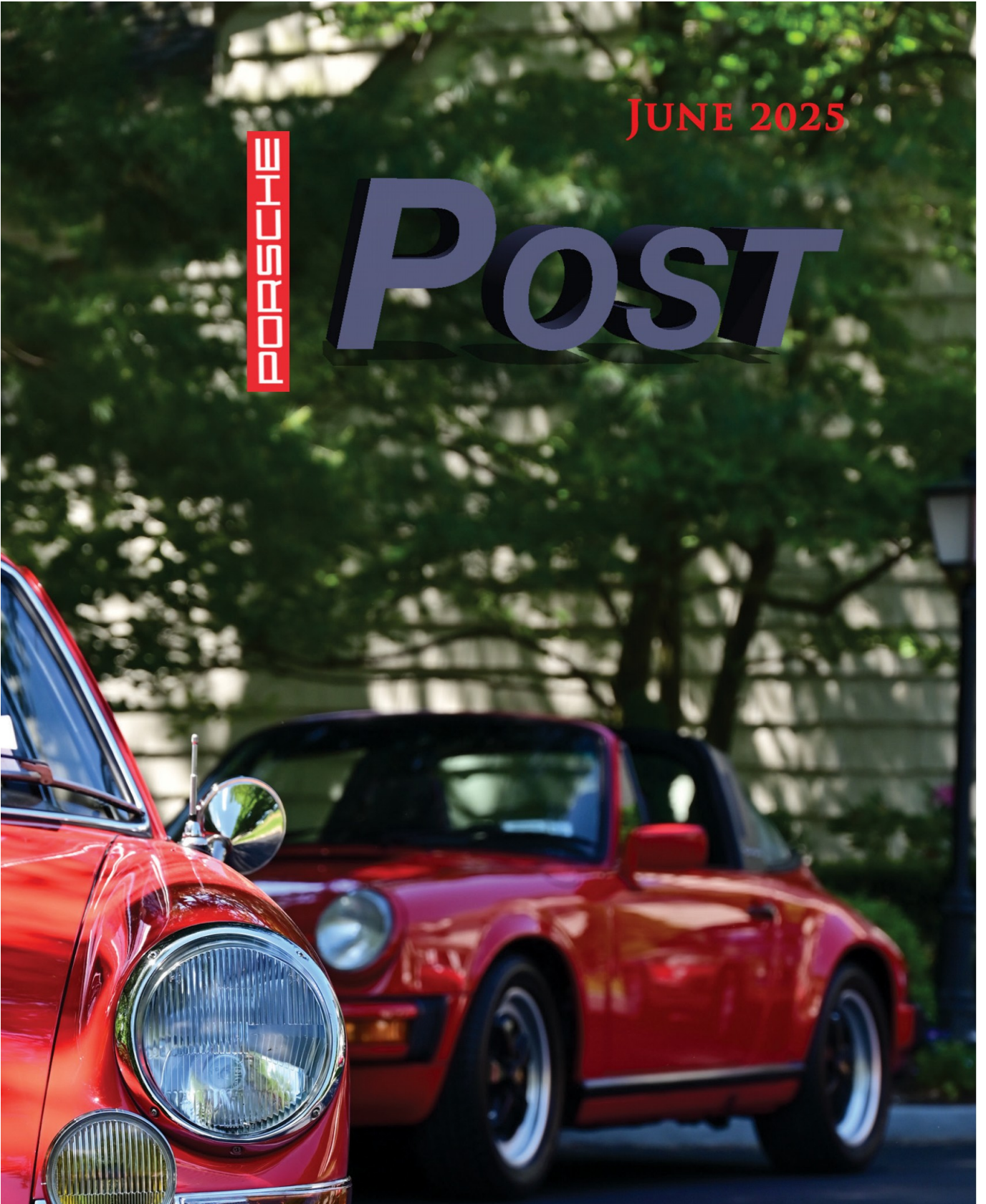
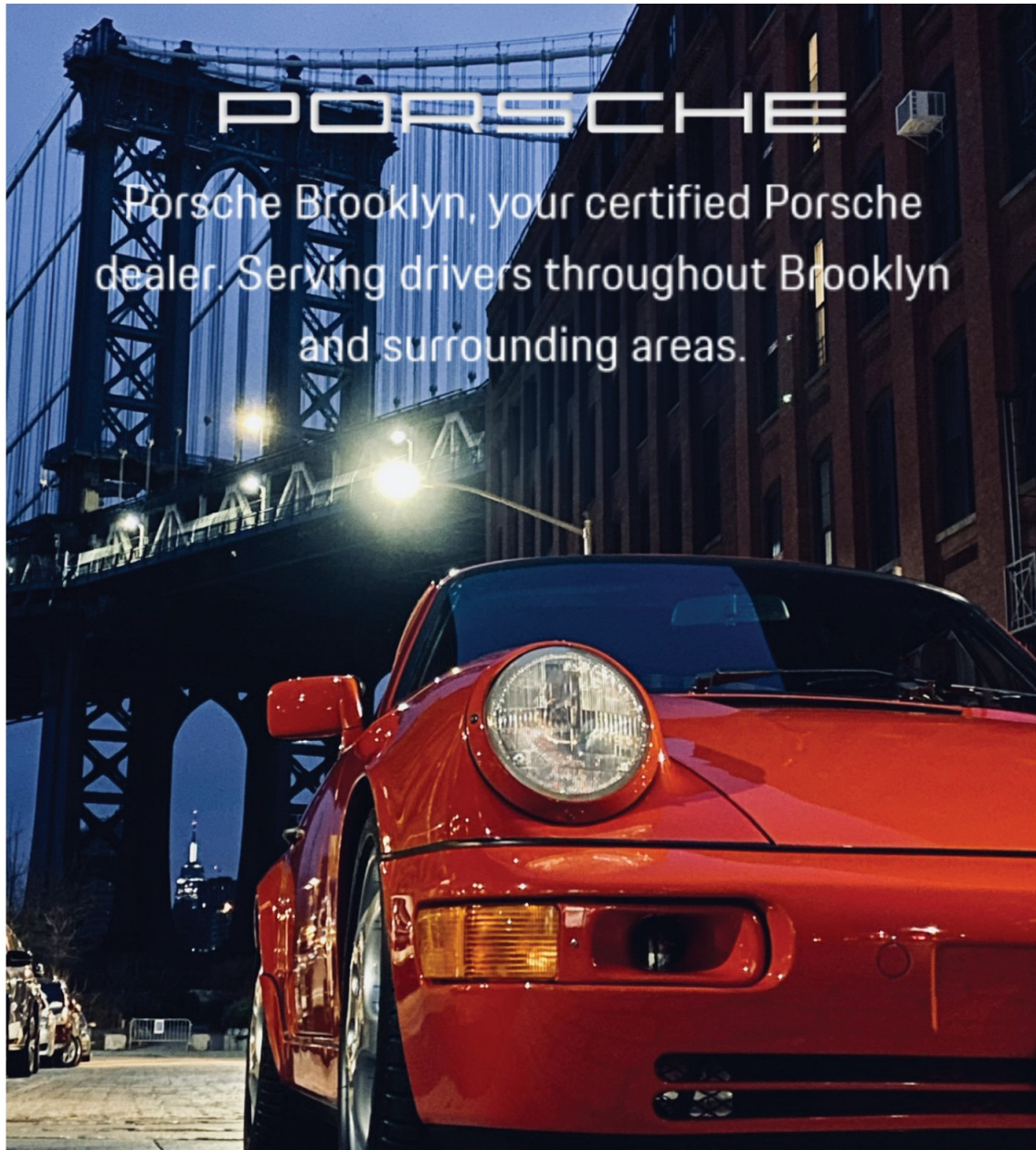


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Metropolitan New York PCA The Porsche Post

June 2025, Volume 72, Issue 6

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Air cooled Porsche's in the driveway of the Royalton Mansion at the Metro Dust-Off and Concoirs BBQ, May 18. Photo by Bob DeMotta.

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2025 Metro New York Region CALENDAR OF EVENTS



June	4-5	DE, Watkins Glen, (Twilight Solo)	Many event registration forms can also be found on the Metro NY Website (metronypca.org). We are now using Clubregistration.net for all events.
	8	Trek #1	
	18	AX, Nassau Coliseum	
	22	Wooden Boat Museum, Sayville	
July	23	DE, NJMP (Thunderbolt)	If you need information on a specific event, please contact the appropriate chair/coordinator listed on page 4.
	13	AX, Nassau Coliseum	
	13	Trek #2	
	18-20	DE, Watkins Glen	
August	20	Vintage Rally - Osprey's Dominion	Important 2024 Zone 1 and National Dates: zone1.pca.org and pca.org.
	2	Hamptons Concours	
	3	AX, Nassau Coliseum	
	9-10	DE, Palmer (Whiskey Hill)	
September	10	Trek #3	
	23	DE, Lime Rock	
	23-24	Zone 1 AX, Ayer, MA	
	7	AX, Nassau Coliseum	
October	7	New Member Meeting, Airpower Museum, Farmingdale	
	8-9	DE, Watkins Glen	
	14	Trek #4	
	26-27	DE, NJMP, (Lightening)	
November	7	DE, Lime Rock Park (unmuffled)	
	12	Trek #5	
	24-26	DE, VIR (with NNJR)	
	25	Oktoberfest, Vanderbilt Mansion	
December	3	Election Night	
	22	Malcolm Pray AC, Movie Night, James Dean Biopic, Bedford, NY	
December	7	Holiday Cocktail Party, Royaltan Mansion	

Visit Metro's Website

<http://www.metronypca.org>

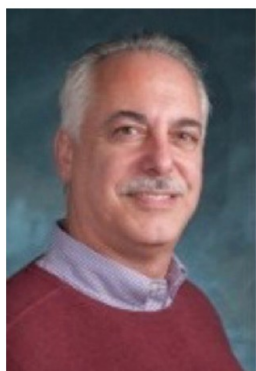


Please register early for your favorite events.

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

From the Editor

ED REINER



The month of May was a very busy period for Metro. Not only did Autocross resume (at the Nassau Coliseum), but we had two DE events, as well as several social events. The month concluded with the Pindar Rally and Concours in Peconic, Long Island.

I also took a long driving trip to North Carolina and Tennessee in mid-May to take on the Tail of the

Dragon with its 318 turns in only 11 miles. I compare it to a 20-minute autocross track. Combined with the Cherokee Skyway and the Back of the Dragon, it was a week of the most hectic driving one can do, all in the Appalachian Mountains. Most of us are hit with the desire to really push the car, and these roads provide the pavement to do so. All of us can appreciate the skills built from Autocross and Driver's Education, so we can be better drivers, and we appreciate the complex physics that we must understand to drive the car competently. I took my 718 Cayman on this trip, accompanied by a handful of Metro members who appreciate the challenge. It is a "bucket list" trip for Porsche drivers.

What made this trip so much fun is always the cama-

raderie and the shared experience of road vs. machine (and not hitting a deer or a bear). Driving 2300 miles in 7 days can create a sense of adventure (not so bad in sport seats) and the frequent "thumbs up", honks, and parking lot conversations from locals interested in a group of Porsches with New York license plates. This is why we drive these cars, as each turn of the key is the start of a new adventure. I love to watch the reaction of adjacent cars when the wing raises, or when I let people pass me on the highway, and they realize that I am having too much fun to care that they want to drive faster than me. We own these cars because they indulge our sense of freedom and excitement, even when they are sitting in the driveway.

This issue of the Post celebrates the true Porsche experience, on the backroad, on the highway, on the track, or even on one of New York City's cobblestone streets. Metro has the distinction of having the broadest driving environments in PCA, from ocean beaches to mountains, from downtown to country, and from our driveway to the track. We are working to provide more photography to highlight our hobby (did I say obsession?) and the need to wipe, clean, buff, polish, and detail until our fingers bleed. The open road is calling, and hopefully, this issue will inspire you to get behind the wheel.

The calendar for June is also busy with some really cool events and is highlighted on page 5, and includes the start of our Trek/Tour program. We hope you can join

The Porsche Post is also digital! Please visit metronypca.org to download past and current editions of the Post.



Please send your contributions along with high resolution photos to metroposteditor@gmail.com by the first of each month for consideration.

us for this trip as we end at the Malcolm Pray Achievement Center for a concours and a tour of Malcolm Pray's amazing collection, and because we can get enough car viewing. If "shiny" is your thing, then you have to attend.

Metro continues to look for volunteers for our various activities. Please reach out to our president, Paul Celentano if you have a desire to step up and get involved. Also, we continue to look for comments, letters to the editor, ar-

ticles or photos from the membership. If you have something interesting you would like to share, please send it to me at metroposteditor.com with a caption or comments.

If you think you want to attend an event, we encourage shy or reluctant attendees to come out. Please ask for a board member who can welcome you. We hope to see you on the road!



The grand opening of the new Porsche of White Plains dealership (Pepe Porsche) was celebrated with a gala event with live music in early May.



The infamous start of the Tail of the Dragon (Rt. 129) in the Great Smoky Mountains with its 318 turns in 11 miles is a tourist attraction on the North Carolina end at Deals Gap with the celebrated dragon sculpture.

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

Stay up-to-date and informed about Metro events through emails.

*PCA needs your email address in order to enable our **President, Paul Celentano**, to send out his email blasts, which announces changes, updates or new events. All members can log on to pca.org quite easily. Also, our **Membership Chair, Kasper Ludwig-Larsen** can be reached at:*

metropcanymembers@gmail.com if you would like to reach out directly.

President's Page

PAUL CELENTANO - PRESIDENT



Back in February, when I was asked to give a work presentation on the West Coast and was given some proposed dates, one would think the first thing I would start doing was to put together a draft for what I would present or maybe check for potential conflicts with the seemingly infinite number of things that fill the family calendar... you know...kids sports, concerts, birthday parties, orthodontist appointments...the list goes on. Instead, I did what any other dyed-in-the-wool Porsche fanatic would do, and that was to check to see what Porsche-related events might just so happen to fall on or near when I would be out in California. Lo and behold, the very weekend of one of the proposed presentation dates just happened to be when the 2nd annual Air and Water event at the Orange County Fairgrounds was being held. Imagine the coincidence!

Brought to us by the folks who created Luftgekult, namely racer Patrick Long and creative director Howie Idelson, Air/Water is billed as an all-inclusive Porsche experience. Where Luft focuses specifically on air-cooled cars, Air/Water pools the whole Porsche experience together. Air-cooled, water-cooled, hybrid, electric, race car, street car, off-road, tractor. You name it. (Photos on the opposite page).

I first heard about this event from fellow member Tom Kanes, who attended last year and reported about it here in the Post. He told me, "Paul, you have to go to this event next year, it will blow your mind, it's like nothing you've ever seen". So, when the stars all aligned with my work/fun plans, I reached out to Tom to see if he was attending again. Sure enough, he was, and we met up for what was an incredible day. It started with more water than air (it was pouring rain when we arrived), but the Southern California sun did make an appearance for what proved to be one of the most incredible Porsche experiences this Metro Member has ever had. I am seriously thinking of planning a Metro organized trip next year to this event, so if you have any interest, drop me an email or call. You will not be disappointed.



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Paul and Tom Kanes at the Air/Water Porsche event in California.



METRO NY REGION PCA • PORSCHE POST JUNE 2025

Photo highlights from Paul's trip to the Air/Water event in California

Skid reMarks

DAN FISHKIND - AUTOCROSS CHAIR



The transition to the Nassau Coliseum was successful. Forty drivers showed up for the "Good Weather Autocross" and as the title doesn't suggest, the weather was just ok. It started out better than it ended as it was very windy all day but for the most part we had some sun. It ended windier and cloudier than I would have liked, however, it could have been worse.

Rich Wayne designed the course, and it was tricky. Partially due to the undulating canvas he must work with and partially because of the driving elements. It was loads of fun with multiple driving lines. The challenge was to find the fastest one for your car. What a blast!! Here are the results.

In the s2 class, Corinne L. had the class to herself but still put down a respectable time of 52.255 in her 2001 Boxster. The s3 category saw Mitch H. outpace Saverio M., clocking in at 50.434 in his 2006 Cayman S. Saverio followed with a 52.552, securing second. Over in s6, Steven B. topped the class in his 2013 Boxster S with a 53.967, just ahead of Tom A. in his 2023 911 Targa 4S, who finished at 55.572. The s9 class featured a solo run by Kayla A. in a 2025 Cayenne, finishing with a time of 62.544.

Vintage machinery made a showing in p1, where Colby D. piloted his 1976 912e to a best time of 61.321. In p2, Andre C. took first place with a sharp 48.784 in his 1995 968, edging out Dominick T., who drove his 1989 928 to a 49.798. The p3 class was closely contested by Rich and Ryan W., both driving 2000 Boxsters. Richard narrowly took the win with a 46.374, with Ryan close behind at 46.664. Rich's time was good enough to earn him the Fastest Time of the Day and the Fastest Pax of the Day spots. Congratulations Rich! Nick I. rounded out the podium with a 48.770 in his 2007 Cayman.

The p4 class had a tight battle at the top. Dan F. and his 2006 Cayman S secured the class win with a time of 48.198, narrowly ahead of Anthony H's 48.243 in a 2001 C2. Louie A. claimed third with a 49.825, while Jack M. came in fourth. In p6, Ben O. posted one of the fastest times of the day—46.826 in a 2018 911 GT3—followed

by Michael C. in a 2023 GT4 with 47.723, and Farhan B. in another GT3 at 48.893.

The improved class saw Joshua O. dominate in a 2016 GT4, finishing with 48.148, ahead of Tom P's 52.212. In the competitive x1 class, Graham M. piloted a 1990 Viper JR to victory with a 49.592, just ahead of Nolan M. and Bryan J., who logged 50.025 and 50.271, respectively. The largest class, x2, was led by Christopher T. in a 2002 M3 with a solid 48.231, followed by Matisse E. in a 2004 RX8 at 49.579, and Sean M. in a 2025 Integra Type S at 50.113.

Finally, the x3 class saw one of the more commanding wins of the day. Timothy B. ran a quick 47.460 in his 2023 WRX, well ahead of JT M. in a 2019 Mustang with 50.760 and Howayne D., who clocked 52.309 in a 1999 911. With a mix of seasoned veterans and fresh faces, this year's Good Weather Autocross delivered exciting battles and impressive performances across every class.

That's it for our first Nassau Coliseum Event. Our next event will be on June 8, also at the Nassau Coliseum. Some exciting upcoming events to look forward to. On July 27th, we will be taking it on the road and autocrossing with three other PCA regions at Pocono Raceway. I will be blocking off a bunch of rooms for those who want to stay over. We will be going out for a nice dinner on Saturday night before the race. The rooms will be available Saturday and Sunday night for those who want to stay over after the event. Pocono is a great autocross site and promises a high-speed, challenging course.

This would be a great warmup/practice for the Zone 1 Autocross, which will be held at the usual Ft. Devens Air Base in Ayer, Massachusetts. The dates will be August 23 and 24th. This is a two-day event with a different course each day. It is social as well and loads of fun. We get dinner on Friday night, and there will be a catered BBQ on Saturday night. This is also a shirt year, so all participants will receive a Zone 1 Autocross Shirt. This only happens every five years. Don't miss out on this fashionable extra! On another note, this will be the last year that Zone 1 will be putting on this event. Next year and going forward, the Metro NY Region will host the Zone 1 Autocross. Stay tuned for bigger and better things.




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Chasing the Curves

BILL RIEHL - TREK CHAIR



Our first Tour / Trek of the season took place on Sunday, June 8th, ending at the Malcolm Pray Achievement Center in Bedford, NY. I will report on Trek 1 in the July issue of the Post.

The meeting point for all five Treks this year will start from the same location as last year. Kingsbrook Office Park, Building 4, 1100 King

Street, Rye Brook, NY.

The Second Tour / Trek will be 97.2 miles long. We will be straddling the roads along the NY and CT border for the first leg of the Trek, then making our way to the midway rest stop at Rosy Tomorrow's in Danbury. The entire second leg of the Trek will be winding through Upper Fairfield County, CT. We will be ending the Trek at The Cue BBQ Joint in Danbury, CT, for a sit-down BBQ-style luncheon.

TREK REGISTRATION

The registration process starts by going to the website clubregistration.net. I suggest that all members who are not familiar with Club Registration and do not have an account set up already visit their website at clubregistration.net/login and create an account. This will make the registration process a lot smoother when you are ready to register for the Trek or any other Metro PCA events. I will be giving detailed 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.

REGISTRATION FOR TREK #2 July 13th 2025 WILL OPEN ON MONDAY, JUNE 16TH, AT 7 PM AND WILL CLOSE ON MONDAY, JUNE 23rd, AT 7 PM.

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



2025 Trek Schedule

Sunday, July 13th

Sunday, August 10th

Sunday, September 14th

Sunday, October 12th

I look forward to Chasing the Curves with you this year.



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Concours Corner

PAUL CELENTANO - CONCOURS CHAIR



Greetings from Concours Corner

We launched our season this past month with our first-ever spring concours "dust off," that we coupled with our annual club barbeque. The venue, the Royalton Mansion in Roslyn, provided a wonderful backdrop for what was a great turnout of members and their cars. Having organized these concours events for 6 years now, I will say that the most stressful part is dealing with and managing the weather forecast. The News12 loop constantly running in the background on the home TV, Weather.com app on my phone showing the radar, and the iPhone hourly weather chart are all part of the week before the event craziness. I am happy to say that Mother Nature delivered a picture-perfect day,

and we were all able to "dust off" our cars to get them ready for the season ahead with a friendly and light concours, followed by a nice barbeque in the garden of the mansion.

By the time you read this, we will have had our more formal concours event of the season, our Charity Concours at Pindar Vineyards, followed by our Westchester Trek to the Concours at the Malcolm Pray Achievement Center. We end the season with our big Oktoberfest bash at Vanderbilt Museum. So, mark your calendar. In between that, Metro has again been invited to participate in the Hamptons Concours, which is being held on August 8th. See this issue for the full-page ad and code to register that offers our members a discount.

Lastly, I would like to thank all the folks who have stepped up to volunteer to be part of the concours committee. Peter Portanova has come onboard as our Concours Co-Chair, and we now have a great team who you will meet and see at our events to help make everything run like a fine-tuned Porsche. As always, if you have any questions or would like to be part of the



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The concours at the Royalton Mansion brought out some serious competition among the membership.



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Eastern Region Update

MITCH HACKETT - EAST REGION DIRECTOR



Welcome to the June issue of the Metro Post. Metro events are in full swing now. We offer a varied selection of fun events for Metro Members to attend. Rally's, Treks, Driver Education, Autocross, Concours, and many social activities to attend. Please come out and experience some, if not all, we have to offer. Fun people, fun cars. What's not to like? Try some, you'll like it. I promise.

On May 10, 25 members attended the Peter Nettesheim Museum event in Huntington. I offer a guarantee to refund any member who is not wowed after seeing and experiencing this personal tour. It's not open for public viewing, only by invitation. All proceeds from ticket sales were earmarked for our charity, General Needs, a non-profit local organization that helps our needy veterans. We collected almost \$600 towards our end-of-year charity donation. Thank you to all who attended. Special thanks again to Frank Giambrone for donating money, over and above the ticket price. He has done this for 3 years in a row. Well done, sir!

As usual, Peter did a running narrative about his collection that kept members both informed and amused by anecdotes along the way. It truly is a special place. Ladies are sometimes skeptical before they enter the museum, thinking it's a "guy thing". That couldn't be farther from the truth, as they all enjoyed the tour, the tales, the architecture, and the ambiance. Try to attend the next one. We have many members who come back multiple times, and always see or learn something new.

On May 17 the Reboli Museum for Art and History invited Metro to display their Porsches as part of German car day. Their exhibition is titled Getting There, featuring various marques on different weekends. This was a free event, showcasing art, automobiles, and craftsmanship. Rain date was May 24th at their Stony Brook location.

Coming up in June, we have more going on in the East region. On June 22nd, we will have a co-sponsored show at the Long Island Maritime Museum. We are co-hosting with the Jaguar Drivers Club of Long Island. For tickets, go to clubregistration.net to register. Entry will be

\$30 per car. Food trucks will be there to purchase food, or bring a picnic lunch. Museum entry is included in the price. This is not a concours, but it will be a good tune-up event to prepare your car for concours competition. Master of ceremonies will be Joe Limongelli (GT Joey), a very knowledgeable automobile expert. Members will be able to showcase their cars with Joe hosting all makes in attendance.

The Maritime Museum is located on the beautiful Great South Bay. Come out and spend a fun day by the water, explore the museum building, or just chill at the show. Bring a chair or two in your trunk/frunk. The rain date for this show is June 29. Registration runs from 09:00 to 10:30 at the museum. The show is from 11:00-4:00 PM, and is open to the public for viewing. We hope to see a large turnout of Porsches! Bring the family, and friends! We hope to see you there. The museum is located at 88 West Avenue, West Sayville, NY.

"Where's Metro Wednesday" weekly events are in full swing as well. We usually meet at 6 PM at a local eatery with good parking availability. These are low-key gatherings of old friends and new friends who come to participate. Very laid back and fun. Come on out! Weekly postings are on our Metro Facebook page.

Ok, enough from me! See you next month, and have a great summer season!



The Syosset Bagel Master is a popular Saturday morning get together for Metro.



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Track Ramblings

FRED PACK - DE INSTRUCTOR



CONSISTENCY

The key word, as I interpret it, is "foolish" meaning that you have a little mind if you insist on holding a foolish opinion in spite of the actual facts and circumstances. He wrote those words in 1851, so he certainly wasn't thinking about track driving. But a non-foolish consistency is not a hobgoblin at all: It is the mark of goodness.

You may be wondering what this has to do with the art of track driving. The answer is that consistency is an absolute requirement for both good lap times and safety. It is essential that you determine the correct line for each turn on the course and establish your braking, cornering (the 3 key locations – turn-in, apex and track-out) and accelerating points for each and every corner. Otherwise, each lap you drive becomes an exploration into the unknown, rather than a quest for excellence. The reason F1 drivers are able to run laps which are within a few tenths of seconds of each other is that they drive the car the identical, consistent way on each lap.

Long ago, as a teenager, I had press credentials to the Dutch Grand Prix at Zandvoort which allowed me access to the track during the race. I stood at the apex of the Tarzan Curve and trackout point of the Hugenholtz hairpin taking photos with my Pentax. The drivers navigated with surgical precision, hitting their marks with a consistency of inches. (As an aside, I cannot recommend that you duplicate my conduct. I could very easily have gotten killed. The famous racing photographer Bernard Cahier poked fun at me when I would flinch as the Grand Prix cars would come literally within inches of us. He stood perfectly calm and collected.)

Notice something important: the period before the race when the drivers are trying out their cars on the track is called "practice". Similarly, when musicians are working on their material, they are "practicing". To attain perfection is beyond our human abilities. It is consistent practice towards consistency that lets us approach it.

As I write this, I am just back from Watkins Glen. On

one lap as I approached the apex of Turn 1, I saw a car ahead of me go slightly off the track at corner exit into the runoff area. The driver freaked and pulled the car back onto the track by yanking the steering wheel to the right. This caused a massive oversteer condition and the car shot across the track pointing backwards (!!), then crashed into the guardrails on the right (inside) of the track. Fortunately, he was not injured.

I mention this incident because it is important for drivers who go off the racing surface to utilize the runoff space that most turns have, rather than to try to pull their car back onto the track. Just look at the right side of the exit of NJMP Lightning's Turn 1 and you'll see silent testimony about all the drivers who didn't utilize the runoff area. Please file this tidbit into your knowledge banks.

Last month I discussed my own demon: the anxiety of being fully on the gas pedal as the turn approaches, so I coast for a moment or two before applying the brakes. I have to say that I did make some progress, but not enough. I seem to need a moment of coasting into the turns in spite of my efforts to defeat this habit. I'll continue to work on it and keep you posted on my progress.

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





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PORSCHE CLUB OF AMERICA

Rally for Fun

RICH MOOERS - RALLY CHAIR



Rally for Fun

I hope that everyone had a wonderful time at the Charity Rally to the Concours held at Pindar Vineyard. The results of the teams that participated by answering the questions about things on the route show that many teams are learning how to choose the correct answers. Bravo!! The goal is to have everyone do

well. The only way to do better is to keep trying. That is how I learned, it took many rallies and some study.

On Sunday, July 20th, the annual Vintage Rally will return to the North Fork at Osprey's Dominion Vineyard. The format of the rally will be the same as the Charity Rally— a scenic drive with questions about things you may or may not see as you follow the route.

The rally will finish at the Osprey's Dominion Vineyard in Peconic. When you arrive, the fun will continue. Bring a picnic lunch and join your fellow rally mates at this beautiful vineyard in our private reserved area. As we enjoy our picnic, tasting the bottle of wine (included with your entry), or enjoying the tasting room, you can enter your car in the impromptu car display we will hold positioning the cars along the rows of grape vines.

Another choice is to simply take a tour with us to the vineyard. In this pleasant drive (using the route instructions), you will enjoy the summer scenery of the North Fork of Long Island. The route instructions have been designed to be easy to follow. You are encouraged to use GPS maps to aid you in your drive. You don't have to consider answering the questions. You may skip the competition and join us at the vineyard for the picnic and car display.

Yours in the sport.



Clockwise from top; the Pindar Rally and Concours starts at Exit 58 of the LIE. Cars queue up for the rally. Pindar Vineyard allows Metro to park on the grass, right. The Vintage Rally to Osprey's Dominion is a top attraction for Metro, above.





Malcolm Pray Achievement Center Metro NY PCA - Westchester Concours & Lunch

June 8th 2025

11-11:30 AM staging (12:00 Lunch)

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Cost: \$35

For more information: 516-297-5356



<https://clubregistration.net/events/signUp.cfm/event/15967>



Nearly 300 people attended the opening of Porsche of White Plains in early May.

Membership Update

KASPER LUDWIG-LARSEN - MEMBERSHIP CHAIR



Membership changes this month through May, 2025.

New Members	38
Transfers	7
Expired	53
Test Drive	
Participants	42
PCA Juniors	93

Metro NY Region Membership

Active Members	2,528
Affiliate Members	1,077
TOTAL Members	3,605

To Renew your Membership:

Visit the National PCA website at pca.org. Log in to your account, check your membership renewal date in the upper right corner of the home page just to the right of your name. If your membership is within 2 months of expiring or has expired already, please click the **MEMBERSHIP** tab, click the **RENEW** tab, fill out all the necessary information, **RENEW** my membership highlighted in yellow.

Change of Address?

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

Metro welcomes OUR new members to the club!

Here are some photos of our new members this month (below and on the opposite page). We welcome you!

Samantha Tasso, 2020 Macan

Ryan Jagai, 2021 911 Turbo S

Richard Jiranek, 2007 911 Carrera S

Gregory Lee, 2021 718 Spyder



Download your digital PCA card. See page 56 for details!

Save the date!

Wooden Boat Museum, Sayville - June 22nd

Trek #2 - July 13th

Vintage Rally to Osprey's Dominion - July 20th

Welcome New Members



Samantha Tasso, 2020 Macan



Ryan Jagai, 2021 911 Turbo S



Richard Jiranek, 2007 911 Carrera S



Gregory Lee, 2021 718 Spyder

METRO NY REGION PCA • PORSCHE POST JUNE 2025

Welcome New Members

KASPER LUDWIG-LARSEN - MEMBERSHIP CHAIR

NEW MEMBERS April 15th - May 15th 2025

Ray Smith
Lloyd Harbor
2003 911 Carrera

Richard Petriccione
Scarsdale
2002 911 Carrera 4

Robert Ferrara
Cold Spring Harbor
2006 911 Carrera S

Rodrigo Torres
Bayside
2011 Boxster

Joseph Damico
Bethpage
2014 Boxster S

Joseph Silva
Scarsdale
2018 911 Carrera GTS

Manuel Sliva
Baldwin
2000 911 Carrera

Anyone Mancusi
Brooklyn
2015 Cayman

Anthony Affronti
Oceanside
2015 911 GT3

Keith Ryan
Howard Beach
2014 911 Turbo S

Marc Schwartz
Syosset
1998 Boxster

Joseph Passarella
Howard Beach
2009 911 Carrera

Andrew Bray
Pleasantville
2016 911 Targa 4S

Bryan Chou
Brooklyn
2023 911 Carrera S

Veronique Peres
Point Lookout
2016 911 Taga 4S

Angelo Chen
Flushing
2007 911 Turbo

Robert Ortiz
Scarsdale
2022 911 Carrera S

Bruno Boucquillon
Mamaroneck
2020 911 Carrera 4S

Chandra Sara Golan
Hewlett
2023 Macan

Thomas Brown
Selden
1982 911 SC

Steve Buckley
Floral Park
2004 911 Carrera

John Trani
Brooklyn
2008 911 Turbo

Samantha Tasso
Lindenhurst
2020 Macan

Ben Glaze
Brooklyn
2020 Taycan 4S

Ryan Jagai
Massapequa
2021 911 Turbo S

Joseph Zaratan
Oceanside
1998 911 Carrera

Matthew Hoffman
New Rochelle
1999 911 Carrera

Gregory Lee
Thornwood
2021 718 Spyder

Mark Droumbakis
Staten Island
2011 Panamera 4

Laurent Gaisne
Rye
2000 911 Carrera

Yeriel Familia
Yonkers
2020 911 Carrera S

Michael Steinert
Farmingdale
2023 Macan

Marina Urena
Queens Village
1997 Boxster

Howayne Delisser
Laurelton
1999 911 Carrera

West and North Region Updates

DUANE WILSON - WEST REGION DIRECTOR



Hello, New York Metro members. Metro NYC is busy with event planning following the June 1st event at the Tudor Boutique in the Meatpacking District of the West Village. and our Inwood cars and coffee in early May (photo right).

Photos from the popular West Village get-together on West 13th (the Meat Packing District) are

available on Instagram. Look for email blasts for upcoming events.

Questions: Email me at: metronypcawestregiondirector@gmail.com and follow

me (@PorscheStimmung) and the club Metronypca.org on Instagram for events.



MIKE MAZZILLI - NORTH REGION DIRECTOR



I write this column in between the rain drops as it seems April showers passed the baton to May!

We are coming off an amazing showing at "One Drivers Club" in Bedford with about 60 Porsche enthusiasts which took place on April 27th. I would, based upon this turnout, like to try another event before summer's end at this incredible place. Our upcoming Westchester

schedule includes a Porsche and Pancakes breakfast at the Mount Kisco Diner on June 7th. We had a large turnout last year at this location and we hope to see a good crowd again this year.

We have scheduled a "detailing./PPF demo" on June 14th at Chris Breezy's Customs on the Post Road in Mamaroneck. Chris is an amazing detailer and will address the many ways to care for and protect our OCD tendencies to keep our machines sparkling like new. Last time, Chris gave a very clear and detailed presentation which was well-received.

Weather permitting, we are intending to try outdoor dining on June 19th at the Imperial Yacht Club again in New Rochelle. It is a beautiful setting on the marina with a view of the boats and water. Then on July 17th, we are looking to go up to Northern Westchester to Blazers in North Salem.

As always, the Clubregistration website will dictate dates and cost to attend these events.



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Driver's Education

BRANDON TASSO - DE CHAIR



The Addictive Joy of HPDE: Why You Should Get on Track Yesterday By someone who's totally not addicted... okay, maybe a little.

There's a moment—right after turn-in, mid-corner, tires singing, throttle feathered—where the world goes silent. Everything else falls away. That looming work deadline? Gone. That group text arguing about

next week? Erased from memory. In that moment, it's just you, your car, and the track.

Welcome to the glorious rabbit hole that is HPDE, or High-Performance Driver Education. If you've ever stared wistfully at twisty roads or fantasized about being the next Lewis Hamilton during your morning commute, HPDE is your ticket to real speed, real learning, and real adrenaline... all without the real danger (or legal repercussions) of spirited backroad "testing."

What Is HPDE, Anyway?

At its core, HPDE is a non-competitive track driving event where drivers of all skill levels can safely explore the limits of their cars—and themselves—under the guidance of experienced instructors. You don't need to be a racecar driver. You don't need a racecar. Heck, you don't even need to know how to heel-toe shift (yet). All you need is a properly maintained car and a willingness to learn. It's like driver's ed... but instead of a sweaty instructor yelling at you in a beige Camry, you're on a race track with a coach helping you master apexes and brake zones. Sound fun yet? It is. It really, really is.

Your Car, Reimagined

You may think you know your car. But the moment you take it on track, your relationship changes. That corner you used to take at 30 mph on the way to Starbucks was child's play. On track, you discover how your tires communicate with the pavement, how your brakes feel at 10/10ths, and just how precise your steering can be. Even a bone-stock Civic or Miata becomes a scalpel in the right hands. (And let's not get started on Caymans or M3s—they come alive like caffeinated cats.)

Every HPDE session is a conversation between you and your machine. One lap, you overbrake. The next, you nail it. Then you're early on the throttle and get a little wiggle. You adjust. You improve. It's a beautiful dance of physics and focus—and the car is your partner.

The People: Track Rats and Instant Friends

Think you'll be surrounded by ultra-competitive, Type-A lunatics with \$200k builds and carbon fiber everything? Nah. HPDE paddocks are filled with friendly, curious, slightly obsessive people who just want to talk about tire temps, brake pads, and how to shave tenths off Turn 7. Whether you're driving a Corolla or a GT4, everyone's welcome. You'll find instructors who remember their first track day like it was yesterday and are more than happy to help you learn. You'll find track-day veterans offering you tools, suspension setup tips, and a cold drink—all in the same sentence. It's a family. A fast, loud, tire-smelling family.

Learning Never Ends

HPDE isn't a one-and-done experience. It's a journey. You start in the beginner group, with an instructor riding shotgun, guiding you through lines, braking points, and proper etiquette. Before long, you're soloing, moving up to intermediate, then advanced—each level unlocking a new depth of car control and speed.

The joy isn't just in going fast—it's in mastering something. You'll start to feel the track, anticipate its rhythm, and eventually, you're linking corners like a symphony. It's both humbling and empowering. Every mistake is a lesson. Every clean lap is a victory. And when you finally nail that one corner that's been taunting you all weekend, you'll be smiling for days!



(Continued on page 31)

(DE, continued from page 30)

Safety First, Fun Always

One of the best things about HPDE is all about safe speed. Run groups are based on skill, passing is only in designated zones with point-bys, and instructors (especially in the early stages) help keep everything cool, calm, and controlled. Unlike racing, there's no checkered flag to chase. No trophies, no podiums. Winning DE is taking you and your car home in one piece.

Warning: It's Addictive

A word of caution: HPDE tends to rearrange priorities. Suddenly, you're skipping brunch to buy tires. You're casually browsing oil coolers while watching Netflix. Your calendar mysteriously fills with track dates, and your group chat now includes people with names like "TrackMatt"

and "BrakePadBobby." But with all that comes growth, excitement, confidence, and a level of driving skill you never imagined. HPDE doesn't just make you faster on track—it makes you better everywhere. Your reactions sharpen. Your awareness improves. Your respect for the physics of driving goes through the roof.

And let's be honest: It's just pure, unfiltered joy. So, if you've been flirting with the idea of getting on track, stop flirting and take the plunge. Your car is ready. The track is calling. And once you get that first taste of a perfect corner exit, you'll wonder why you waited so long. Hope to see you soon.



The older cars at the Metro BBQ at the Royalton reflected a fine group of air-cooled examples.

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MARCH 23 SUNDAY

(APRIL DATES CANCELLED)

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MAY 18 SUNDAY

JUNE 8 SUNDAY

JULY 13 SUNDAY

AUGUST 3 SUNDAY

SEPT 7 SUNDAY

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AYER, MASSACHUSETTS

ZONE 1AX - AUGUST 23-24

TOBAY BEACH

OCTOBER 19 SUNDAY

NOVEMBER 2 SUNDAY

NOVEMBER 9 SUNDAY

TENTATIVE

Photos from the Metro BBQ

Royalton Mansion, Roslyn NY - May 18th

Photos by Bob DeMotta



Metro's BBQ at the Royalton Mansion in Roslyn was well attended. The Mansion was a great setting for a concours and BBQ.



Joe Bognanno wins his category for his 1969 911 T, left. The parking lot was a terrific cross section of water-cooled cars with a wide color palette,



The BBQ was a great follow-up to the concours. The attendees were well-fed while the concours awards were being handed out. Ted Kramer wins in his category for his Spyder, receiving the award from Paul Celentano, above right.

Social Events

LEE WALTON - SOCIAL CHAIR



The Metro NY PCA's Sunday, May 18th, Barbecue and Dust-Off Concours at the Royalton Mansion in Roslyn, NY was nothing short of spectacular. We were treated to perfect weather, a gorgeous venue, and an enthusiastic crowd of Porsche lovers. The Royalton's stunning grounds provided a beautiful backdrop for the event, and the turnout

exceeded expectations with a vibrant mix of longtime members, new faces, and even a few local spectators who were drawn in by the dazzling display of cars and camaraderie. The Dust-Off Concours featured an impressive range of vehicles, from meticulously restored vintage models to gleaming modern machines, all proudly representing the Porsche legacy. Thanks to the dedicated efforts of our volunteers, everything ran smoothly from start to finish.

What truly stood out was the joyful energy shared by everyone present. Whether it was conversations under the umbrellas on the sunlit patio, laughter over lunch, or enthusiastic discussions around the cars, the sense of connection and community was palpable. Two new members even joined the club on the spot after witnessing the lively atmosphere and sense of belonging. A very special thank you goes out to our incredible volunteers who kept everything on track behind the scenes, and to the Royalton Mansion's staff and management, who went above and beyond providing a fantastic culinary spread and warm hospitality. These moments of friendship, sunshine, and shared passion remind us why we're proud to be a part of this club.

Another point of pride is our club's ongoing support for General Needs, a charity that provides essential items and dignity to homeless veterans. I'm incredibly proud to be part of an organization that gives back in such a meaningful way. Thanks to the generosity of our members, we raised over \$700 at the event. The next opportunity to contribute to this important cause will be at the Pindar Rally on May 31st, so if you haven't registered yet, please consider doing so—it's a fun day for a worthy purpose.

Speaking of registration, many members still ask how to sign up for events. It's done through ClubRegistration.net, which is not affiliated with PCA Metro or PCA National but is the platform we use to manage our event logistics. To get started, go to www.clubregistration.net. If you're new to the site, be sure to click "Create Account" rather than "Log In." You'll be prompted to set up login credentials, including your PCA membership number. Once your profile is complete, you'll be able to view and register for all of our upcoming events—from Drivers Education and Autocross to Socials, Concours, and Rallies. It's your gateway to getting the most out of your membership, so don't miss out!

And one last important reminder—mark your calendars! Our New Members Meeting will be held on Saturday, September 7th, at the American Airpower Museum in Farmingdale, NY. It's always a standout event, filled with great cars, great people, and an inspiring venue. Whether you're a brand-new member or a seasoned one, it's a fantastic opportunity to connect, learn more about what the club has to offer, and get involved. Don't miss it! See you on the roads...



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2025 METRO NEW YORK PCA HPDE SCHEDULE (TRACK!)

ALL REGISTRATION OPENS JANUARY 1ST 2025

March 29-30 (Sat/Sun)

NJMP Thunderbolt

April 18 (Fri)

Lime Rock Park (**Track and Skid Pad**)

May 9-11 (Fri/Sat/Sun)

Mid-Ohio (**with NNJR**)

May 28-29 (Wed/Thur)

Watkins Glen (**Niagara PCA Co-host**)

June 4-5 (Wed/Thur)

Watkins Glen (**Twilight SOLO**)

June 23 (Mon)

NJMP Thunderbolt

July 18-20 (Fri/Sat/Sun)

Watkins Glen

August 9-10 (Sat/Sun)

Palmer (Whiskey Hill)

August 23 (Sat)

Lime Rock Park (**All day unshared**)

September 8-9 (Mon/Tue)

Watkins Glen

September 26-27 (Fri/Sat)

NJMP Lightning

October 7 (Tue)

Lime Rock Park (**Unmuffled SOLO**)

October 24-26 (Fri/Sat/Sun)

VIR (**with NNJR**)



Register at www.ClubRegistration.net

Contact - Adam Fox: MetroNYPCADE@gmail.com

Tech Review and Update

CHRIS MANFREDI - TECH CHAIR



Dissimilar Materials

I want to share a few thoughts on dissimilar materials and explore some of the techniques I've used to meet some of the challenges posed by their use in an automotive setting.

The use of dissimilar metals can pose several problems for car owners and people who service them. When dissimilar

metals are attached, it creates an environment in which galvanic corrosion can occur. This electrochemical process often weakens the materials and makes their removal difficult. Corrosion between alloy wheels found on your Porsche and the steel hubs to which they mount often causes problems in their removal. When this happens, I will loosely install a wheel fastener or two and tap the wheel from the inside with a plastic dead-blow hammer. This is usually enough to free the wheel. If this doesn't work, soaking with a penetrant, applying heat, or the use of a puller could be employed. I recommend that these latter options be entrusted to a professional to minimize damage. After the wheel is successfully removed, thoroughly clean the mating surfaces between the wheel and the hub with a wire brush or a Scotch-brite pad, lube with your favorite penetrating oil, and lightly coat with an anti-seize lubricant. This should make future removal easier.

Broken studs and bolts are often cause for concern, but employing a few techniques can make their removal easier. As always, apply a penetrating oil and heat as appropriate. It's important to heat the surrounding material and not the fastener itself. Care must be used when dealing with soft alloys, especially magnesium, as it can ignite.

Before breaking a seized metal fastener, consider cutting its head off. This will often give you more material to work with. I've collected several specialized stud removal tools over the years, but I rarely use them. Recently, I experienced the 'Perfect Storm' of dissimilar metals wherein cast aluminum was bolted to cast iron with a steel bolt and left to corrode since 1972. All the bolts snapped at the slightest application of a wrench. Thankfully, just

heads snapped off, leaving me more material to work with. In this instance, I successfully welded a new nut to the remaining shank of the bolt, soaked it in penetrating oil, and heated the surrounding casting with a torch. They were easily removed with no damage to the treads.

If a fastener breaks at or below the surface, other techniques may be employed. First, you need to drill a hole in the center of the broken fastener. It's important to position the hole in the center. There are tools available to help you accomplish this. You can try one of the several extractor tools available to try to grab the broken fastener. The most common ones are tapered. I don't recommend these. I've found that as they wedge themselves into the hole, they tend to expand the broken fastener, making it even more stubborn. I prefer the two-piece design — they are straight, not tapered, and are less likely to expand the fastener. I sourced a kit that includes the drills and the pilot tool. My preferred method is to drill the hole dead-center and progressively enlarge the hole one drill size until all that remains is the sliver of threads that are easily removed with no damage. You can also use left-hand drill bits. These tend to remove the fastener when they catch. Dissimilar materials present other problems, and it's helpful to understand why. Different materials expand and contract at different rates. This is often the reason why radiators and gaskets fail. Modern radiators are typically constructed with plastic tanks and an alloy core. When heated, these two materials expand and contract at different rates. There is a seal between the core and the tanks that will eventually fail, in part, due to the movement between the dissimilar materials. Similarly, when a gasket is positioned between two dissimilar materials, the gasket often fails after countless heat cycles.

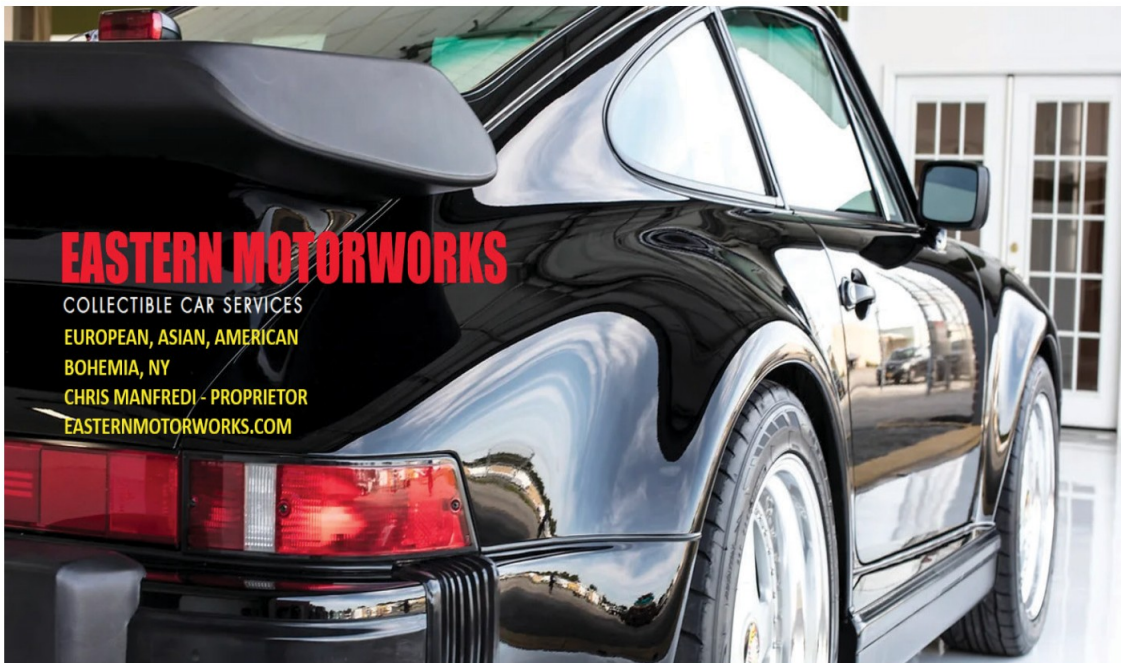
On our older 911s, head studs were a common failure; they either broke or pulled out of the case. This is due, in part, to different expansion rates between the engine alloys and the steel studs. Dilavar studs were later employed. They are both stronger than the originals and more closely match the expansion rates of the surrounding alloys. When it comes to cleaning corroded parts, I highly recommend a product called 'Evapo-Rust'. If you haven't already, try it.

If you have any questions or comments, or if you have suggestions for future topics or events, reach **me at chris@easternmotorworks.com**. Until then, keep it shiny side up! (Photos on page 42)

Continued from page 41



Notice the result of using dissimilar materials.



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Joe Bognanno's 1969 911T at the Metro BBQ at the Royalton Mansion.



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Porsche Market Update

DAVID K. WHITLOCK - GUEST CONTRIBUTOR



April 2025 marked a high point in the modern Porsche auction market, driven in large part by Broad Arrow's Air|Water sale in Costa Mesa. With 664 Porsches sold across all major platforms, the month delivered \$56,730,704 in total sales—a slight dip from March's figure, but still the third highest dollar volume in the past

three years. The 76% sell-through rate was the strongest since March 2023, signaling renewed momentum as we move deeper into the spring selling season.

In its second year, Air|Water posted a solid showing. Of the 55 cars on offer, 58% hammered sold for a total of \$14,288,900. While the conversion rate dipped slightly versus 2024, total sales volume increased, suggesting a consistent base of engaged buyers. As of this writing, several post-auction deals have already closed—including the Carrera GT and a yellow 356C Coupe—though for consistency, those results aren't included in sell-through rate or dollar volume.

Among the standout results was the Zagato-bodied 356B 'Sanction Lost,' one of the most visually striking cars of the weekend. It exceeded its \$375,000 high estimate to sell for \$445,000 all-in, and was as captivating in person as any 356 I've seen at auction.

On the high end, the RUF CTR 'Yellowbird' drew plenty of attention and ultimately sold toward the lower end of its range at \$4,680,000. With 23,000 miles on the clock, that result was in line with expectations—especially in the wake of last month's \$6M sale of a sub-1,000-mile example.

There were still deals to be had. A 2002 Boxster S 6-speed brought just \$9,520 all-in—\$5,000 below its low estimate, and an absolute steal for a clean, affordable driver. Meanwhile, a 1977 911S Coupe in Paint-to-Sample Metallic Black with tasteful upgrades sold for \$47,600, easily \$10k under comparable examples.

The transaxle segment got a boost from a strong result on a 1981 928 5-speed. Finished in Grand Prix White over Black, with a documented ownership history and a rebuilt engine, it sold for \$63,840—well above the model's \$25,000 twelve-month average. A prime example of spec, service, and presentation coming together.

Finally, it was encouraging to see another vintage race car find a new home. A largely unrestored 1966 906, complete with its original gearbox and Type 910 flat-six, sold for \$1,528,500. That result fell just short of estimate, but made it two consecutive months with major race car sales—a promising sign for the long-stagnant motorsport segment.

While Air|Water headlined the month's live auctions, it was the online platforms that quietly delivered the stronger overall performance. Higher sell-through rates and a steady stream of mid-market successes gave digital venues the edge—but not every segment shared in that momentum. The 356 market, in particular, lagged behind. April's online 356 sell-through rate came in at 65%, a noticeable drop from March's 71%, and several high-profile listings failed to meet reserve. Chief among them was a 1965 356 Emory Special Cabriolet that had previously sold for \$755,000—the second-highest result ever for an Emory build. This time around, it stalled at a high bid of \$651,000. Finished in Tropical Green Metallic over Vine Green leather and powered by a 2.6-liter Emory-Rothsport flat-four, it featured the hallmarks of Rod Emory's signature craftsmanship—but even that wasn't enough to close the deal, suggesting some fatigue at the upper end of the segment.

All told, April delivered a strong showing across the Porsche auction landscape, with the highest sell-through rate in over a year and sustained momentum in both live and online channels. While Broad Arrow's Air|Water sale brought energy and headline results, much of the month's consistency came from online platforms steadily moving well-presented, mid-market cars. Segments like transaxles continued their quiet climb, while a few outliers—particularly among 356s—faced more scrutiny. Still, the overall tone remains positive: buyers are active, selective, and willing to pay for the right car at the right price. If April is any indication, 2025's spring season is just hitting its stride.



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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.

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911 Hood from a 1989 911. Fits '74-89 I believe. Has 3 dimples in it. Black no bondo. Worth \$500. Reasonable offer considered. Photos available. Call/text or email Pete (31-Yr member) 203-803-5782 vogric@optonline.net (05-25)



Metro president Paul Celentano, left, and Rally Master (and judge) Rich Mooers, right, thank the attendees at the club BBQ held at the Royalton Mansion for their participation.

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