping a Concours car clean under those conditions was brutal, but we made the best of it.

At 8:00 a.m., all cleaning had to stop, and at exactly 8:30 a.m., judging began. Despite the overcast sky, my car glistened.

Three judges approached my car, introduced themselves, and spent a minute walking around it. They asked me to tell them a little about the car before instructing me to open the doors, side door pockets, and glove box. When they were ready, one judge evaluated the exterior, another judged the interior, while the third kept time. They had just five minutes to inspect the entire car. Watching hands and fingers touch every surface was nerve-racking, but before I knew it, it was over.

When the judging was complete, the judges thanked me, sealed the score sheets in an envelope, and handed them to a runner for tabulation.
About two and a half hours later, the results were announced. I had earned First Place in my class PP12S (STREET) with a score of 139.1. My car is a 2017 911 Turbo S Guards Red.

I was overwhelmed with joy. My goal had simply been to make a respectable showing in my first national-level Concours, and instead I came home with a First Place finish. Having won many local

Concours events over the years, this victory was especially meaningful because it came on the national stage.
A blue First Place ribbon was placed on my windshield, and I was directed to line up for the victory lap and trophy presentation. Elaine and I were thrilled as my name was announced and I accepted the trophy. It was a moment we will never forget.

A special thank you to our friends Louie, John, and Bob for taking videos and capturing these memories, and to all of our friends who supported and encouraged us throughout the event. This experience proved once again that hard work, dedication, and attention to detail truly pay off.

Congratulations also to the Metro NY Chapter, which had an outstanding showing with more than 100 members in attendance.

My name is Steven Pedolsky, Concours Co-Chair, alongside my wife, Elaine. Lake Placid 2026 will always hold a special place in our hearts.



**STEVEN PEDOLSKY**
*Concours Co-chair*

*Events*

# Concours Corner



# METRO ELECTION NOTICE

## EXECUTIVE BOARD

The Nominating Committee is accepting nominations for the Executive Board for the 2027 election.

If you are interested in running for an Executive Board position, please contact the Nominating Committee by August 1st.

**The election committee is comprised of**

**MITCH MACKETT - CHAIR**
flat6mitch@gmail.com

**JOANNE FUCCI**
fuccifamily@aol.com

**STEVE PEDOLOSKY**
mako.743@hotmail.com


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# 1ST ANNUAL ZONE 1 AUTOCROSS

## It's Back!!! The Zone 1 Autocross hosted by Metro NY!!!

**August 22nd – 23rd, 2026**
**Moore Airfield, Ft. Devens Ayer, MA**



The Zone 1 Autocross is a two-day event consisting of a different course each day. PCA's Parade Competition Rules (PCR's) have been modified for the classification of cars for this event and can be found on the registration page. Entrants must compete both days in order to trophy. There will be a team challenge for all participants with awards for the winning team. Registration opens 8:00 a.m. sharp, first car off approximately 9:15 a.m. both days.

All participants must be current PCA members. We have opened this event to Members driving other cars beside Porsches. No SUVs except for Macans and Cayennes.

## Where To Say

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## How Much It Costs

**$85/person early registration on or before 8/1/26**
**$95/person after 8/1/26**

Registration fees are for one or two days
Online registration via clubregistration.net only, search PCA Zone 1

**https://clubregistration.net/events/signUp.cfm/event/16865**

No on-site registration the day of the event
Registration will close 8/17/26

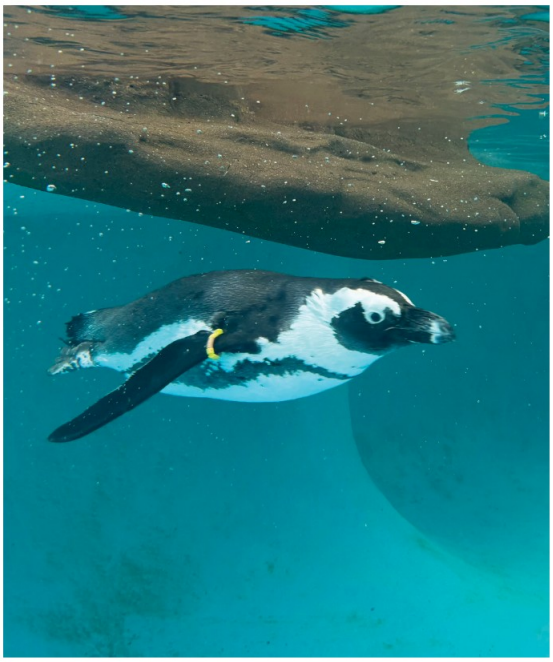
Event Registration

## Who To Talk To

**Zone 1 Autocross Chair:** Dan Fishkind
zone1axchair@gmail.com or (631)748-2727

**Zone 1 Autocross Registrar:** Graham Mingst
z1registrar@gmail.com or (516) 939-2287


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Last month, Metro NY PCA members hit the road for Riverhead to experience an unforgettable behind-the-scenes encounter at the Long Island Aquarium. Members and their families got up close with the aquarium's charismatic penguins, the flightless wonders from down under, enjoying a rare opportunity to meet these tuxedo-clad stars face-to-face.

The experience was packed with fascinating insights into penguin courtship, mating, lifelong pair bonds, and – believe it or not – a little jealousy inside the penguin colony. While many penguins mate for life, a few apparently have wandering eyes (and not just for sardines). A bit of  Love Island at the Long Island Aquarium!

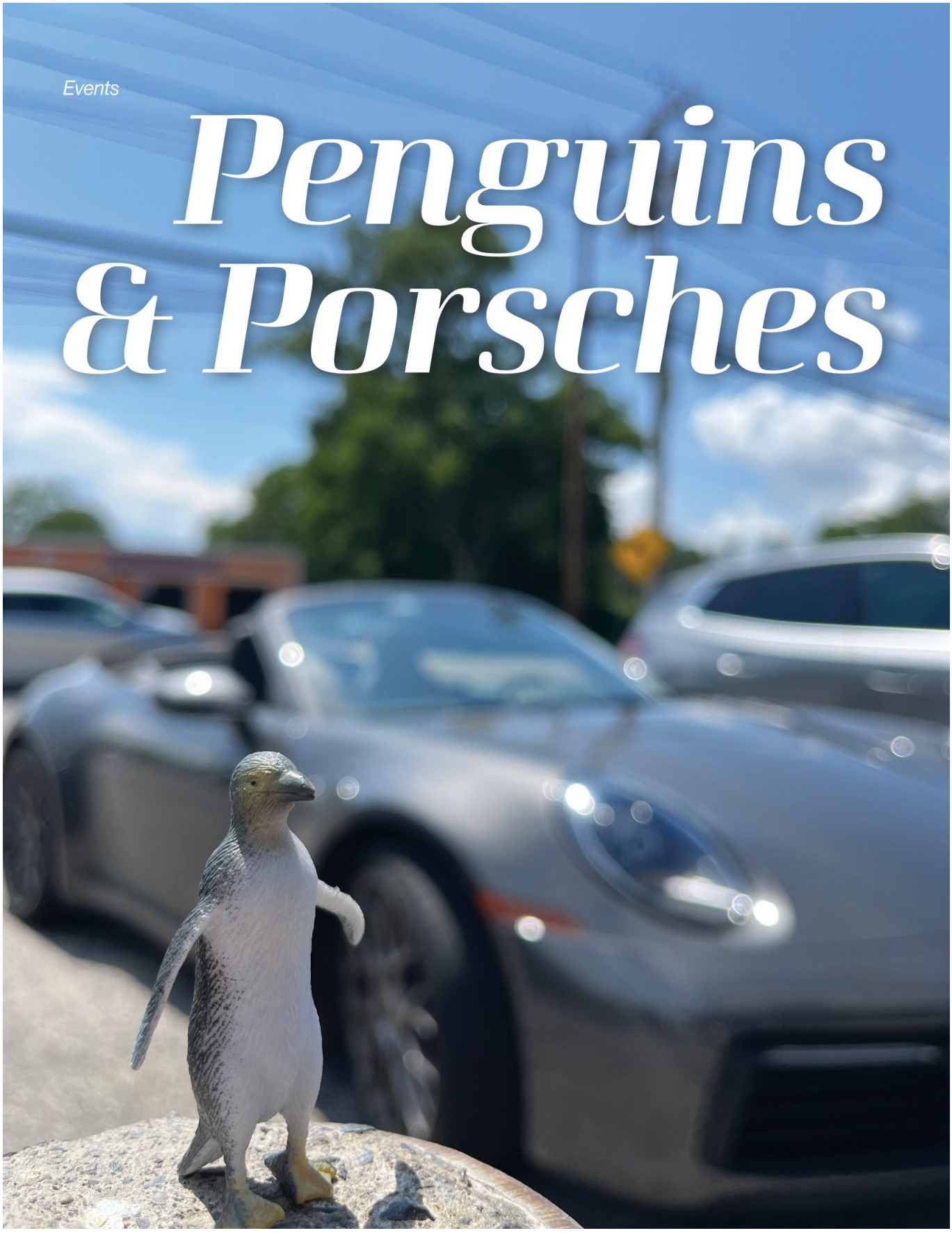
Penguin scandals aside, everyone enjoyed a cool escape from the summer heat, thanks to fellow Metro NY PCA member and Long Island Aquarium Executive Director Bryan DeLuca, whose hospitality helped make this memorable day one to remember.



**BILLY STEWART**
*Trek Chair*

Events

# Penguins & Porsches






one of the judges. Car corrals for Porsche cars are available, as well as group track laps during lunch. Check the website for details.

Lime Rock is truly a park, located in the Berkshire hills in Northwest Connecticut. It's a beautiful drive up there from New York, Connecticut, and surrounding states. It's very fan-friendly too. You have access to the pits. See the cars and the drivers. Complimentary shuttles are provided to get you around. Plus, you can walk the entire track perimeter to see various vantage points. Many upgrades have occurred at the track as well. Metro does Driver Education there every year. The 1.5 Mile track is challenging to get exactly right, but lots of fun.

Go to LimeRockPark.com for ticket info. Veterans and current military members are admitted free; just show your ID card. A one-day trip is easily done, or spend the weekend. Come see Porsches driving the way they are supposed to be driven! You will undoubtedly run into Metro friends at the Park.

Locally, we continue to do Where's Metro Wednesday almost every week. Check Facebook for updates. We hope you come out and enjoy Metro events. We are all volunteers working hard to give you value for your membership. Try something new: try Autocross, Rally, Concours, Driver Ed, or a tour! You will have fun and meet some great folks. I hope to see you out there!



**MITCH HACKETT**
*East Region Director*

*Events*

# East Region Update




Wow, it's August already. That's when we start thinking about more events for Metro members. I'm currently planning an event in September at the Bayport Aerodrome, on Sunday the 13th. This was a very popular event last year. We held a cars and coffee event, plus an opportunity to fly in a vintage biplane (at an extra cost to members). This year we are combining that with the new members meeting, a pancake breakfast, lots of Porsches, and great people. This is a fantastic venue featuring vintage aircraft flying from a grass field in Bayport. Pilots are most welcoming and willing to talk about aviation, maintenance, and all things related to their hobby. Very family and kid-friendly too! More details will be on our website and Facebook Page.

Coming up in early September is the Lime Rock Park Historic Festival in Lakeville, Connecticut. Held on Labor Day weekend, it's a gathering of vintage race cars and featured marques. The featured marque this year is Alfa Romeo. Many racing notables and marque experts will be in attendance, including David Hobbs, David Osborne, and Mike Joy of Fox Sports and more. Porsche racing cars will be on track twice daily, facing big-bore cars. It's great racing. The event runs from Thursday, September 3rd through September 7. Thursday is a great parade of classic and race cars throughout the countryside. Friday is all-day practice and qualifying. Saturday and Monday are full race days featuring about 8 different race groups. This year, the park is featuring historic Trans Am cars originally driven by Sam Posey, Mark Donohue, and Parnelli Jones. George Folmet, and other great racers back in the day. Mike Joy will be driving one during the weekend.

Sunday is the concours in the park. Per local regulations, racing is not permitted on Sunday. Race cars, high-end collectibles, and rare cars are displayed on the main straight, followed by hundreds of cars from clubs, separated by marque. The track is truly lined with cars while concours judges pick the top cars. Our own Rich Mooers, Rally Chair at Metro, is



# 2026 Metro NY PCA HPDE Track Schedule

## All Registration Opens January 1st 2026

**NJMP THUNDERBOLT**
March 28-29 (Sat/Sun)

**LIME ROCK PARK**
**(Track & Proving Grounds)**
April 17-18 (Fri/Sat)

**WATKINS GLEN**
**(NIA PCA Event)**
May 25-26 (Mon/Tue)

**WATKINS GLEN**
**(Solo)**
May 27-28 (Wed/Thur)

**Palmer**
June 27-28 (Sat/Sun)

**MID-OHIO**
**(Three Days,**
**NNJR PCA Co-host)**
July 17-19 (Fri/Sat/Sun)

**NJMP LIGHTNING**
July 25-26 (Sat/Sun)

**WATKINS GLEN**
**(NIA PCA Solo)**
August 19-20 (Wed/Thur)

**WATKINS GLEN**
**(Three Days)**
August 21-23 (Fri/Sat/Sun)

**WATKINS GLEN**
**(Solo, NIA PCA Co-host)**
September 14-15 (Mon/Tue)

**LIME ROCK PARK**
**(All Day Unshared)**
Oct 5 (Mon)

**VIRGINIA**
**INTERNATIONAL RACEWAY**
**(Three Days, NNJR PCA Co-host)**
Oct 23-25 (Fri/Sat/Sun)

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# 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.

No matter which Porsche you drive, or how you drive it, we'll give you the boost you need.

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Anniversary Edition, and many other exceptional examples of the marque. Every car had its own story, and every owner added to the day's success . I asked my wife, Adele – not the singer – to describe the event. Without hesitation, she smiled and said, "It felt like a carnival." She was right. Multiple marques filled the grounds. The SHERP drew crowds wherever it went. An ice cream truck kept everyone cool, terrific food was available throughout the day, and Mark, our talented DJ, kept the atmosphere lively with music that seemed to encourage everyone to polish their cars just a little faster with their microfiber towels. We even enjoyed special presentations from owners sharing the stories behind their cars. It truly had the energy and excitement of a summer festival. I

I'm especially grateful to Mitch Hackett, our PCA Eastern Region Director. Through his friendship with Mike, President of the Jaguar Club, this remarkable venue became a reality. Mitch recognized the potential of this unique location long before the rest of us did. When, during the winter, my Co-Concours Chair, Stephen Pedolsky, and I were unable to secure a new concours venue, I asked Mitch if he would consider transforming his informal Porsche gathering into a full Concours event. Without hesitation, and with the good of the club in mind, he agreed. Finally, I want to thank the people who made Keels & Wheels possible. As I mentioned during the awards presentation, one chair cannot accomplish an event like this alone. Steve, Elaine, Patty, Bill, Greg, Bob, our dedicated judging team, and every volunteer who gave their time and energy you all are the reason Keels & Wheels 2026 by the Bay became such an extraordinary success. Thank you all for your hard work, your enthusiasm, and for making this one of the most memorable Metro NY PCA events of the year. I look forward to seeing everyone at our next Concours at Vanderbilt Museum on October 24th for our Oktoberfest!



**PETER PORTANOVA**
*Concours Chair*

*Photos on both pages courtesy of Bob DeMotta*


RECARO




PORSCHE



Events

# Keels & Wheels




The Long Island Maritime Museum in West Sayville, home of this year's Keels & Wheels Concours & Car Show, is truly a jewel on the Great South Bay. Imagine arriving at this beautifully maintained museum, dedicated to Long Island's rich maritime heritage, and looking across a sweeping green lawn that gently leads to the sparkling waters of the bay. Did I mention the magnificent shade trees that sheltered our Porsches throughout the day? Try finding another concours venue that offers all of that! Add in the cool bay breezes and the unmistakable scent of the salt air, and you have a setting that simply couldn't have been better.

How do you describe an event like Keels & Wheels, held on July 19? "Car Show" doesn't seem to do it justice. I prefer to say it was a performance. Yes, there were beautifully prepared Porsches, Jaguars, and Corvettes. There was even a remarkable SHERP all-terrain vehicle, brought by our sponsor, Grand Elite Motors. But with the Great South Bay serving as the backdrop, classic Chris-Craft boats resting nearby, and a field filled with gleaming automobiles, the entire event came together like a carefully orchestrated performance – one that any maestro would have been proud to conduct.

More than fifty Porsches filled our show field, including a stunning 1990 Singer, a beautifully preserved 1961 Porsche 356 Super 90, a 2014 Porsche 911 50th

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# *Women of Metro*
# Drivers Education Information Session & Women's Run Group at Limerock Park



**Interested in taking your car on the track? Join our zoom session to learn everything you need to know to make it a safe and memorable experience. You'll be ready to participate in a*ny* Drivers Education event, with a special invite to the dates below.**

## Tuesday, July 7 7:00-8:00 PM (Virtual)

**You asked! We listened! Join our Women's Track (Driver Education) Run Group**

## Join us at Lime Rock Park, CT on Monday, October 5th.

***Enhance your experience with optional overnight accommodations and a WIMNA networking dinner on Sunday, October 4th.***

**Event Questions? Email Julie at jreimann10@gmail.com**

*Search & Sign Up for Events at Metronypca.org/events/upcoming-events-list*



badge. No announcement. The car simply is what it is, and those who know, know.

Inside, the Leather/Race-Tex interior in Black with GT Silver stitching creates a cockpit that is focused without being spartan, the GT Silver thread a quiet nod to the exterior. The Adaptive Sport Seats Plus with 18-way adjustment offer the support of a performance seat with the refinement of a grand tourer. The PCCB with calipers in High Gloss Black, the Chrono Package, and the Front Axle Lift System for real-world usability. Every performance option is present, every choice made with intention.

## More than Twenty-Five Years in the Making

Looking back across many years of driving, from the BMW 525 Touring on emergency calls in Germany, through a succession of increasingly focused and capable machines, to the 992.2 GT3 with Weissach Package on backroads – the destination feels inevitable in hindsight.

A single magazine advertisement led to a test drive that opened a door. A budget calculation turned a Boxster into a 911. A conversation with the double wishbone rewrote years of muscle memory. And somewhere along the way, a car went from being a machine to being a relationship.

The GT3 continues to surprise, not in its responses, which are becoming trusted and familiar, but in the ongoing revelation of its depth. There is more to learn, more to discover, more concert to hear from that flat-six behind the seats.

After more than twenty-five years and many remarkable cars, the passion is shared with family and friends, nurtured at the Porsche driving school in Birmingham, expressed on the roads of Westchester and the occasional grand tour, and captured in the understated perfection of an Ice Grey Weissach GT3.

It turned out to be exactly this.

**BENJAMIN REHBERG**
*Member Contributor*




This is also why the GT3 does not inspire the Röhrl anxiety of the Turbo S. It inspires trust. Deep, earned, growing trust. Not because its capabilities are lesser, as they are not, but because the car invites you toward its limits gradually, honestly, and transparently. You are a partner in the experience, not a passenger who might get overwhelmed.

## The Configuration
### A Statement in Ice Grey

The car as configured is itself a reflection of everything described above. Every choice is purposeful.

Ice Grey Metallic over a purposeful, aggressive body, understated and elegant, the color of a tool that takes itself seriously without needing to shout. The Weissach Package adds CFK roof, rear wing, airblades, and more, saving weight where it matters. Combined with the 6-speed GT Sport Manual Transmission, it creates one of the lightest possible GT3 configurations. A road-legal race car, in the most literal sense.

The Satin Dark Silver wheel finish complements the exposed carbon fiber and Ice Grey perfectly, dark enough to be purposeful, subtle enough not to distract. The HD-Matrix Design LED Headlights in Black and Exclusive Design Taillights add visual coherence at both ends. And then there is a detail that says a lot: the deletion of the model designation on the rear. No


WEISSACH
WEISSACH
GT3


EIN AUTO IST ERST DANN SCHNELL GENUG, WENN MAN MORGENS DAVOR STEHT UND ANGST HAT, ES AUFZUSCHLIESSEN.
A CAR IS ONLY FAST ENOUGH WHEN YOU STAND IN FRONT OF IT IN THE MORNING AND ARE AFRAID TO UNLOCK IT.
WALTER RÖHRL
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shaking its surroundings, reminding you what it is. At very low RPMs it is sluggish, with a genuine risk of stalling if you are careless. These are, technically speaking, imperfections.

And yet they are precisely what makes the car extraordinary. Those cold-start vibrations are the car introducing itself every morning. The low-RPM reluctance is the engine saying, "I wasn't built for this." Let's go. And when you finally do let it go, the concert erupting behind you, the naturally aspirated flat-six climbing toward its 9,000 rpm redline with complete linearity and transparency, it all resolves into a coherent, deeply emotional personality.

A friend was told recently that it feels like a concert in the back. That is exactly right. Live, unrepeatable, visceral. After the muted sophistication of the Turbo S, it was like going from a recording studio back to a live performance.

The Turbo S was a car you respected. The GT3 is a car you have a relationship with.

## The Double Wishbone Revelation

One of the most concrete and surprising discoveries with the GT3 was the difference the double-wishbone front suspension makes compared to the MacPherson-strut setup of the standard 911, and indeed of virtually every previous car owned.

MacPherson struts are elegant in their simplicity, but they carry an inherent compromise: as the wheel moves through its travel, there is some camber change and a degree of compliance that subtly blurs the steering signal. The front of the car does a small amount of its own interpretation before information reaches the driver's hands. You compensate without realizing it, turning in slightly later or wider, unconsciously accounting for the vagueness.

Double wishbone as on the GT3 is a system derived directly from Porsche's outright racing program and gives far more precise control over wheel geometry throughout suspension travel. The result is steering that operates at a higher bandwidth in both directions: inputs are received instantly and exactly, and road information returns uncorrupted. Telepathic is not too strong a word.

The practical consequence was immediate and striking. On familiar roads in northern Westchester, turn-in points had to be completely relearned. The car was responding so much earlier and more precisely than expected, because years of unconscious compensation for MacPherson vagueness had set all the reference points slightly wrong. The GT3 essentially gave familiar roads a second life.

At around 2,000 kilometers in, the car continues to reveal itself. The sense is clear that only a small fraction of its capability has been explored. That is not a frustration; it is the whole point. The best driver's cars have layers that keep opening up rather than closing down, and the GT3 is clearly one of those cars.

## Trust and the Architecture of Surprise

Perhaps the most important insight from time spent with the GT3 is a distinction between two fundamentally different kinds of surprise:

**Surprise in response** is unwelcome. When a car does something unexpected or disconnected from your input, e.g., vague steering, inconsistent brakes, turbo lag disrupting a throttle input, it breaks trust and creates anxiety. These are surprises that work against the driver.

**Surprise in performance limit** is wonderful. When a car is so transparent and honest in its communication that you keep discovering, almost with delight, that there is more available than you realized, that the limit is further away than you thought, is the reward for building trust and competence progressively.

Every engineering choice in the GT3 points deliberately in this direction. The double-wishbone front axle, with its aerodynamically profiled control arms borrowed from the GT3 RS, eliminates steering vagueness. The Porsche Ceramic Composite Brakes (PCCB) deliver linear, consistent, fade-free stopping with no nasty surprises under pressure. The rear axle steering adds stability and agility that feels natural and confidence-inspiring rather than artificial. The naturally aspirated flat-six provides perfectly linear throttle response. The engine tells you everything, always.
Every system is engineered to eliminate response surprises, so that the only surprises remaining are the glorious ones, where the car reveals it had even more to give than you asked for.

turning. Something about it demanded attention. The car, stripped down, purposeful, unapologetically focused. The decision was made to seek one out for a test drive. That drive changed everything.

Until then, the BMW Z4M had represented the peak of the driving experience. The S54 engine in that car was and remains one of BMW's all-time great engines. Magnificent, characterful, willing. But the Z4M always felt like a mismatch of ambition: the engine's extraordinary potential consistently outpacing what the chassis could coherently deliver. It was too soft, not fully resolved as a complete system. You were always fighting it rather than working with it.

The Boxster Spyder answered that frustration completely. Here was a car engineered as a whole with engine, chassis, steering, and weight distribution all tuned to work in harmony rather than in tension. It was not the fastest thing on the road. But it was honest. Every input had a clear, proportional response. Lightness and balance beat power. A door had opened: there were cars out there that operated on an entirely different level of coherence.

That single test drive in 2010 essentially predicted every automotive decision that followed.

## Why the 911 Won

The original plan was a Boxster. It was configured carefully, options were selected thoughtfully, and then the final price appeared. Fully optioned, the Boxster had crept into 911 territory. The pivot was made. The 911 was chosen. It was a decision that has never been second-guessed for a single moment.

Both the Boxster and the Cayman have been driven several times since, and the arguments for them are well understood. Mid-engine layout, perfect balance. Many journalists and hardcore enthusiasts will tell you it is the objectively correct Porsche. But objective correctness and personal connection are different things.

The 911 has a personality. Its rear-engine layout introduces a slight nervousness, a sense that the car has opinions of its own. It asks more of the driver. For someone who craves engagement and feedback, that ongoing dialogue is likely more satisfying than the Cayman's more planted, predictable perfection. Paradoxically, a car that does everything too perfectly can feel slightly characterless. The 911's slight edge keeps the driver more alert, more involved, more rewarded.

The progression through the Porsche years, first the Targa 4, then the Turbo S, finally the GT3, was not random. It was a convergence, driven by an increasingly clear understanding of what truly matters behind the wheel.

## The Turbo S
## Perfection as a Scalpel

The 992.1 Turbo S is, by any objective measure, a staggering machine. Surreal performance, flawless execution, a level of competence that exists almost outside the realm of the organic. It is perfect in the way a surgical instrument is perfect: precise, clinical, always in control.

Walter Röhrl once said: "Ein Auto ist erst dann schnell genug, wenn man morgens davor steht und Angst hat, es aufzuschließen" – "A car is only fast enough when you stand in front of it in the morning and are afraid to unlock it." That was the Turbo S. Not paralyzing fear, but a constant awareness of its capability, a slight distance that never fully closed. You respect a car like that. You admire it. But the relationship carries an edge of anxiety.

The twin-turbocharged engine, effortless in its delivery, performed like a library delivers silence, impressively, but without theatre. Musically speaking: the Turbo S was a flawless recording. Powerful, pristine, but reproduced.

It also crossed the continent beautifully. The road trip to Rennsport Reunion 7 in Monterey confirmed its grand touring credentials without question. But on the mountain roads of the Catskills, something was always slightly missing from the conversation.

## The GT3
## Perfection as a Living Thing

The 992.2 GT3 is a different kind of perfect.

Where the Turbo S was a scalpel, the GT3 is a thoroughbred. Supremely capable, but alive. It has moods. It needs to warm up. When cold, the engine's vibrations travel through the entire car. The highly strung, racing-derived flat-six announcing itself,


GT3
20



## The Personal Cars

| Year | Model | Transmission |
|---|---|---|
| 2000 | BMW 525d | Manual |
| 2002 | BMW 325i Coupé | Manual |
| 2005 | BMW Z4 3.0i Roadster | SMG |
| 2008 | BMW Z4M Roadster | Manual |
| 2017 | Porsche 911 Targa 4 (991.2) | Manual |
| 2022 | Porsche 911 Turbo S Coupé (992.1) | PDK |
| 2025 | Porsche 911 GT3 (992.2) | Manual |

## The Philosophy

One thread runs through almost every car owned: the manual gearbox. With only one exception, the 992.1 Turbo S, and that is an understandable one given that PDK is the only option, the preference has always been for direct, physical engagement over automated convenience. This is not nostalgia. It is a deliberate choice rooted in a clear and consistent driving philosophy: engagement and feedback over speed and convenience.

Living in the United States, pure straight-line performance matters less than the quality of the driving experience itself. What matters is knowing what the car is doing, feeling what the road is saying, and being genuinely involved in the conversation between driver, car, and tarmac.

The favorite roads are close to home, the small, curvy, hilly backroads of northern Westchester and the Catskills. These are roads that reward a communicative, honest car. Roads that punish vagueness and reward precision. As we will see, they have also become the testing ground where the GT3 revealed its true character and forced a complete relearning of turn-in points that had been trusted for years.

But the passion extends beyond the local. The Turbo S made a cross-country journey to Monterey, California, the Rennsport Reunion 7, and another up to Acadia National Park in Maine. For this driver, cars are not just about the drive itself, but about what they make possible: adventure, discovery, shared experience. The passion is also shared with a son, a wife, and a circle of friends for whom Porsche has become a common language. It encompasses the driving school at Porsche's Birmingham, Alabama facility, the reading and research, the community.

## A Magazine, a Boxster Spyder, and a Door Opening

Every journey has a moment of revelation. This one arrived unexpectedly, via a magazine advertisement. In 2010, a photograph in an advertisement for the 987.2 Porsche Boxster Spyder, open-top parked under a bridge in pouring rain, stopped the page-

*Member Contributor*

# An Automotive Journey

## FROM MUNICH TO STUTTGART

A personal reflection on cars, connection, and the pursuit of the perfect driver's experience.



*Article Photos courtesy of Kevin Luker info@fototorque.com fototorque.com*

### The Origins
### Germany and a BMW Ambulance Car

Every great automotive passion has an origin story. This one begins in Germany.

Growing up there, cars were never just transportation. The Autobahn was a way of life, a place where driving fast was not a rebellion but simply a cultural norm. Speed was woven into the fabric of daily life, and with it came an early and natural appreciation for what a car could do and how it could make you feel.

The moment that crystallized everything came in the 1990s, during my time at university. To earn money as a student, the author worked as a paramedic for the Red Cross. The emergency vehicle of choice for the doctor on call was a BMW 525 Touring. Getting behind the wheel of that car, in those circumstances, with urgency and purpose, was something genuinely special. Not a sports car, not a supercar, but a machine being used at its limits, with intent. That feeling never left.

Fast forward to a successful career in management consulting, now as a Senior Partner at Boston Consulting Group, based in Westchester, New York. The analytical precision that defines that profession — understanding systems, identifying what truly matters, cutting through noise to find signals — turns out to map rather perfectly onto what it means to truly appreciate a great driver's car.


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Ruth Levy and 550 Spyder owner John Edgar, 1957

So, what became of Ruth Levy when she stopped racing?

After her two daughters achieved independence, Ruth turned her energies into a full-time career as an artist-- producing oil paintings, drawings, and sculpture...and holding successful one-woman shows in Southern California. Ruth moved to Pagosa Springs, Colorado, for a short time, then back to California with her husband, Olympic bicyclist Wayne Raymond. Fabulous 50s member, Pete Vanlaw, a long-time motorsports friend, described Ruth's world of sports car racing during the 1950s. "It was a time of tremendous opportunity for the few women who were talented enough to compete with the men. Ruth Levy was certainly one of them."

Pete had befriended Ruth when both were involved in writing about their lives. Pete was editing his film documentary, "For the Life of Me," and Ruth was beginning her autobiography, "Don't Race with Mother."

She would periodically contact Pete and get together to talk about her past racing history – the events, former drivers, race cars, and results.

Pete mentioned, "Sadly, as her health began to deteriorate, she found it increasingly difficult to drive on her own. As a result, her trips from Solvang to LA to meet became more infrequent."

**2013** Ruth attended two motorsports events during 2013 and 2014. She was determined to be present at the "Legends of Riverside," and the Porsche Club of America's Zone 8 California Festival of Speed held at the Fontana Raceway, where she was invited as an Honored Guest and a featured panelist discussing road racing during the 1950s.

Manny Alban, then National President of the Porsche Club of America, drove Ruth on several parade laps around the Fontana circuit in a new Porsche 997 Cabriolet.

Manny recalled, "Ruth was excited to be in a Porsche again –At Speed! We talked about how the Porsche Club of America established a Club Racing Series... where women can compete in sanctioned races on a national level."

As a featured panelist at the California Festival of Speed event, it had to be super nostalgic for Ruth – reminiscing about her racing 356 and 550 Porsches on the legendary racecourses throughout America and abroad.

**2014** Sadly, Ruth Levy Raymond passed away on December 23, 2014, at age 84.

Ruth will be remembered as an artist, a poet, a singer, an author of children's books, and beyond those accomplishments...a world-class Porsche race competitor in what was a male-driven sport.

May her memory always be a blessing...Race In Peace, Ruthie.



PCA Prez Manny Alban & Ruth Levy Raymond, CA Festival of Speed, 2014

**Lee Raskin**
*Member Contributor*

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*Lee Raskin is an internationally recognized Porsche 356/550 historian / author of acclaimed photographic biographies, and a 50+ year member of PCA's Chesapeake Region.*

**1955** It was freezing cold in Minneapolis, Minnesota, and young, divorced Ruth Levy was ice racing on Lake Phalen in her new, white Porsche 356 1500 Speedster...handily beating her male competitors.

Ruth Levy was unique. She had guts, tenacity, and a real passion for speed.

In September, Ruth drove her 356 Speedster to Elkhart Lake's Road America to race in an SCCA F-Production event, where she would be the lone female competing against 40 other cars, of which 15 were 356 Porsches. Ruth finished 5th overall.

Bob Ballenger, the 1st place podium finisher, also driving a 356 Speedster, once told me, "I had never competed against a woman SCCA racer before...and Ruth Levy showed everyone that was behind her how to drive a Porsche at Road America that day."

The next Spring, Ruth, along with her daughters Jacqueline and Pamela, moved west to Los Angeles, where she would try to improve on her driving skills racing the Speedster at nearby Cal Club and SCCA events.

In May, Ruth debuted her Speedster at Bakersfield's Minter Field in Saturday's Ladies race with a 2nd place finish behind Mary Davis' larger displaced Mercedes-Benz 300SL. On Sunday, Ruth entered the +1.5 CP, DP, EP race, where she was the only female driver. She finished 14th overall and 4th in Class.

In August, the new Paramount Ranch course opened with Cal Club sponsoring the First Running event. Ruth Levy and her #253 Porsche 356 Super Speedster were featured on the program cover. Ruth entered the Ladies Race and won by 20 seconds, beating Linda Scott in an MG-TD. Ruth raced her Speedster the same day against the men in the +1.5 Main Event, finishing a respectable 11th overall and 1st in Class.

It didn't take long for Ruth Levy to be highlighted in MotoRacing..."worthy of mentioning...the fine driving of Ruth Levy in her Porsche Super Speedster."

**1957** Ruth was looking to move into a faster Porsche, and she got her chance in January when John Edgar asked Ruth to join the John Edgar Enterprises team...to co-drive his Porsche 550 Spyder along with veteran racer Jack McAfee. Ruth would drive in the Ladies Races and under 1.5-liter events. Jack McAfee would drive in the FM races trying to win a National Championship.

The race schedule for Ruth into the summer would be Pomona, Santa Maria, San Diego, Paramount Ranch, Santa Barbara, Stockton, Road America, and Riverside.

In her first race under the John Edgar Enterprises, Inc. banner, Ruth drove the Porsche 550 during a rainstorm at Pomona to a 1st place podium finish ahead of the TR2 of veteran Mary Davis. Following Pomona, Ruth accomplished six wins in six starts.

Midway through the 1957 season, John Edgar sold his Porsche 550 to Phoenix business entrepreneur Stan Sugarman. Both Ruth and Jack followed the 550 Spyder to a new racing team. Ruth drove the trusty 550, and Jack piloted a new 550RS Spyder for the remaining Southern California races. Both were winning events wherever they raced.

In September, Ruth met Denise McCluggage, an East Coast Autoweek motorsports journalist and racer. The two teamed up to race at the Road America 500 in Denise's 550 Spyder. They became a DNF courtesy of a leaky intake manifold.

The next month, Ruth and Denise teamed up in the 550 sponsored by Briggs Cunningham for the Grand Premio International 1,000 km event in Caracas, Venezuela. Denise and Ruth would also be the first all-women racing team at this event. They finished 13th Overall and 4th in Class.

**1958** Denise and Ruth teamed up again at the March 1958 Sebring 12 Hour Endurance Race, driving a 750cc Abarth-Fiat "Double Bubble " Zagato coupe under the name of the Scuderia Skidoo Racing Team -- sponsored by Alfred Momo.

Both Denise and Ruth got a lot of publicity at Sebring with their all-women racing team. They finished 116 laps before becoming a DNF in the record books.

It was at Sebring that Ruth realized that she wasn't having any fun racing. Yes, Ruth was serious. She decided to say good-bye to motorsports competition and would never put on a racing helmet again.

*Article Photo Credits: Ruth Levy Collection, Allen R. Kuhn / Vintage-SportsCar-Photos.com, Edgar Motorsports Archives, Peter Vanlaw Collection, MotoRacing, PCA Panorama, Lee Raskin Collection.*

*Member Contributor*

# Portrait of the Month: Ruth Levy




# Passionate Porsche Privateer

*Ruth Levy waiting on the grid in her Porsche 550 Spyder.*





Refer to this ad for special donations made to the charity of your choice.




**Apr 26** — **Concours & Judges Workshop**
Ryan Friedman Motor Cars

**May 30** — **Spring Dust Off**
Pindar Vineyards

**Jul 19** — **Keels & Wheels Concours & Show**
Maritime Museum in West Sayville

**Oct 24** — **Oktoberfest Concours & Show**
Vanderbilt Museum



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A free loaner helmet for the day

## Questions

**Autocross Chair:** Dan Fishkind
autocrosschair@gmail.com or (631)748-2727



with a 36.086, Miguel R claimed eighth with a 36.629, Justin R was ninth at 36.742, Charles K finished tenth with a 38.436, and Michael C placed eleventh with a 38.708. The class demonstrated just how competitive X2 has become, with several positions separated by only hundredths of a second.

X3 also featured outstanding competition. Jose A drove his Corvette to the class win with a 32.583-second run. JT M finished second in his Mustang at 34.273, 1.690 seconds behind. Barrington H claimed third in his BMW 1M with a 34.328, only 0.055 seconds behind second. Michael C was fourth in his Atom 4 with a 34.436, just 0.108 seconds behind third. Harry D rounded out the reported finishers with a 34.735 in his Corvette, only 0.299 seconds behind fourth, making X3 one of the tightest classes from second through fifth.

Congratulations to all of the competitors for another excellent event. Whether battling for a class victory, chasing personal bests, or enjoying another day behind the wheel, everyone contributed to another successful Metro NY PCA autocross. With the local events complete, attention now turns to the upcoming Zone 1/Zone 2 Challenge at Pocono before the season's premier event – the 40th Annual Zone 1 Autocross at Fort Devens in Ayer, Massachusetts, where drivers from throughout the Northeast will gather for two days of competition, camaraderie, and one of the finest autocross weekends of the year!

And now for the highlight of the season – the legendary Zone 1 Autocross at Fort Devens in Ayer, Massachusetts! This year marks the 41st year for this incredible event, and if you've never been, it's one you don't want to miss. You'll get two full days of competition, challenging courses, many of the best drivers from throughout Zone 1, and of course, the always-popular Saturday evening BBQ where everyone gets together after a day on course. Zone 1 is more than just an autocross weekend – it's a chance to catch up with old friends, make new ones, and celebrate the competition and camaraderie that have made this event a tradition for more than four decades.

The event takes place August 22–23. Be sure to check out the flyer in this issue and sign up – we hope to see you there!

I look forward to seeing everyone back behind the wheel!



**DAN FISHKIND**
*Autocross Chair*

*Photos on both pages courtesy of Vaino Narma*




# Results

The S2 class was won by Corinne L in her 2001 Boxster with a quickest run of 36.245 seconds. Gary D finished second in his 993 C4 with a 40.433, 4.188 seconds behind the winner.

S5 produced one of the closest finishes among the Street classes. Jo Ann F took the class victory in her Boxster with a 35.782-second run, while Thomas P was only 0.301 seconds back in second with a 36.083 in his Cayman. Robert D completed the podium in his 718 Cayman with a 39.054, finishing 3.272 seconds behind the winner.
Vaino N dominated S6, driving his Boxster Spyder to a winning time of 35.573 seconds. John B claimed second in his 718 Boxster S with a 38.703, 3.130 seconds behind, while Matthew R finished third in his Spyder with a 42.846.

P3 featured a close battle for the class win. Michael K edged out Richard W by just 0.523 seconds, posting a winning 33.468 in his 911 SC compared to Richard's 33.991 in his Boxster. This time also earned Michael the Fastest PAX of the day. Paul B rounded out the podium in third with a 36.194 in his 911.

P4 saw Dan F drive his Porsche Cayman S to the class victory with an excellent 33.740-second run. Mitch H finished second with a 35.054, 1.314 seconds behind, while Saverio M completed the podium with a 36.495.

Raj D captured first place in P5 with a fast 33.841 in his Cayman. Derek M followed in second with a 34.936 in his Cayman S, just 1.095 seconds back. Benny C claimed third in his Carrera 4S with a 35.243, only 0.307 seconds behind second place.

Michael C stood alone in P6, driving his Spyder RS to an impressive 33.231-second winning run.

The Improved class was won by Joshua L in his 911 Turbo with a blistering 32.374. This time was good enough to earn Josh the Fastest Time of the Day. Congratulations!!! Tom P finished second in his Cayman S with a 37.341.

X1 featured six competitors, with Elliot W taking top honors in his CRX at 35.520 seconds. Danny L finished second in his Miata with a 37.463, 1.943 seconds behind. Joseph J claimed third in his Fit with a 38.564. Allen C finished fourth at 39.240, and Jack M rounded out the reported positions with a 41.091. The largest class of the day was X2, producing one of the most exciting finishes of the event. Mike M won in his BRZ with a 33.913, edging Ryan W's Boxster by an astonishing 0.018 seconds as Ryan stopped the clocks at 33.931. Demetrios M completed the podium with a 34.647 in his MX-5. Dean M was fourth with a 35.197, just 0.550 seconds behind third, followed almost immediately by Jim C in fifth with a 35.209 – only 0.012 seconds separating those two positions. Sajinder S finished sixth at 35.414, Christine P was seventh

*Autocross*

# Skid reMarks

So, I always start this article with some mention of the weather; however, for this month I would like to speak about something a little more personal. I have been a school psychologist for 34 years and retired from that position two years ago. I have spent the past two years cycling and running the autocross program. Both of which I enjoy greatly and both of which I was able to put my full attention to because I was retired. After doing something for so long, it is nice to be able to retire and move on to something better. As a result, it is time to make some changes. So, with much anticipation, I announce that I have to retire again, oh wait, I spelled that wrong. I meant re-tire. It is with much excitement that I inform you that I re-tired my 2006 Cayman S and put on some damn good rubber. I spent the past two years on tires that I felt were never too good. They never drove the way I expected them to, but, due to the high cost of tires, I decided to stick with the unsticky until they wore out. Well, as I inspected the tires after the June Autocross, I was delighted to see some of the cords peeking out. It's time to re-tire!!!! So that is what I did. I quickly ordered a set of the current hot autocross tires, the Bridgestone Potenza RE-71RZs, and they did not disappoint. They stuck to the ground like nothing I have ever driven on, and the good part is they are supposed to get better after the first event. The takeaway from this, next to seat time, tires are the second most important upgrade you can do to your car. Don't skimp if you can and get the best model and brand. Your car will be even more fun to compete with. Especially when you retire! And now the weather report.

The Metro NY PCA Fun in the Sun Autocross brought 47 competitors to Nassau Coliseum for another outstanding day of competition. Drivers enjoyed warm summer weather, plenty of sunshine, and a fast, flowing course that rewarded both precision and commitment. As always, the day featured close competition throughout the classes, with several battles decided by only a few hundredths of a second.

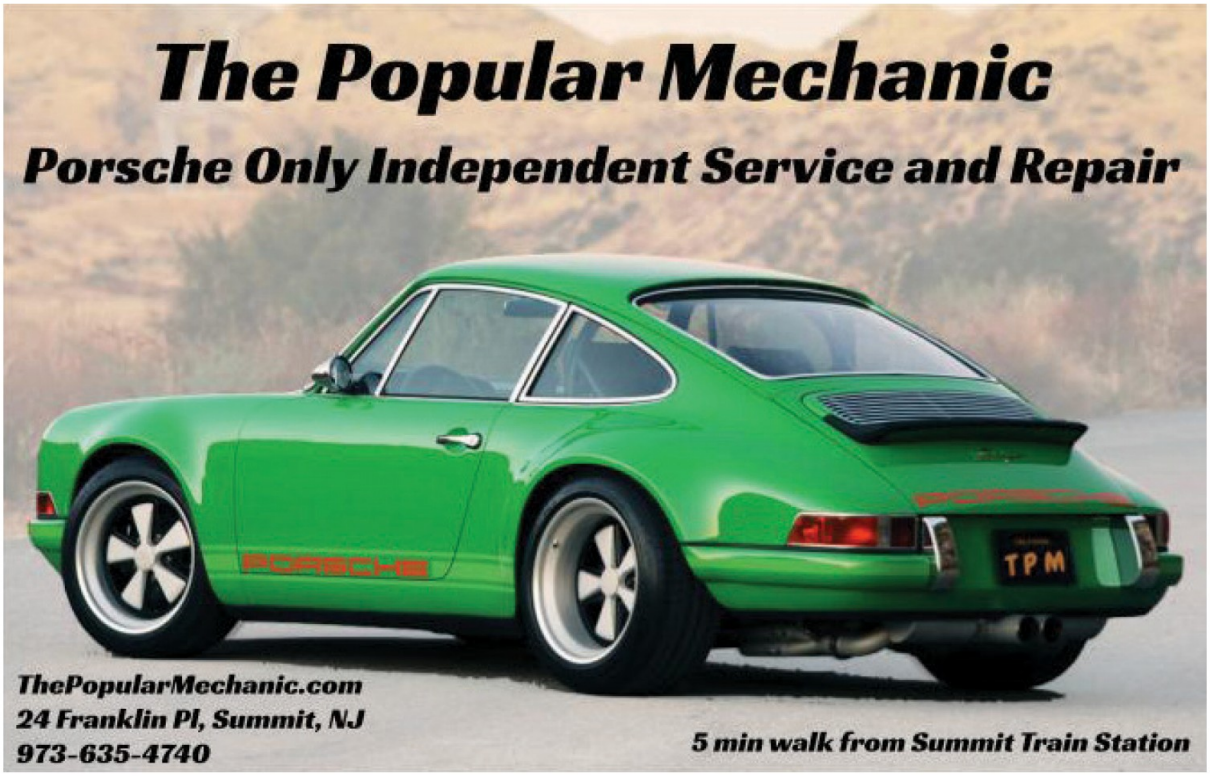
# To a Porsche it's the Mayo clinic.




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Previous treks have paid tribute to the Targa Florio and explored haunted roads. This one unexpectedly became our own East African Rally. Without a 959 or Dakar in sight, we bounced along dusty trails, past curious wildlife and bewildered spectators who couldn't quite believe the caravan of Porsches rumbling through the countryside.

Eventually, our intrepid convoy emerged back onto civilization, rewarded with sweeping switchbacks,






scenic two-lane blacktops, charming bridges, and ribbons of road winding through forests, alongside lakes, and around reservoirs as we made our way toward Bedford, New York. Every unexpected detour only made the drive that much more memorable.

Our destination was the Malcolm Pray Achievement Center, where preparations were already underway for a very special celebration honoring Luis. Just as our group rolled in, the oversized Bona Bona Ice Cream truck arrived – a sight that may have been every bit as exciting as the lineup of incredible cars filling the grounds.




The perfect ending? A Bona Bona sundae enjoyed on a Sunday, surrounded by friends, spectacular Porsches, and a gathering that celebrated both great people and great cars. Sometimes the destination is worth the drive. Sometimes the drive is worth the destination. On this trek, we were lucky enough to have both.



**BILLY STEWART**
*Trek/Touring Chair*

*Events*

# Chasing Curves

## SUNDAES ON SUNDAY TOUR

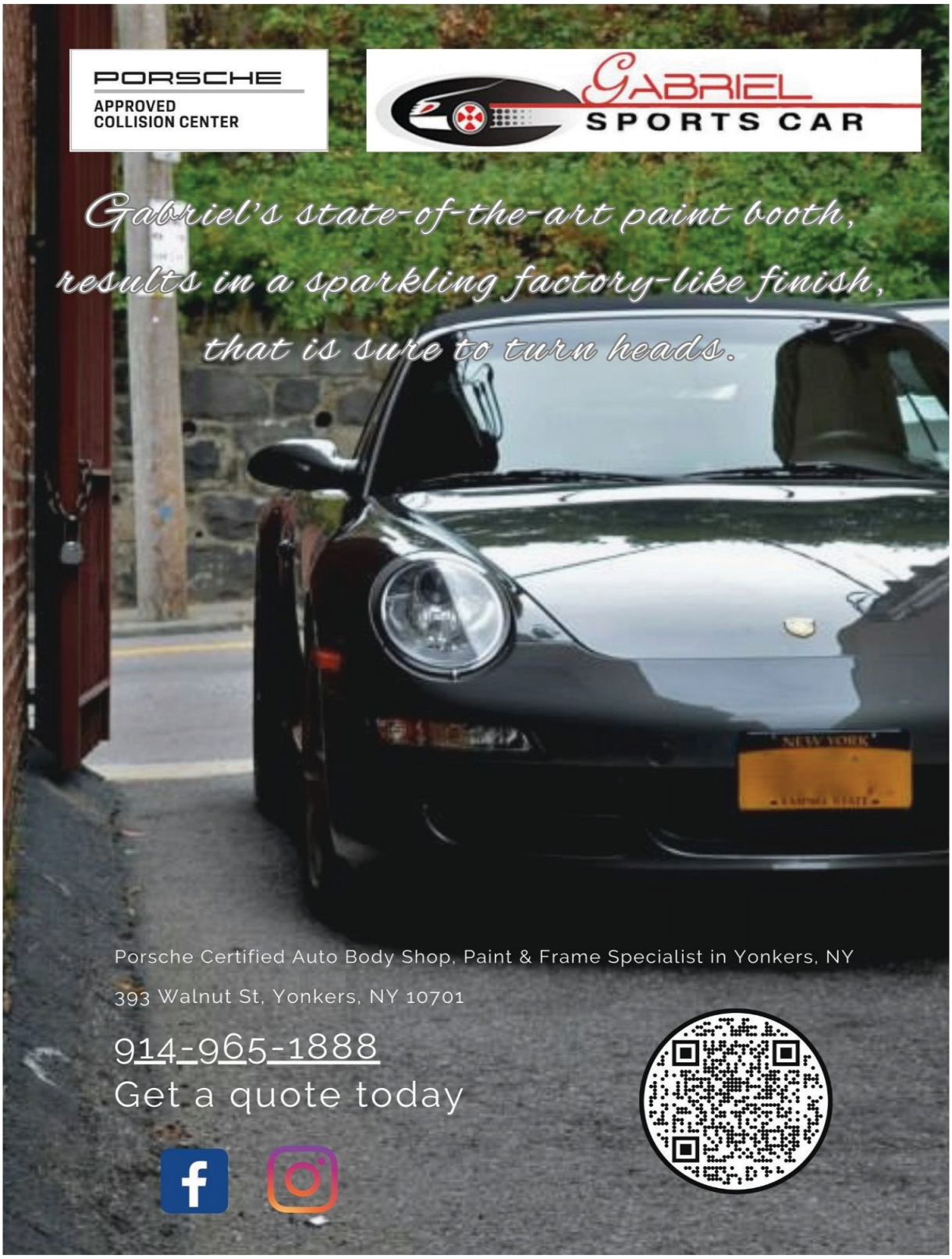




As a self-proclaimed ice cream aficionado, I'm always on the hunt for the next great scoop. In fact, I've been known to argue that sundaes are practically mandatory on Sundays. So naturally, as an added bonus for me, the most recent trek was inspired by ice cream - specifically Bona Bona Ice Cream sundaes at the end of the proverbial Yellow Brick Road.

An overcast summer Sunday morning saw our group heading north toward Cold Spring. As the miles rolled by, the gray skies gradually gave way to sunshine, the roads opened up, and it was finally time to pull out the sunglasses. Better yet, the traffic thinned, giving everyone the chance to enjoy what these cars were built for: an unforgettable drive.

Knowing that the bustling streets of downtown Cold Spring would bring our Porsche parade to a crawl, I plotted what I thought would be the perfect shortcut. It was a solid plan... until Google Maps decided pavement was optional. Without warning, the asphalt disappeared beneath us. Unlike Dorothy, we never found the Yellow Brick Road – just a very authentic dirt road.


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## Autocross Seminar & Mini School

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## Tobay Beach

### SPRING
March 8 Sunday
March 22 Sunday
April 12 Sunday

### FALL (TENTATIVE)
October 18 Sunday
October 25 Sunday
November 8 Sunday

## Nassau Coliseum

May 31 Sunday
June 13 Saturday
July 12 Sunday
September 20 Sunday

## Pocono

July 25-26 Weekend

## Ayer, MA Zone 1 Autocross

August 22-23 Weekend
(Points Event)

## Event Information

### EVENT TIMING

| | |
|---|---|
| Site Opens | 7:00 am |
| Registration | 7:30 - 8:45 am |
| Tech Opens | 8:15 am |
| Late Reg | 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 |
| Trophie | 3:30 am |

For additional information please check the autocross section of the website:
www.metronypca.org

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PORSCHE CLUB OF AMERICA

# METRO NY WELCOMES OUR NEW MEMBERS TO THE CLUB

Here's a list and some photos of our new members this month.

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Brooklyn
2021 Taycan 4S

**MIRO RAB VASS**
New York
2022 Cayenne Turbo

**RONEN ABERGEL**
Great Neck
2026 911 Carrera GTS



**JONATHAN WEISS**
Staten Island
2022 911 Targa 4 GTS

**RICK TAIANO**
Howard Beach
2020 911 Carrera 4S

**JAMES KIRSCHBERG**
East Islip
2022 911 Carrera

**ANTONI WALTERS**
Wheatley Heights
2015 911 GT3

**MATTHEW KRAUS**
Brooklyn
2019 Macan S

**ANTHONY KARNATI**
Hicksville
2015 Cayman S

**ABHISHEK KAPOOR**
Melville
2020 911 Carrera S

**KEVIN NAVIKAS**
New York
2013 911 Carrera 4S

**BRIAN KLEINHAUS**
Scarsdale
2022 718 Cayman GTS 4.0

**MICHAEL NEUMAN**
Rye
1995 911 Carrera

**HASAN CHOWDHURY**
Manhasset Hills
2009 911 Carrera S

**ADAM GOUDA**
Eastchester
2026 911 GT3 Touring

**WILLIAM VAZQUEZ**
Glen Oaks
2023 Macan S

**PETER BERINI**
Sag Harbor
2010 Boxster

**MICHAEL MALFI**
Staten Island
2026 Macan

**ALI SIADATI**
Manhasset
2026 911 Carrera S

**CHRISTIAN TORRES**
Neponsit
1999 911 Carrera

**STENIS LO MONACO**
Flushing
2023 911 Targa 4 GTS

**TERRY SONTERRE**
Brooklyn
2015 Boxster

**DAVID MOSHER**
Halesite
2026 911 Carrera S

**DONALD EATZ**
Massapequa
2001 911 Carrera 4

**ANDREW FIORENZA**
East Setauket
2004 911 Turbo

**ROB MASSUCCI**
Lake Ronkonkoma
2007 Cayman S

**MATTHEW BRENNER**
Commack
2022 Macan GTS

**JOSHUA NORTON**
Brooklyn
1999 911 Carrera

**MATTHEW STRAUS**
Port Washington
2003 911 Carrera 4

**NATARSHA BULLOCK**
White Plains
2021 Macan S

**GIHAN WICKRAMARATNE**
Brooklyn
2020 911 Carrera 4S

**JIMMY GU**
Little Neck
2024 911 Carrera T

**MARVIN BORJA**
New York
1982 911 SC

**STEVE TROTT**
Plainview
2020 Macan S



**LUKE CLANCY**
New York
2019 911 GT3 RS

**DOUGLAS KELSEY**
Pound Ridge
2021 911 Turbo S

**ED WANG**
Dix Hills
2025 911 Carrera

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# AUGUST 2026

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## 40 Years

MARTIN SCHACHT

## 35 Years

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ALIX MICHEL
FRANK DESIO

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## 25 Years

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SETH PEARLMAN
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# Membership Update

## Metro NY Region Membership

**Active Members**
2,713

**Affiliate Members**
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**TOTAL Members**
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# President Letter

With our summer season in full swing and a bunch of great events behind us (and quite a few more to go before our cars go back into hibernation!) I was thinking, as I often do, about summers gone by. Great memories...things that have been forever etched in my brain, mostly family-related, milestones, kids growing, older relatives who've passed, and being an automotive junky from a very young age, often car-related. It is kind of crazy how much stuff is stored in that CPU we call a brain and how small things can trigger and open up an old file that is filled with a treasure trove of memories. Example: being stuck in traffic on the elevated portion of the BQE recently and distinctly remembering being stuck in traffic some 55 years earlier on a summer evening in the same location and seeing what was probably my first Porsche.

We were in the obligatory Buick heading back from Bayridge after a trip to see my grandparents, and of course were stuck in traffic...as usual...and in the right lane pulling alongside us was a sand beige “long hood" car, not sure if it was a 911 or 912, but it was a sight I couldn’t forget. In fact, Dad, who is really not a car guy but always appreciated cool cars, pointed it out. As the traffic slowly lurched forward, our Buick moving up a few car lengths and the little Porsche in the next lane now a bit behind, I remember peering out the window of this big gold monster of Detroit iron, hoping our lane would come to a stop and the Porsche would catch up so I could stare at what seemed like an alien spacecraft visiting from another planet. Eventually, the almost choreographed movement of the traffic left one of us in the distance; I really don’t remember which of us, but I never forgot that little car or that summer night.

Yes, the Porsche bug often hits us early, and we'd love to hear your stories of first encounters and experiences for a future article here in the Post. While many of you have submitted articles and we’ve built a strong pipeline, we want to hear more from you, our members. Drop an email to Linda, Stephen, or me... don’t be shy! As the dog days of summer come to an end, fasten your seat belts for an event-filled fall of Autocross, Driver Education, Concours, and Social events throughout our entire region. We've got a great team of volunteers working hard to make your club the most active in all of PCA. I hope to see you soon.



**PAUL CELENTANO**
*President of*
*Metropolitan New York Region*
*Porsche Club of America*

# Metro NY Region Calendar of Events

2026

## August

**19-20**
**HPDE Track Day**
Watkins Glen, NY

**21-23**
**HPDE Track Day**
Watkins Glen, NY

**22**
**Piermont Pier**

**22-23**
**Zone 1 Autocross**
Ayer, MA

## September

**12**
**Duck Tails Drive**

**14-15**
**HPDE Track Day**
Watkins Glen, NY

**20**
**Autocross**
Nassau Coliseum, NY

**26**
**Seven Lakes Drive**

## October

**05**
**Women of Metro Day / HPDE Track Day**
Lime Rock Park, CT

**10**
**Haunted Hayride Drive**

**18**
**Autocross (TENTATIVE)**
Tobay Beach, NY

**23-25**
**HPDE Track Day**
Virgina International Raceway, VA

**24**
**Oktoberfest Concours & Show**
Vanderbilt Museum, Centerport, NY

**25**
**Autocross (TENTATIVE)**
Tobay Beach, NY

## November

**07**
**Ferry Porsche Ferry (TENTATIVE)**

**08**
**Autocross (TENTATIVE)**
Tobay Beach, NY

## December

**06**
**Holiday Party**
Larkfield Manor,
East Northport, NY

**Please register early for your favorite events.**

Calendar is updated regularly. Check the Metro NY PCA website for event updates and additions.

Many event registration forms can be found on the Metro NY website.

Scan code for **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 6.

Important 2025 Zone 1 and National PCA dates can be found on **zone1.pca.org** and **pca.org.**

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**WANT TO CONTRIBUTE AN ARTICLE TO THE POST OR SEND A NOTE TO THE EDITOR:**

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VOL. 82, ISSUE 8
AUGUST 2026
MEMBERS
NEWS & EDITORIAL

