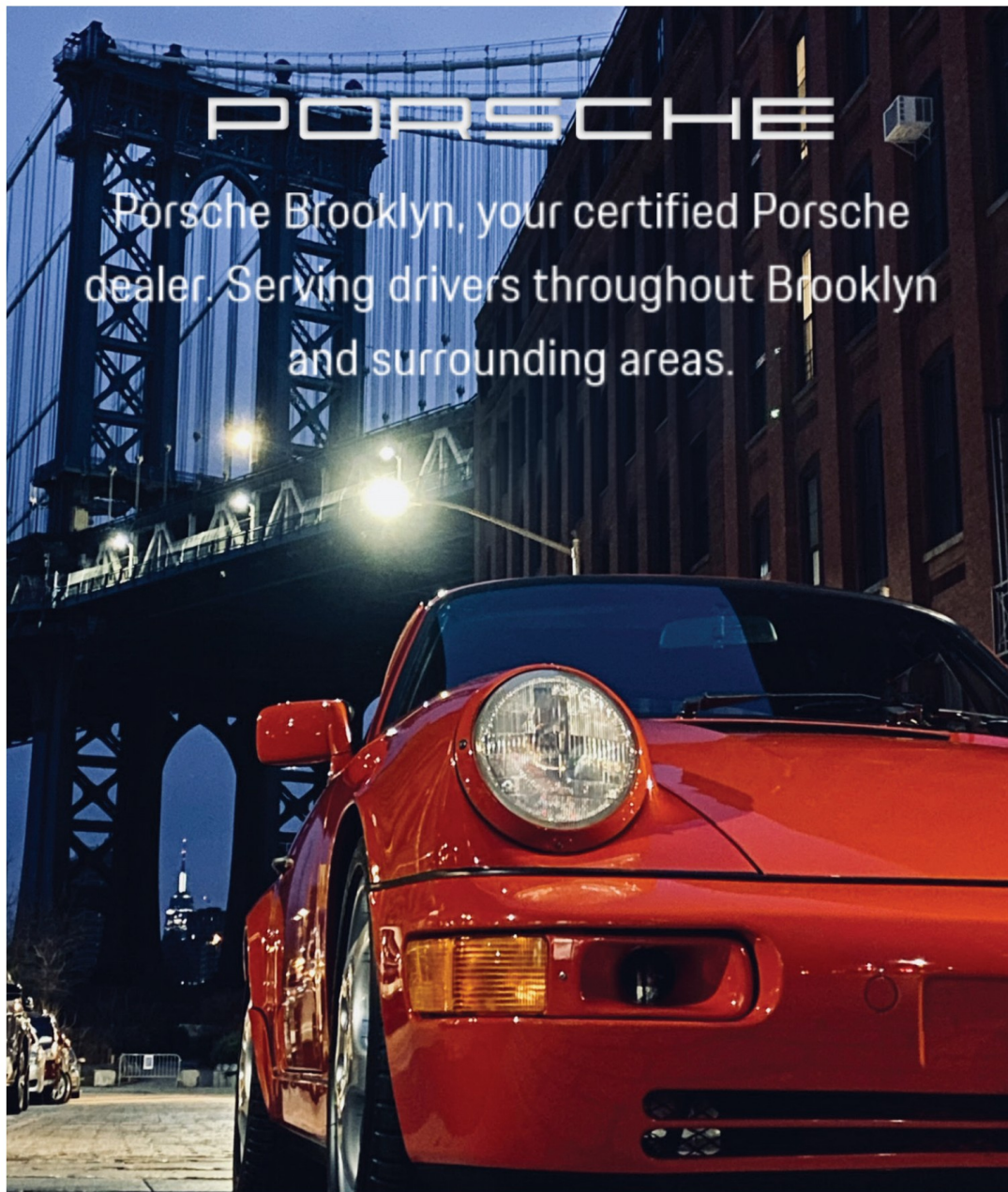


METROPOLITAN
NEW YORK REGION
PORSCHE CLUB
OF AMERICA

PORSCHE POST

VOL. 75, ISSUE 11/12
NOVEMBER/DECEMBER 2025
MEMBERS
NEWS & EDITORIAL





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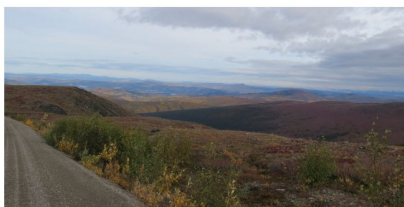


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WANT TO CONTRIBUTE AN
ARTICLE TO THE POST OR SEND
A NOTE TO THE EDITOR:

LANNICELLI993@GMAIL.COM

Part 2: Rally for Fun, Glaciers, Gravel, and Glory.



A Perfect Week of High-Performance Driving.

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Linda Annicelli-Rudtner

CREATIVE DIRECTOR
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**ADVERTISING
RELATIONSHIP MANAGER**
Bill Merz

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Porsche Post (USPS #008-196) is published monthly by the Metropolitan New York Region of the Porsche Club of America, at 1149 Douglas Place, Seaford, NY 11783. Periodicals postage paid at Farmingdale, NY and additional mailing offices. PCA membership dues are \$56 annually; \$12 of this amount is used for subscription to Porsche Post for one year for Metro PCA members. Non-member subscriptions are \$25 per year. Postmaster: Send address change to metropcanymembers@gmail.com. The articles are the opinions of the authors and not necessarily of the club. Permission to reprint any material published herein is granted, provided full credit is given Porsche Post and the author. Porsche®, the Porsche Crest®, CARRERA®, and TARGA®, are trademarks of Porsche AG. The display of advertising does not constitute an endorsement. All articles, photos and listings for sale items and want ads must be received by the editor no later than the 4th of the preceding month. The editor reserves the right to edit all material submitted for publication. Contributions and photos will be published on a space-available basis and at the editor's discretion.

Metro NY Region Calendar of Events

2025

November

02

Autocross
Tobay Beach

03

Election Night

09

Cars & Coffee with Francesco
SoHo Bakery
60 Prince Street NYC
9-11am

13

Wing Night
The Green Turtle
East Meadow

22

Movie Night
James Dean Biopic
Malcolm Pray
Achievement Center
Bedford NY

December

07

Holiday Cocktail Party
Roylton Mansion
Roslyn Heights 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**



2026

February

01

Snowflake Rally 70
Hauppauge Palace Diner
Hauppauge, NY

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 8.

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

President's Page

"I love it when a plan comes together!" was the signature tag line of Colonel "Hannibal" Smith, played by George Peppard, in the 1980s action/drama (comedy?) series the A-Team. He would say this as he lit a cigar after the team had successfully completed a mission using one of his elaborate schemes. An episode wouldn't be complete without gunfire, explosions, and multiple cars flipping while everyone walked away unscathed...including the "bad guys" who would ultimately be apprehended. In the end, it was all good fun. Just goofy 1980s, predictable ending TV. As ridiculous as that show was, I never forgot that signature tag line, and as I look back at what is now a year since I assumed the role of Metro's President (and type this without a lit cigar), I can truly echo the Colonel's tag line...Yes, "I love it when a plan comes together." You see, like the show, but without all the misfits (ok, maybe we have a few), we had a plan to put together Metro's own version of the A-Team, where each had their specialty...Hannibal the strategist, Face the salesman, "B.A." Baracus the muscle, and Murdoch the crazy pilot. Our A-Team is fortunate to have volunteers who are experts in their respective fields —folks with decades of experience in business, design, publishing, advertising, sales, technology, and, of course, automotive, just to name a few. The most important thing to remember, though, is that they are all volunteers. No one gets paid, and each and every one now on the team is dedicated to building and improving your club so we can run it like a well-oiled machine and provide all our members with an amazing experience.

I was told early on by someone that I was trying to change too many things at one time. The fact of the matter was, though, that there was no way we could continue to do things the way we were doing them "just because" that's the way we had been doing them for the past 20 years or because we didn't want to disturb the apple cart. Things needed to be changed and that's why we tackled and completely revamped the Post you are reading here today, shuffled around board positions, created and will continue to develop committees to support the chair positions and have worked on reinventing the Trek/Tour Program, one, to make things work more efficiently and two, to try and make Metro New York the best, most active region in all of PCA.

I look forward to the new year and welcome your thoughts, suggestions, and recommendations —don't hesitate to reach out. I hope you have a wonderful holiday season filled with family, friends, and celebration. Cheers to the road ahead in 2026!



PAUL CELENTANO

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

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From the Editor

EVERY ENDING
CARRIES THE PROMISE
OF A NEW BEGINNING.

As the year comes to a close, I would like to extend my deepest gratitude to everyone who makes this magazine possible by bringing their talent and energy to every page—our contributors, photographers, advertisers, and volunteers. Every issue is a collaboration, and it's your passion, creativity, and support that bring our pages to life. We couldn't do it without you! Most importantly, we thank you, our Metro community, for your enthusiasm and loyalty. Your feedback and encouragement inspire us to keep raising the bar.

This year brought memorable stories, new ideas, and a spirit of community that continues to inspire us. As we turn the page into a new year, we look forward to sharing even more content that connects, entertains, and celebrates what we love most.

On a personal note, I would like to express my gratitude to Paul Celentano, our club President, for entrusting me with the opportunity to serve as Editor of the Post; to my husband Bill for his constant encouragement and belief in me; and to Stephen Bashore, our Creative Director, whose creativity, dedication, and tireless work behind the scenes elevate every page we produce.

Looking ahead, we're eager to carry this momentum into the new year—continuing to share engaging stories, fresh perspectives, and new ways to connect. Thank you for your continued support and encouragement—it fuels everything we do.

On behalf of our entire team, thank you for sharing this journey with us. May your holiday season be filled with joy and the new year full of inspiration and new adventures.

We'd love to invite you to contribute an article to our club magazine. Each issue is built on the stories, experiences, and passion of our members—and your perspective would make a wonderful addition.

If you'd like to take part, here's what we'll need:

Topic or idea: anything that captures your enthusiasm for the club, your car, an event experience, or a memorable drive

Length: about 500–1,000 words

Photos: optional, but it helps make your story special

Deadline: 15th of the month

Whether it's your first article or your tenth, we'll be happy to help with editing and layout. It's a great way to share your story and inspire other members. We look forward to hearing from you.

LINDA ANNICELLI-RUDTNER

Editor Chair

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Membership Update

Metro NY Region Membership

Active Members **2,615** Affiliate Members **1,080**

TOTAL Members
3,695

Download your digital PCA card
pcadigitalcard.org

I am available for any questions you might have regarding your membership and events, I can also direct you to the right person in the club for any special interests you might have, such as track, social events, cars & coffee, drives etc. Please feel free to reach out, I would love to hear from you.



**KASPER
LUDWIG-LARSEN**
Membership Chair

MEMBERSHIP QUESTIONS

Email or call:
metropcanymembers@gmail.com
646.263.8891

MEMBERSHIP ANNIVERSARIES NOVEMBER 2025

CONGRATULATIONS TO OUR
LONG TERM MEMBERS

30 Years

FEDERICO BURGOS
THOMAS MULLIN

20 Years

MATTHEW JAWOROWSKI
MATTHEW WILSON

15 Years

MICHAEL MATUS
VERONICA EATON VARON
ALESSANDRO VERDICCHIO
PASQUALE DEBENEDICTIS
MARK RENTON

10 Years

STEVE BENKERT
CHESTER KUTSCHER
DERRICK ACKER
HARVEY GESSO
ANTHON FUISZ
JOHN KILGEN
ALEX BARRETT

5 Years

LAUREL TOBY
BRIAN BYRNE
RUSS METTLE
BENJAMIN TAN
MICHAEL CAIMANO
ERIC MILLER
HECTOR ORTIZ
CHRISTOPHER JOHNSON
DANIEL DIEZ
FAISAL MUSHTAQ
JASON MCMANUS
JORGE SCHNEIDER

MEMBERSHIP ANNIVERSARIES DECEMBER 2025

CONGRATULATIONS TO OUR
LONG TERM MEMBERS

45 Years

MICHAEL TASHJIAN

35 Years

ARTHUR COHEN

25 Years

MICHAEL ALLAN
HENRY ANDRE
HENRY KORN

20 Years

JOHN ROMANO

15 Years

GEOFFREY CHANG
JOHN MONTELEONE
SAL SALZMAN
HARLEY FASTMAN
ROBERT WEINTRAUB
ALAN COUSINS

10 Years

DEMETRIOS KALESIORIS
ADAM FOX

5 Years

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

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

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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.

STEPHEN BARNAS
Sea Cliff
1975 911S

JAMES MIGNONE
Staten Island
2006 Boxster



MICHAEL LEE
Manhasset
2017 Panamera Turbo

GREGORY ANTOINE
Astoria
2017 911 Carrera 4S

XINYUAN WU
New York
2024 718 Cayman GT4 RS

HYUNG OH
Huntington
2016 Macan S

DANNY VITHANAGE
Wantagh
2023 911 GT3

HERBERT JULICH
East Northport
2025 911 Carrera T

WILLIE SESSION
Long Beach
2018 Panamera 4 E-Hybrid

MATTHEW WHELAN
Lloyd Harbor
2019 911 Speedster

MICHAEL MARTIN
New York
2017 911 Carrera 4S



KARIEM ADAB
Mamaroneck
2022 Taycan 4S

COLIN WALMSLEY
Pelham
2002 911 Carrera

NIELS DE HAAN
Oceanside
2004 911 Carrera 4S

RADU DUMITRESCU
Cortlandt Manor
2019 911 Carrera 4S



MICHAEL HERZ
New York
2008 Boxster RS 60 Spyder

TONY LIU
New York
2019 911 GT3 RS

FRITZ AUGUSTIN
Hempstead
2014 911 Carrera



JON CHENG
Forest Hills
2021 Cayenne E-Hybrid

DANIEL VIOLANTE
Brooklyn
2022 911 GT3

LEONARD DI RE
Eastchester
2026 911 Carrera S

JONATHAN CHENG
Forest Hills
2021 Cayenne E-Hybrid

LLOYD ROSENMAN
Roslyn
2009 911 Turbo



JERRY HOFFMAN
Bay Shore
2025 911 Carrera T

ALEX LORENCE
Bethpage
2006 Race Car

MARK VERSACE
Oceanside
1984 911 Turbo

GEORGE PFLUGER
Northport Village



JASON LEE
Manhasset
997

GARY CASTLE
Westhampton
2025 Macan 4S

VINCENT SCALA
West Babylon
2002 Boxster

FABIO DEOLIVEIRA
Carle Place
2001 911 Turbo

MARK GRAY
New York
2025 718 Cayman GT4 RS

MICHAEL RAIT
Armonk
2001 911 Carrera 4

MATTHEW WARSHAW
Fresh Meadows
2013 Boxster

YUCHENG CHEN
Brooklyn
1988 944

JUNIOR MAHABIR
Hauppauge
2015 911 GT3

MARC VOSES
Great Neck
2003 911 Carrera

SAM CHEN
Whitestone
2015 Cayman GTS

THOMAS JOY
Bellmore
2017 911 Carrera 4S

TRACEY GRAY
Brooklyn
2025 911 Carrera 4 GTS



MARCO DUENAS
New York
2025 718 Cayman GTS 4.0

AUTOCROSS

2026 Metro NY PCA Season



Autocross Seminar & Mini School

BETHPAGE COMMUNITY PARK
ICE RINK/TOBAY BEACH

March 7

Autocross at Tobay Beach

March 8 Sunday

March 22 Sunday

April 12 Sunday

April 26 Sunday

DATES ARE TENTATIVE

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

COST

Members: \$55
Non-Members: \$65

EVENTS WILL BE
PRE-REGISTRATION ONLY
SIGN UP AT
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For additional information please check
the autocross section of the website:
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Email Dan Fishkind:
autocrosschair@gmail.com

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Driver's Education (DE)

We miss you...
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As our largest HPDE season to date draws to a close, I would like to take a moment to reflect. 2025 was my first full season as Track Chair... technically, I started in 2024, but I was still learning the ropes, with my fantastic DE Team providing valuable assistance along the way. This year, I took the reins and aimed to make a positive difference in our program.

Many may not realize that renting tracks and hosting DE events is incredibly costly, and honestly, it's frightening. If turnout isn't strong, it could jeopardize the future of our DE program and have serious financial impacts on the club. As track chair, it's my responsibility to craft the schedule, and I take that role very seriously.

During the "off season," I work hard to secure appealing dates by negotiating with tracks to get us the best possible slots. It's been more challenging than I expected, juggling requests for weekend versus weekday events, all while dealing with the hefty costs involved. Tracks typically charge almost twice as much on weekends, so we must decide how

to price events without knowing exactly how many attendees we will have. We rely on previous data for guidance, but every year brings different results.

This season, we introduced some exciting new offerings:

- 1.** A car control clinic at Lime Rock, helping drivers sharpen skills on the skid pad and autocross track
- 2.** Joint events with other PCA regions for more variety
- 3.** A "Twilight" evening event at Watkins Glen
- 4.** New tracks added to our lineup, like Palmer and VIR

The Challenge from For-Profit Organizations

There are several for-profit companies running DE programs, often emphasizing thrills and profits over safety and accountability. Our motto at Metro NY PCA's DE events is simple: "Winning DE means bringing you and your car home in one piece." Our goal is to foster a safe and welcoming

environment for everyone looking to improve their driving skills.

Why It's More Challenging for Metro NY PCA

Our region faces unique hurdles:

- 1.** No dedicated home track. Unlike other PCA regions, we don't have a primary track we mostly use, so traveling to tracks is necessary
- 2.** Much to do nearby. With so many summer activities like beaches, boating, city trips, wineries, museums, festivals, and more, we're competing for your limited free time
- 3.** Short summer season. Our prime driving months are limited, and we're competing with numerous other leisure options
- 4.** Last-minute decision-making. We New Yorkers like to wait until the last minute to commit. I remember signing up for my first DE a week before the event, which I thought was plenty of time, but it's not. We need instructors for every student, and instructors don't grow on trees



We Need You!

The future of our program depends on your participation. Without enough drivers, our events and ultimately the program are at risk of not continuing.

Looking Ahead to Next Year...

We'll be launching a new referral program: Bring a Friend and Drive Free!

Please help us grow our community and be rewarded for your effort. When you refer a new driver who:

1. Has never attended a Metro NY PCA HPDE
2. or Has not participated in a Metro NY PCA HPDE in the past 24 months

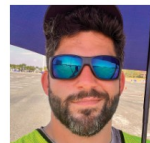
You'll earn free track days:

1. The 2nd day is free when you register for a two-day event, or

2. The 3rd day is free with a three-day registration

3. Full terms and conditions will be listed on our website

Together, we can keep the momentum going, improve our driving skills, and enjoy these incredible events. Keep an eye out for our off-season events. Thank you for an incredible season. Let's keep building! Until next time, see you at the track!!



BRANDON TASSO
DE Chair

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METRO NEW YORK'S ONLY CERTIFIED IMS SOLUTION INSTALLER

Autocross

Skid reMarks



Although the season is not over, this will be my last article for the year. I am pleased to report that our most recent event, Pumpkins and Pylons and Runoff Autocross, was a success. This event was attended by sixty drivers, the largest turnout we've had this season. The big draw was the freshly paved Tobay Beach parking lot, which was smooth like glass with great grip. Luckily, the weather was amazing as well, making for a perfect autocross day.

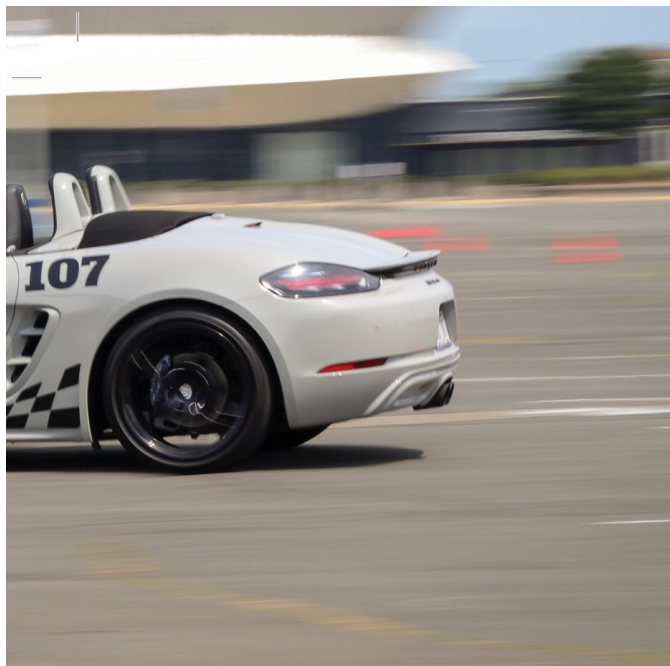
This event is special because it combines the regular Pumpkins and Pylons Autocross with the season runoff, which is also taking place while the autocross is running. If you're not aware of what the runoff is, all season, each driver earns points, and the top drivers at the end of the season all compete. The runoff pits the top drivers against each other, all in the same car. This levels the playing field since faster drivers don't always get the fastest

times because they might have slower cars. The skill here is to get into a car you have never driven before, learn how the car drives, adjust your driving to accommodate the characteristics of the car, navigate a course you have only just seen that morning, stay on course without hitting cones, and turn the fastest time in only three runs. So, as you can imagine, it takes a lot more than just driving to be successful. I know you are all on the edge of your seats waiting to hear the results of the runoff, so I will not make you wait any longer.

But first, we will pause for a word from our sponsor. Actually, we will pause so I can talk about our sponsor. I would like to thank Habberstad BMW and Mini for supplying the car for the runoff. Dimitri Mirissis and Charlie Klee were instrumental in providing a 2022 Mini Cooper S for the event. It was a fun car to drive and did not disappoint. I must say it was one of the better cars that we have had in the past few years. Hab-

berstad BMW and Mini have been a big presence at our events this year and I want to thank all the guys for coming down. And now back to our regularly scheduled program.

Eight drivers participated in this year's runoff, and here's how it unfolded. After three runs, Michael Castelli secured the third-place spot, or second runner-up, with a time of 52.312 seconds. The first runner-up, or second-place spot, belonged to yours truly, with a time of 51.616 seconds. This was just .696 seconds ahead of Michael and .712 seconds from first place. Andre Cerqueira, who earned the title of Autocrosser of the Year for the second consecutive year, took the top spot with a time of 50.904 seconds. Congratulations to Andre on a job well done! Honorable mention goes to the other season finalists who made it into the runoff: Mitch Hackett, Jo Ann Fucci, Mark Hill, Corrine Lenoble, Michael Castelli, Nick Inzerilli, and Rich Wayne.



Now for the results of the Pumpkins and Pylons Autocross

From left to right: Dan Fishkind, Andre Cerqueira, and Michael Castelli.

Manny G took the S2 win in his Boxster S with a time of 53.064 seconds. Thomas P placed first in S5 in his Cayman at 48.219 seconds, while John B secured the S6 win in his 718 Boxster S with a 51.105 second run around the course. In S8, Jeffrey G guided his GT4 to first place in 47.068 seconds.

The P Classes featured close competition and several notable performances. David L drove his 914 to the P1 victory in 55.755 seconds. In P2, Michael K captured the win in his 911 SC in 45.759 seconds, ahead of Corrine L in her Boxster at 51.762 seconds. Michael's time was good enough to earn him the fastest PAX of the day. Congratulations. Rich W earned the P3 win in his Boxster with a 45.389 second run, followed by Mieses M, who drove the course in 49.273 seconds. The largest Porsche field of the day, P4, saw Dan F take first place in his Cayman with 46.505 seconds, Anthony H came in second in his C2 in 47.187 seconds, and Louie A took third

in his Cayman at 49.239 seconds. Graham M topped P5 in his 986 with 46.359 seconds, Michael C posted the day's fastest Porsche run at 44.664 seconds to win P6, and Michael W led P7 in his Macan GTS with 52.853 seconds. Jonathan S won the Improved class in his 996 C4S with 48.339 seconds, and Gary M took Modified class in his Cayman with 44.997 seconds.

The non-Porsche classes added variety and tight racing throughout the day. The X1 class produced a close three-way battle, with Greg S winning in his CRX at 46.351 seconds, Mark M finishing second in his Miata at 46.555 seconds, and Jeffrey B third at 47.180 seconds. In X2, Daniel S led the S2000 group with 44.951 seconds, followed by Anthony C at 45.305 seconds and Danny G at 45.937 seconds. The X3 class concluded the competition, with Evan T driving his STI to first at 44.560 seconds, Jonathan W placing second in his Mustang at 44.666 seconds, and Demetrios S finishing third at 46.367 seconds.

By the time you read this, the season will be over. Next year is in the works with the Autocross Seminar and Mini-School, scheduled for March 7. Please see the flyer in this issue, as well as a flyer with the season's first events.

I am looking forward to seeing you all next year. Have a great holiday season.



DAN FISHKIND
Autocross Chair

DRIVEN BY *Passion*

JAMES DEAN'S LIFE IN FILM & CARS

*Saturday November 22nd
12pm to 4 pm*

Join Metro along with the Malcolm Pray Achievement Center as we present an afternoon exploring Dean's life in film and cars. Presentations by Professor of Film, Foster Hirsch and Actor/ Filmmaker Brian Vincent. lunch and refreshments. Museum tour and photo ops with the museum's 356 Speedster

Foster Hirsch

Foster Hirsch is Professor of Film at Brooklyn College and the author of numerous books on both film and theater. His most recent book, *HOLLYWOOD AND THE MOVIES OF THE FIFTIES*, discusses the importance of James Dean and his three major films of the mid-fifties.

Brian Vincent

Brian Vincent is an actor/filmmaker whose documentary, *Make Me Famous*, 100% on Rotten Tomatoes, is the 3rd highest grossing art documentary of 2023. His documentary about James Dean, now filming, focuses on his passion for craft, racing and why Dean's mysterious charisma still inspires 70 years after his shocking death.

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Image:
Eisenhower Park Vets stand-down to
distribute hats, sneakers, 7/12/2025.

Charity

The Rewarding Road

UPDATE ON METRO NY REGION PCA
2025 CHARITY, GENERAL NEEDS LTD.

As we wind down 2025, I'd like to provide an update on our year-long activities with our 2025 supported charity, General Needs Ltd.

As reported at the beginning of 2025, this year, the Metro NY Region PCA is supporting General Needs LTD, a non-profit organization focused on serving Veterans. General Needs Ltd. (generalneeds.org) is an all-volunteer 501(C)(3) non-profit founded in 2008 that supports the New York tri-state area veterans housed in emergency and transitional housing facilities, many of whom suffer from PTSD, Traumatic Brain Injury (TBI), and other mental, psychological, physical, and addictive conditions. General Needs' Mission: To provide necessities that are missing in the everyday lives of our homeless veterans, veterans in need, and their families. This mission has now grown into assisting veterans in finding housing where needed, as well as programs focused on suicide awareness and prevention, mental health, and dental benefits.

Firstly, thank you to all members who generously donated to Metro's 2025 Charity Fund for General Needs. Many of you may have met Lonnie and/or Susan Sherman of General Needs at various Metro

events. (Club BBQ, Keels and Wheels, Vintage Rally, and others). When in attendance, they explain their mission, programs, and the important issues facing veterans.

General Needs distributes most of their giveaways to veterans through organized events, called Stand-downs. I was fortunate when Lonnie invited me to attend one of their Stand-downs at the Hauppauge Dennison Building to see what they do. When I arrived, I was stunned to find a large group of veterans standing in organized lines, patiently waiting to receive food, produce, bags of pet food, boots, gloves, hats, and other essentials. Other charitable organizations donate some of the giveaways, such as Island Harvest, L.I. Cares, PSEG, and National Grid. I asked Lonnie how I could help. He put me to work helping these veterans, some of whom were elderly and/or needed canes to walk or were in wheelchairs, gather their giveaways, and assist them in carrying their goods to their cars. While helping them on these lines, I spoke with the vets about their service histories, some of whom had served as far back as the Korean War. Although struggling physically and/or financially, they were all proud of their service and thankful for the donations.

PORSCH POST 29



General Needs Vets stand-down at PSEG/National Grid, providing Vets with warm weather essentials: blankets, pillows, space heaters.

Seeing the appreciation and smiles from these vets was a rewarding experience for me, so much so that I volunteered to assist General Needs at several other events:

1. Stand-down at Eisenhower Park to distribute sneakers, hats, and food, where we were joined by Nassau County Executive Bruce Blakeman and Nassau County Veterans Service Agency Director Ralph Esposito, who thanked them for their service.
2. Stand-down at PSEG/National Grid Hicksville facilities to distribute cold-weather items, including blankets, pillows, small heaters, and food.
3. BBQ and Breakfast dinners at the Northport VA.

As I write this article, I know Lonnie and Susan are planning their big event of the year, the Veterans Day Boot Project. Their selfless hard work and dedication to veterans is amazing. Lonnie, Susan, and all the volunteers always thank the vets, saying (and it is a worthy reminder): "We are here because you served."

As is customary, our Club donation to General Needs will be presented at our 2025 Holiday party. I know they will put our donation to good use.

Finally, we are in the process of identifying a worthy charity to support in 2026. We prefer a relatively small charity that primarily provides benefits to the Metro NY area, and we welcome input from our membership. Please let me know if you have any suggestions.



BOB DEMOTTA
Vice President of
Metropolitan New York Region
Porsche Club of America
Publicity and Charity Chair

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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Events

East Region Update

Wow, time does fly. After so many Metro events this year, the season is winding down. As East Region Director, I hope I have offered our members a multitude of events to attend. "Where's Metro Wednesday?" is very popular. Porsche enthusiasts enjoy taking a midweek break to catch up with old friends and meet new ones. The saying "many hands make light work" is true. Members share tips for car maintenance, recommend local shops for car repairs, discuss social networking, and more. You never know what you can learn with a simple chat. Though our daylight hours are fading as the season changes, I will segue to weekend morning events until it gets too frosty outside.

Speaking of cold weather, now is the time to prepare your car for the cold months. Whether you drive your car in the winter or store it, it doesn't matter. Pay attention to the details, such as changing your oil, cleaning the car, and fixing things that may have been overlooked during driving season. If changing your oil, I recommend getting an oil analysis while changing out the old oil. Blackstone Labs will send you

a free testing kit. All you have to do is take a sample of the old oil halfway through the drain process. Ship it to Blackstone with a check (I think it's \$40 now) and get a comprehensive report on what's going on in your engine oil. I have done this three times now. The results keep me happy. They look for all kinds of contaminants that could indicate a problem. I think it's well worth the cost.

Speaking again of winter, consider Imperial Motorcars for storing your car. PCA members get 15% off storage. New customers get one month free when signing up. Call Cesar at Imperial for details: 516-268-5500. They are located in New Hyde Park.

If shipping your car South for the winter, consider Plycar. They are a long-time Metro supporter and offer premium shipping services. Need your car detailed? Try Rich Details in Farmingdale, Richie Romano will get your car shiny and squeaky clean.

But wait, there's more! I have planned a Wing Night for November 13 at the Green Turtle in East Meadow. Like great chicken wings? This is your place. All the wings you can eat, plus mozzarella sticks and one domestic beverage – \$ 30 per person. Football food and drink specials are in effect for Thursday Night Football, available at member cost. Please join us for a fun, low-key evening. 6:30-9:00 pm. Sign up on clubRegistration.net. We need a headcount to have enough wings! The club will pick up the tax and tips. See the flyer in this issue for details.

So, that about wraps it up for this year. I'd like to thank all the members who donated to our charity throughout the year. I hope you have enjoyed all that Metro has to offer. I wish all Happy Holidays, good health, and fun Porsche cars to drive! May your shifts be positive, be kind to others, and pass it down. My best to all, Mitch.



MITCH HACKETT
East Region Director

Let's Wing It With Metro NY PCA

All you can eat wings and things with one domestic beer.

The Green Turtle - East Meadow

November 13 2025
6:30 pm to 9:00 pm
\$30 per person

Football specials
in effect as well.



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2026 Metro New York PCA HPDE Schedule (Track)

2026 Registration Coming soon...

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Rally

The Alcan 5000

PART 2: RALLY FOR FUN, GLACIERS, GRAVEL, AND GLORY

Last month, we visited the Arctic Circle and fixed our flat tire. The next morning, we proceeded south on the 100 + mile gravel road (the Dempster Highway) on our way to Dawson City (fortunately, the weather was clear, unlike the driving rain we encountered the night before). We drove on the Top of the World Highway, and it lived up to its name. Stunning views stretched out endlessly. After crossing the border into Alaska, we proceeded south to the Port of Valdez. The next day, we followed the Alaska Pipeline north on the Alaska Highway to Fairbanks. While in Fairbanks, I had the opportunity to visit the Fountainhead Antique Auto Museum. This museum exhibits over 90 pre-World War II vehicles of rare American-only manufacturers – many with history from the Fairbanks area.



Photo of first day paved road sights.



Photo of us on the ferry from Dawson.



Photo of us driving along Alaska Highway.



Photo of Alaska Pipeline.



Photo of Totem Poles.

We departed Fairbanks, beginning our trip south again, staying overnight at Whitehorse on the Alaska Highway. The next day, we ended up in Stewart, BC, next to Hyder (the southernmost part of Alaska, famous for bears actively catching Salmon along the river). We passed Bear Glacier, where it emptied into Strohn Lake (see picture). The last time I saw it (on the 2002 Alcan 5000), the glacier went all the way to the lake. What a difference now. It is so much smaller. We headed south, stopped near Kasan Village to see Totem poles, and spent the night in Smithers. It was an easy day (only 300 miles). We finally had time to meet with other competitors for dinner and parking lot stories. The last day included the most difficult competitive TSD (time, speed, distance) section of the event. Miles of unpaved roads traverse steep hills and feature tight hairpin turns. I fully maximized the 4x4 drive in the Ford Bronco. The event ended for me as we approached Williams Lake at 4 PM, after traveling 5,400 miles. After arriving at Williams Lake Regional Airport, I caught a 5 PM flight to Vancouver before transferring to a connecting flight headed to JFK for a family wedding in Virginia. Yes, another, less grueling road trip.

In summary, seventeen vehicles and ten motorcycles participated in the Alcan Rally. Fifteen cars and four motorcycles finished the competitive sections. The Porsche Cayenne retired due to a failed fuel pump. The 911 team, along with several motorcyclists, determined that traveling on unpaved roads was not optimal. Consequently, they opted for the touring route and joined us at the hotels.

The team of Schneider and Mooers took honors as First Team, First Unlimited (we used a rally Computer), and First Overall for the event. After ten days of competitive rallying and 100 timed checkpoints, our total cumulative error was 122.9 seconds.



RICH MOOERS
Rally Chair



Metro Holiday Cocktail Party

Location

33 Club Drive
Roslyn Heights, NY 11577

Date/Time

December 7th
12:00 pm - 3:30 pm

Cost

\$120 per person
\$40 kids under 12

Open Bar

Enjoy a curated selection of premium wines, cocktails, and beverages throughout the event.

Hors d'oeuvres

Delight in gourmet hors d'oeuvres served throughout the afternoon, meticulously crafted to complement the season.

Buffet

A delicious buffet featuring various dishes to please every palate, including savory and sweet holiday favorites.

Photo by Carl Gelin on Unsplash

As we approach the festive season, it's time to gather and celebrate the accomplishments, friendships, and memories we've shared throughout the year. We are thrilled to invite you to our Annual Holiday Cocktail Party. This cherished tradition brings together our Metro NY Porsche Club family for an afternoon of elegance and enjoyment.

Nestled in the heart of Roslyn Heights, the stunning Royalton Mansion provides the perfect setting for an afternoon of holiday cheer and camaraderie. This will be a memorable celebration with its elegant ambiance and warm hospitality!

This special event offers an excellent opportunity to mingle with fellow Porsche enthusiasts, reminisce on the year's highlights, and get excited about the exciting activities and events in 2026!



Social

From COTA to Road Atlanta

A PERFECT WEEK OF HIGH-PERFORMANCE DRIVING AND VIP RACING AT THE 2025 IMSA SEASON FINALE

I was fortunate enough to start my amazing week flying from New York to Austin. For motorsports enthusiasts, few experiences rival the thrill of high-performance driving at Circuit of the Americas (COTA) in Austin, Texas. As the only purpose-built Formula 1 track in the U.S., COTA offers a world-class venue where drivers can test their skills on the same tarmac that hosts legends from F1, MotoGP, NASCAR, and the World Endurance Championship. And guess what – I got to drive it! How, you ask? I'm fortunate to be part of the Just Hands Foundation, whose mission is simple: we get hand-control drivers on track.

This summer, I attended the premiere of *"Just Hands: For the Love of Racing,"* a four-part documentary series on Amazon Prime featuring our co-founder, Torsten Gross, a quadriplegic race car driver pushing through unimaginable physical limits to compete in GT motorsport. (PS – it's a must-watch.) At the premiere, I had the chance to meet C. Sean Yuksel, owner of DSC Racing, based

in Austin. His team organizes motorsports vacations, driver development, and track car storage at COTA. Beyond his deep motorsports knowledge and coaching skills (he's the best!), Sean is also an award-winning creative with a firm specializing in film, marketing, design, press, and high-stakes event production. Sean saved the day by organizing the entire race team, car, and additional drivers for Torsten's last race (again, watch it, especially episode 4!).

Sean seamlessly set me up for my ultimate North American bucket-list track day in a Porsche Cayman S (though there were plenty of options, including a GT3 RS). I arrived a day early, Ubered straight from the airport with my oversized suitcase, and spent the day learning the track lines as a ride-along passenger, prepping for my drive the next day, and meeting new friends. One thing's clear: wherever you go, the HPDE (High Performance Driver Education) community embraces newcomers and welcomes you into the camaraderie.



PORSCHE POST 43



Now, let's talk track. COTA's 3.4-mile layout features 20 challenging turns (YES – 20!), dramatic elevation changes, and a signature climb into Turn 1 that demands precision and guts. The mix of technical corners and high-speed straights pushes both your car and your nerves to the limit (and probably your coach's nerves). Inspired by legendary circuits like Silverstone and Hockenheim, COTA delivers a masterclass in control, speed, and strategy with every lap.

Off the track, COTA is a great place to hang out. You can escape the heat in the grandstands, grab a civilized lunch, and explore the grounds. I happened to visit while they were prepping for the F1 race – building out the infrastructure that transforms the venue into a mini-city, complete with a karting track and rollercoaster.

Austin is just a short ride away and the perfect place to stay. We unwound with legendary BBQ and live music after long days at the track. Compared to the usual track accommodations (if you've ever stayed at Seneca Lodge with swampy AC and woke up gasping for air, you know what I mean), this was a total upgrade.

COTA, I think I love you.

On Friday, I boarded a plane from Austin to Atlanta, ready to kick off the second half of an unforgettable week. As a longtime IMSA fan, being invited to experience the behind-the-scenes magic of the Motul Petit Le Mans and Fox Factory 120 was a true highlight. The day began in the pits, where I watched the NBC commentator hold the winner's Rolex and soaked in the energy as teams prepped their cars. The sounds, the movement, the mayhem – it was electric. The backstage buzz never fails to inspire.

I spent the day with the IMSA team, reconnecting with familiar faces and enjoying every moment – from lunch and coffee breaks to shopping and simply taking in the race. It was my first day-to-night race, and watching the track transform under the lights was something special. One of the coolest moments? Stepping onto the bridge where flagging happens. I waited all day to see a meatball flag – and finally, one flew!

I also spent time at the Atlanta PCA tent, where the grassy Porsche parking was a sight to behold. The Atlanta crew was as welcoming as ever, creating a relaxed space to escape the sun, watch the race, and grab a drink. Their hospitality added a layer of comfort and community to the excitement.



Heading into the final race of the IMSA season, Porsche Penske Motorsport was leading the championship and ready to defend their position. After a season of fierce competition, the 10-hour endurance test at Road Atlanta was the ultimate challenge. And they delivered – Roger Penske's team clinched the IMSA WeatherTech SportsCar Championship. Drivers Matt Campbell and Mathieu Jaminet secured the title, marking Team Penske's 48th championship win.

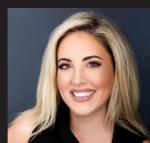
The absolute highlight? Being in the pits with the Porsche Penske team as they celebrated their victory. Fireworks lit up the sky, and I found myself just two feet away from Roger Penske as he was interviewed about his incredible win. Even though I wasn't behind the wheel this time (next year!), watching these incredible drivers in action was nearly just as thrilling.

Reflecting on the start of this adventure, I remember the moment of panic as I boarded my flight – wondering if my shoulder bag, packed with my helmet and HANS device, would fit in the overhead bin. Spoiler: it does. So really, all you need to drive the COTA legendary track is a few great connections, your helmet (yes, it travels well!), and a sense of adventure.

I had no idea just how much joy this experience would bring. I'm incredibly grateful to be exactly where I am.

If you're curious about this experience, reach out – I'm happy to share my connections and resources. You won't want to miss it. Photos courtesy of Rob Zeigler at www.robzeigler.com. He's planning a fall trip to NYC to photograph cars, and I'd be happy to make introductions.

Looking ahead, be sure to mark your calendar for **Sunday, December 7th!** Metro will be hosting our year-end Holiday Cocktail Party (see flyer in this issue) at the Royalton Mansion in Roslyn Heights, New York. It's the perfect opportunity to reconnect, celebrate, and start planning all the excitement for 2026.



JULIE REIMANN
Social Chair

Driver's Education (DE)

Lime Rock Park

TRACK RAMBLINGS



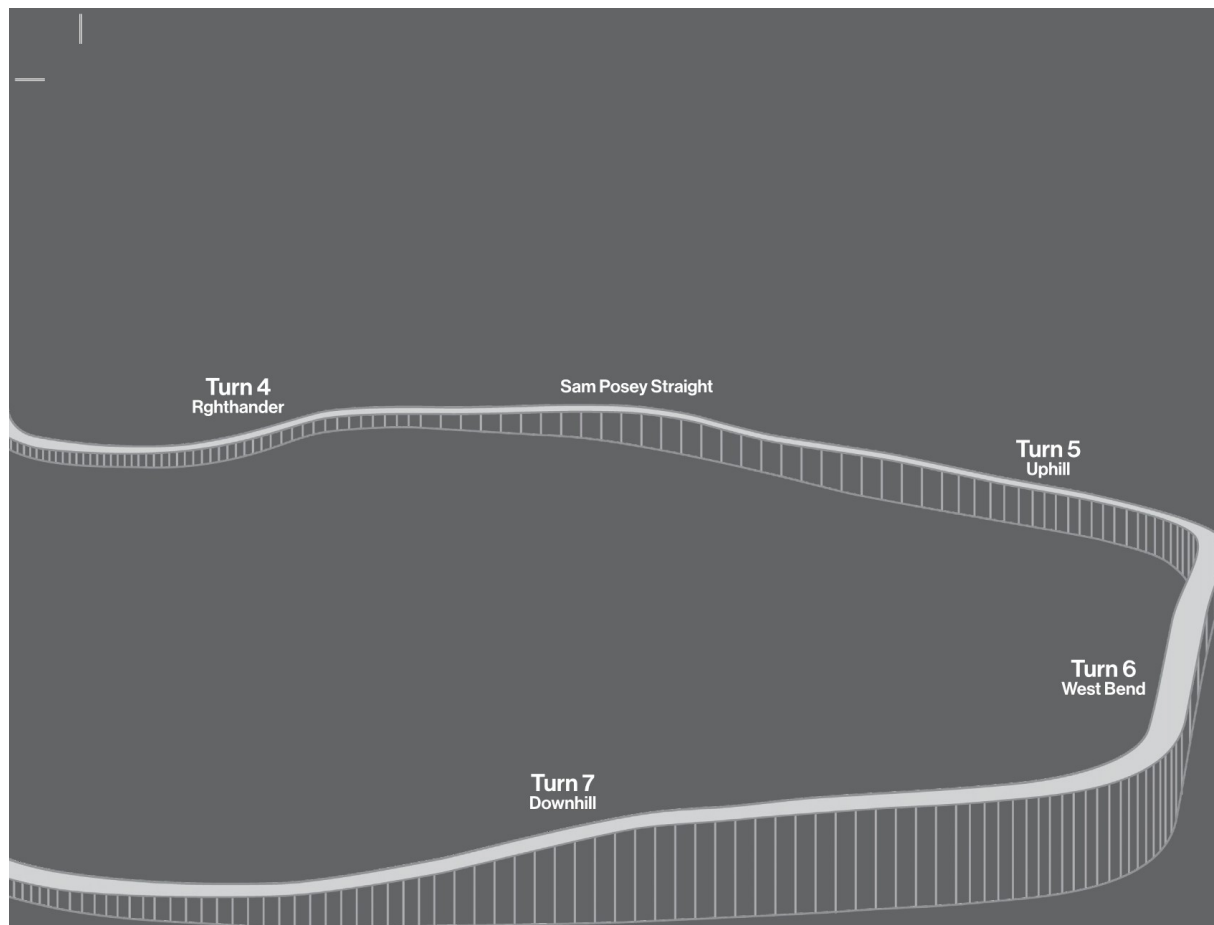
I attended Metro's October 7th Lime Rock Park (LRP) DE. This was a "solo only" event, running from noon until 5 pm, with 30-minute sessions alternating between the "fast" and the "faster" groups. The day was perfect – sunny with intermittent cool breezes. The many Metro members who didn't attend missed a really good experience.

Over the years, I have pointed out two frequent rookie mistakes that drivers should avoid:

1. Do not blindly follow the line of the driver ahead of you. There is no guarantee that the person in front knows what they're doing, so it's important to stick to your own line.
2. Do not brake immediately when you see the brake lights of the car ahead. The car in front is ahead of you, so you likely have not reached your Beginning of Braking (BoB) point yet, so wait until you get there.

Based on an error I made at Lime Rock, I am awarding myself the JOTD [Jerk Of The Day] award -- adding a new number one mistake to everyone's list: Always check your fuel level after every session. During this event, I ran out of gas on the track during the last lap of a session. Thankfully, it was only a minor inconvenience for the other drivers. This mistake is not limited to rookies; it can happen to drivers of all skill levels. Back in the pits, I received some good-natured teasing, and everyone took it in stride, but I genuinely felt like a fool. The lesson is clear – check your fuel before each session, giving yourself enough time to get a fill-up. Trackside gas is expensive, so be sure to start the day with a full tank purchased at a gas station near the track.

For those who haven't been to LRP, here is a primer: the track is a short 1.5-mile lap with seven turns, of which only Turn 3, leading into the "esses", is a left-hander. The rest are all right-handers.



Here is a link to a lap around LRP. (Note: this is a pro driver in a GT3RS; you are unlikely to match his sub-55-second lap.)



Here is a verbal/visual description from our NNJR PCA friends of the Big Bend through Turn 4 sequence.



The Tricky Turns 3-4 Section

While the Uphill and the Downhill are tricky in their own ways, the Esses are the set of turns that are the most complex at LRP, and which contribute greatly to safety and laptimes – for better or worse. The key to a quick and safe path through the 3-4 section is to pick a line for the entry to the left-hand Turn 3, which

keeps you on the left side of the track, so that you are set up for the right-hand Turn 4, which leads onto the No Name straight.

If you treat the Lefthander (#3) as if it is a "regular" turn, you will track-out to the right, and because the interval before the Righthander (#4) is very short, you will not be able to get to the left side of the track in time to make a proper line through #4 – and taking #4 at the highest possible speed is important since the "No Name" straight following #4 is reasonably long. (As an aside, the 'No Name' straight is being retired -- I saw that the edge of the right side of the track after the (#4) is now painted "Paul Newman Straight".) I once saw Paul Newman race at LRP in a Datsun 510, which was a giant-killer car in its heyday from 1968 to 1973. I had a 1973 model, which I bought new for about \$3000, into which I put a turbocharger, raising its power from 95 to 140hp, which was quite a lot for those days. By contrast, the 1973 Porsche 911T cost about \$10,000 and had 130hp.



Two porsche's racing down a straight around Lime Rock.

I saw Paul Newman again at the 2003 24 Hours of Daytona. I had a business relationship with Chip Ganassi Racing and was in their pits at 3 am, when Newman, whose pit was next to ours, came in for a pit stop. He had finished a 2-hour stint driving a 500+hp prototype. When he took off his helmet, he looked completely drained – and why not? He was 78 years old at the time.

Getting back to Lime Rock, the No Name (aka Paul Newman) straight takes you to the "Uphill" turn, which is a very short, steep right-hander. Since it is uphill, it provides a great deal of grip, permitting much less braking into it than you might think, BUT ... as you crest to the top of hill, you LOSE a lot of grip, so it is critical to have the car going straight when you reach the top of the hill – and it is a good idea to have a small safety cushion of track to your left. I have seen too many drivers lose control at the top of that hill!

Fascinating LRP Uphill incident: In 1988, John Morton was practicing for the upcoming IMSA race in an 800+ horsepower Nissan GTP ZX-Turbo prototype. When he crested the hill, the car went fully airborne and flipped over backward in mid-air, crashing to the ground with its rear end pointing backward. He suffered minor burns but was back on the track within a few weeks. In response to this incident, Lime Rock installed the chicane at the Uphill, which slows down the cars for

safety, and is used for high-speed races. DE days are conducted using the traditional Uphill track.

The 2025 Track season is winding down, with one more Metro event – a joint DE with NNJR at VIR October 24-26. VIR is a *must do* track for any serious track person; Unfortunately, as you read this, it will be too late, but as the Mets say, "there's always next year".

I'll see you at the track, and your comments are always welcome at fhp911@gmail.com.



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Concours Corner

Events



First auto event was September 4th, 1921, the event was held in Dinard, on France's west coast, known as the Concours d'élégance de Dinard.

In this end-of-year concours summary, it is my pleasure to report that the state of the concours program is in excellent condition, with many thanks to our President, Paul Celentano. It was his initiative to ask for volunteers to be part of what has become a very competent and capable concours committee. As a result, it has made our jobs easier by allowing us to form a group of volunteers, making every event more enjoyable. If you want to help, there's still room for you.

I hope those of us who attended the Oktoberfest event at the Vanderbilt Museum had a memorable time. If you entered the concours, how did your car score? If you'd like to know where you lost points, I have the score sheets and would be happy to provide you with the details. We can work together to make some improvements.

Your concours committee will be reviewing the events we attended in 2025 and perhaps add a few more. We are considering adding another concours, similar in format to our Vanderbilt event, which may be held in June. We have two locations that we are considering, both of which are in Glen Cove, LI. We will also be looking into adding a concours event in Westchester.

If you have any suggestions, please let me know. We really need members in that location to be on our committee to spearhead the event.

Would you like to have a concours workshop? I thought so. Okay, we will select a location and learn how to preserve and protect our P-cars, and maybe add a few points to our score. I will assume, based on a few of my articles, that you are familiar with performing minor paint correction, decontamination, and snow cannon washing on your Porsche.

We might be driving our car less and garaging the Porsche more in the coming months. We are fortunate to live in an area where we can often drive our Porsche year-round. Let's not forget driving our P-cars to the Holiday party on December 7th or to the "Ted Ohland" 70th anniversary of the Snowflake Rally in February. In the past, I would cover my car until the next drive on a crisp autumn or winter's day. I like looking at my uncovered car when I enter my garage, and seeing it always puts a huge smile on my face. Where else would a smile go? Seeing your car would also lower anyone's blood pressure a few points.



“

CONCOURS IS A FRENCH TERM
THAT MEANS A PUBLIC CONTEST
OR COMPETITION, ESPECIALLY
FOR JUDGING VEHICLES.

”

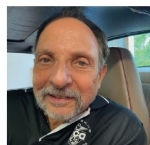
Instead of a cover, I use a portable leaf blower, which I will now refer to as a Porsche dust blower. I would recommend the Ryobi One+, available at Home Depot for \$149, which has been tested at 90 decibels. I've seen this blower used by one of our members, and I was very impressed. I mentioned Ted Ohland's name earlier; if you didn't know, he was one of the early founders of Metro NY and a four-time parade rallymaster. He authored a column called "Rumblings," and it covered all things about everything.

Let me try now, in a minor way. Where did the word concours come from? The word concours is a French term that entered the English language in the 20th century, primarily to mean a public contest or competition, especially one related to the display and judging of vehicles, as in a Concours d'élégance.

When and where did they hold the first concours? Hint: it was not on Long Island. In these early gatherings, French aristocrats, in the 17th century, would parade their elaborate horse-drawn carriages to be judged on their appearance and elegance. The first auto event was September 4th, 1921, the event was held in Dinard, on France's west coast, known as the Concours d'élégance de Dinard.

What is your opinion of the renovated Porsche Post, outstanding, exactly what I thought. Did you know that Metro NY's own history page says the club began publishing The Porsche Post in 1953 and joined PCA as the Metro New York Region in 1958.

I hope you took advantage of and enjoyed the activities presented by the volunteers in 2025, and I wish you a safe and peaceful 2026.



PETER PORTANOVA
Co-chair Concours

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Member Contributor

Halloween Hayride

There is a legend of a two-lane blacktop in northern New Jersey that twists and turns into a remote forest; tales of wild animals that escaped from a now-defunct safari park, roaming free in the woods: think zebra, ostriches, kangaroos, and carnivores, too. There's also a story about the spirit of a boy who drowned in the water beneath the



bridge – supposedly, if you drop a coin in the lake, he will return it. Beyond the dead man's curve, there are reports of a phantom white car that mysteriously appears on a bend in the road and then vanishes along the ten-mile stretch. Ghost stories may not be for everyone, but they make a great backdrop for the Porsche trek just before Halloween.

The haunted drive started in Manhattan. Metro members met on 96th Street before heading up the West Side Highway. It was such a treat to see so many Porsche headlights in the rear-view mirror while crossing the George Washington Bridge. This mini Porsche parade continued up the Palisades Parkway, reaching our first pit stop, where we met two additional cars.

Birders and hikers alike were surprised to see everything from a Cayman GTS to a Spyder, the mighty Cayenne, a Taycan, and 911s of various vintages.

Our caravan headed north by northwest, reassembling at a rest stop just short of the most haunted road in all of New Jersey. Apparently, Google Maps deemed Clinton Road too scary – it wouldn't guide me to the desired route, no matter how hard I tried. In fact, I had

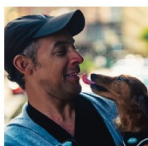
to trick the route guidance to pass an abandoned foundry and a trail head before it finally complied. Super excited to be on the spooky trail, we pushed through tight turns past the lake, under a canopy of trees... leaves changing, turbos spooling, engines howling – what could be better?

The smile on my face was erased when we encountered a bit of unexpected traffic – three cars ahead of the convoy – that slowed us down a bit – read: a lot –



The journey back to Manhattan, complete with undulating country roads, was phenomenal. While not quite at peak, the leaves offered a multitude of colors, reflecting on the surface of the lakes we passed. The sun was shining brightly, complementing the cars of the crusade – all of this serene scenery became a beautiful blur as we drove by.

Back in the concrete jungle, pumpkin-lined brownstone steps left me wishing I were still out on the haunted drive. I can't wait for the next trek.



BILLY STEWART
Member Contributor



than planned. On a positive note, the slow speed provided an opportunity for Enrique Muyschondt to risk life and limb (and his Leica); pointed backward in the passenger seat, he captured fall foliage and the veritable Porsche train taking curves.

Ultimately, we all survived a slow roll down the haunted road without spotting a ghost, exotic animals, vampires, or werewolves. Unfortunately, in all the excitement, I inadvertently missed our next rendezvous point, the restaurant. Half a mile and a U-turn later, we packed a parking lot for pancakes, coffee, and lively conversation.



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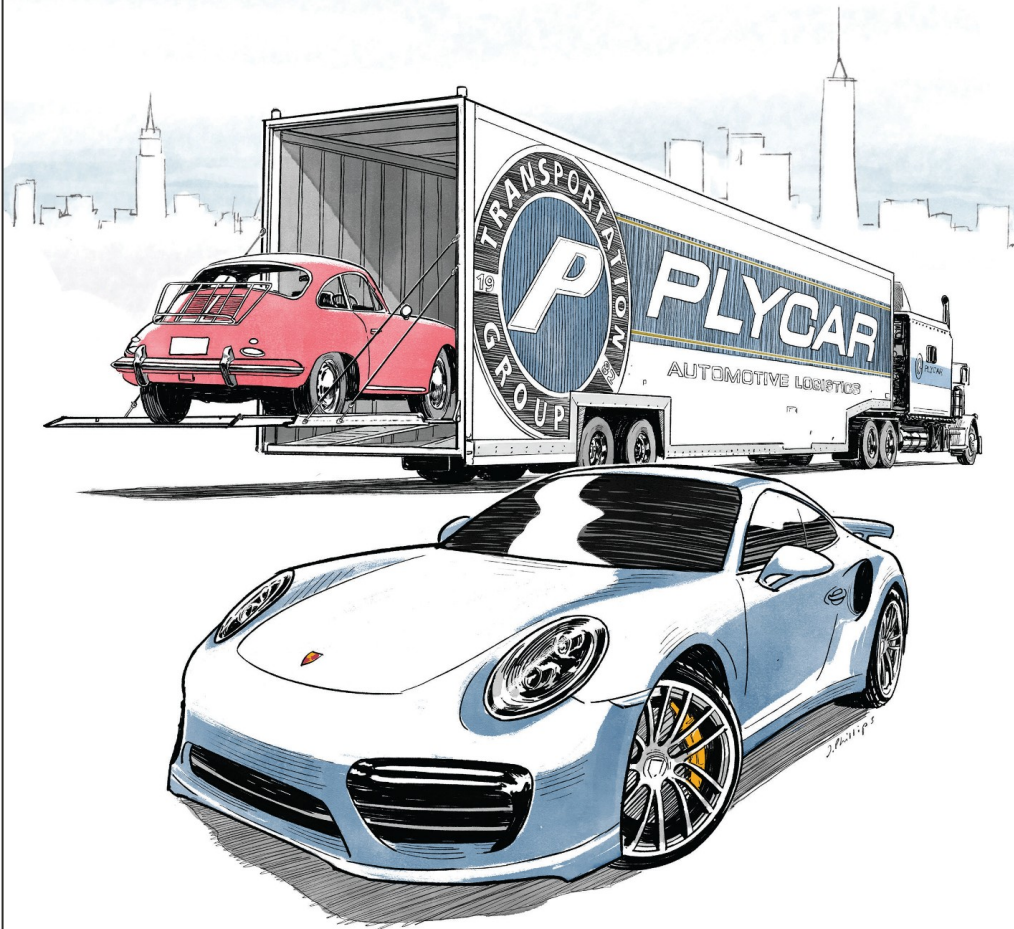
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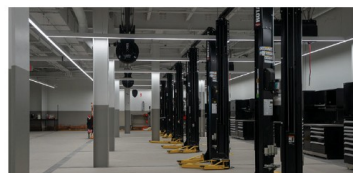
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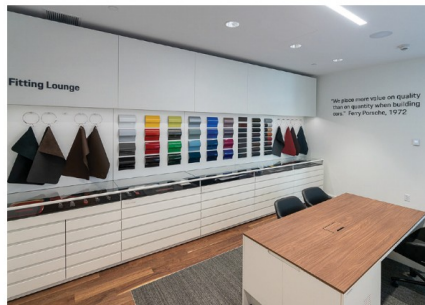
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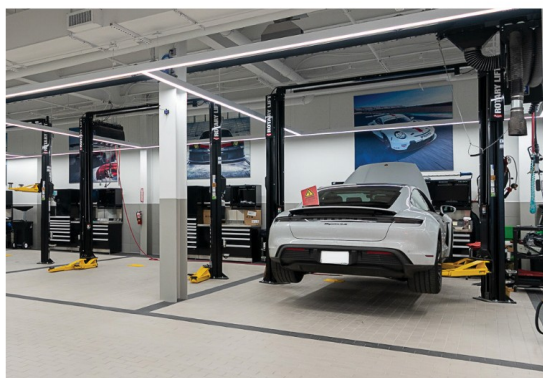
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Sell Your Car

Technical

Metro Tech Session at Porsche Gold Coast

As announced in the October issue of *Porsche Post*, Metro partnered with Porsche Gold Coast for a free technical session on October 18th, focusing on the Porsche Classic Technical Certificate.

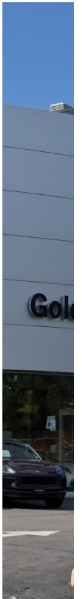
Several members reached out to me in the weeks prior, offering their classic Porsche as the subject of the certification. Since Gold Coast generously offered to perform the inspection and issue the certificate at no cost, to be fair to all, Metro organized a lottery to choose the car. We received 22 entries, qualified 14, and randomly selected a beautiful 1993 RS America belonging to Metro member John Kuitwaard. A car is eligible for the Porsche Technical Certificate if it's a model that has been out of standard production for at least 10 years.

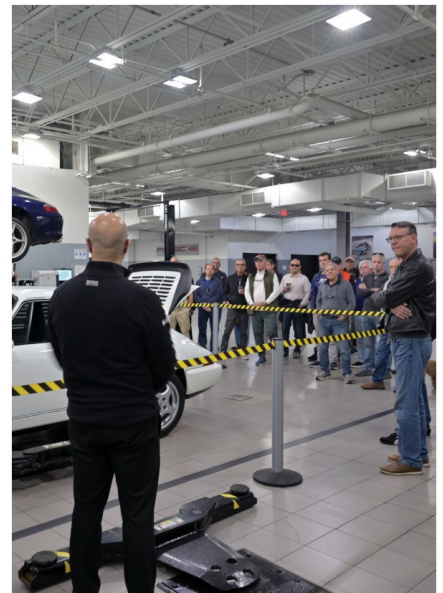
The event was well-attended, with approximately 50 members joining us at Gold Coast's impressive facility in Jericho, NY, showcasing their classic Porsches. Members assembled in the parking lot, admiring the cars that gathered, spanning seven decades: 356, 911, 912, 951, and a Carrera GT among them, while reconnecting with old friends and making new ones.

We soon migrated to Gold Coast's subterranean (and immaculate) workshop, where introductions were made and an overview of the process was given by several members of Gold Coast's staff. Their specially trained Porsche Classic Certified technicians immediately went to work inspecting the subject vehicle while leadership answered the many questions posed by attendees.

We later moved to an upper floor, where we enjoyed a complimentary breakfast and a tour of Gold Coast's impressive 360° photo studio, featuring a gorgeous 911 with a long hood. Cars that undergo the certification are photographed in the booth, and those images are ultimately used in the final certificate.

The process takes nearly a full day, and the inspection is rigorous. The car is subjected to scrutiny both inside and outside, as well as underneath. The inspection includes a thorough examination of all equipment and its condition, as well as an assessment of its originality. If something is amiss, the client is typically notified and given the opportunity to correct the discrepancy before the report is finalized.





PORSCHE POST 63



Findings and photos are transmitted to the mothership where the report is evaluated and compared with factory documentation regarding as-built specification. The final certificate is issued by Porsche, transmitted to the Porsche Classic Certified Partner, where it is ultimately presented to the client. It bears mentioning that Porsche Gold Coast is New York's sole Porsche Classic Certified Partner.

This is not a one-pager like the prior Certificate of Authenticity (aka COA, which later evolved into the Porsche Product Specification); rather, a high-quality folio that makes for an impressive presentation, enhancing your collectible and boosting its value. It also attests to the original engine and transmission numbers, lending a higher level of credibility and provenance that is no longer available in the COA and the PPS that replaced it.

I entered the event thinking that the certification was merely an inspection that results in a report outlining the vehicle's condition and an inventory of original equipment, but I learned that the Porsche Classic Technical Certificate (CTC) is more than that. It's a

document that establishes and certifies a level of originality that is a standard to be attained. At about \$500, it's a bargain.

Special thanks to Sam, Renson, Aaron, Jay, Teddy, Danny, and all at Porsche Gold Coast for their skill, passion, and generosity in helping to make this a successful event!



CHRIS MANFREDI
Technical Chair

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Market

Porsche Market Update

After last September marked the slowest month of 2024 with the lowest sell-through rate and dollar volume of the year, this September was anything but sluggish. With 75% of the 656 Porsches offered finding new homes for a total of \$44,012,507, the market posted its second-highest sell-through rate of 2025 and an above-average dollar volume to match. Compared to 63% and \$29.6 million last year – and even up from 72% and \$39.3 million in August – September showed real momentum across nearly every segment. We also saw a record-setting month for GT2 RS, a headline-grabbing 356 Speedster sale, a few surprises from the '60s race car crowd, and plenty more worth unpacking below.

The GT2 RS market was small in quantity but mighty in performance this month, with just two examples crossing the block – both on the same day. The first was a wingless example that landed right within expectations at \$479,111, proving that even the less traditional specs continue to find solid footing. The real headline, though, came from the second car, a Miami Blue example equipped with the Weissach Package that set a new

twelve-month high at \$625,000. With 647 miles on the odometer and no Paint-to-Sample pedigree to boost its value, this result underscores continued strength at the very top of the modern GT market and shows that well-specified cars still bring the money.

The 356 market continued to show signs of softness this month with a 47% sell-through rate, but two stand-out Speedsters proved that the best examples still bring exceptional money. The first, a single-family-owned

1957 356A Speedster refinished in its original Ivory over Black, featured its numbers-matching engine and an older refurbishment, ultimately sold for a strong \$342,000. The real star, however, came from the Gruppe P Collection – a 1958 356A Speedster restored in the mid-2010s and finished in Silver Metallic over Red leatherette. Already a decorated concours winner, with honors including Best Porsche at the 2017 Hilton Head Island Concours, Best in

Class at the 2018 Concours d'Elegance of Texas, and a Podium Award from the 2025 La Jolla Concours, it added another trophy to its shelf: a \$400,000 final bid and a new twelve-month high for a Speedster online.

“
IT WAS A SEPTEMBER TO REMEMBER,
A STRONG SHOWING FOR WHAT'S
TYPICALLY THE “QUIET” MONTH
FOLLOWING MONTEREY.
”



Photo credit Bring a Trailer

Interestingly, two 1960s race cars crossed the online block in September – a 1968 910 and a 1964 904 Carrera GT. The 910 followed the trend we've seen with most period race cars lately and failed to sell at a final bid of \$1,050,000. The 904, on the other hand, was a different story. Originally delivered through Brumos Porsche and boasting an impressive period competition history that includes the 1964 Bahamas Speed Week and entries at Daytona and Sebring, this Signal Red example has long been regarded as one of the better-documented 904s in private hands. Restored by Kevin Jeanette in the late 1980s and accompanied by its original Type 587/3 four-cam engine – currently serving double duty as a coffee table – it sold for a final bid of \$2,375,000. That marks a healthy uptick from the \$2.2 million result earlier this year and reinforces that while most vintage Porsche racers continue to remain unsold, 904s remain a stronghold in the market.

But the biggest surprise of the month came not from a 911 or 356, but from the Cayenne camp. Yes, a manual Cayenne is rare, and the Jet Green Metallic over Black leather example certainly looked the part, but this was just a standard model showing 64,600 miles. Aside from a set of 20-inch RS Spyder wheels and Porsche wood interior trim, it was mostly your run-of-the-mill Cayenne. We last saw this very SUV sell in 2021 for a strong \$51,000, and with the market having cooled since then, you'd expect a result somewhere in that range or a tad below. Not this time. Two determined bidders pushed it past the \$100,000 mark, with the hammer finally falling at an astonishing \$125,500. An unreal number for a Cayenne, and one that makes you

wonder what one of the three 6-speed Transsyberias would bring if one ever came to market.

It was a September to remember, a strong showing for what's typically the "quiet" month following Monterey. The mix of record-setting results, surprise sales, and continued strength in key segments made it one of the more impressive months of the year. And as I write this, October is already off to a stunning start, with several new highs and some truly special cars we've never seen cross the block before. Watch this space next month.



DAVID K. WHITLOCK
Guest Contributor

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

 Stuttgart Market Letter

Trading Post



MICHAEL BRIEF
Post Coordinator

Cars For Sale

2006 Cayman S

manual with carbon-fiber bodywork, a GT4-style rear wing, a roll bar, an ECU tune, and a Fabspeed exhaust system, currently no cats. Stock cats can be provided. The car is powered by a 3.4-liter flat-six paired with a six-speed manual transaxle and is finished in Arctic Silver Metallic over black leather. Equipment includes the Preferred Package, 18" Cayman S wheels, bi-xenon headlights, heated seats, a Bose sound system, a sport shifter and steering wheel, and automatic climate control. 71k miles. \$28,500. Contact Anthony.
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(08-25)

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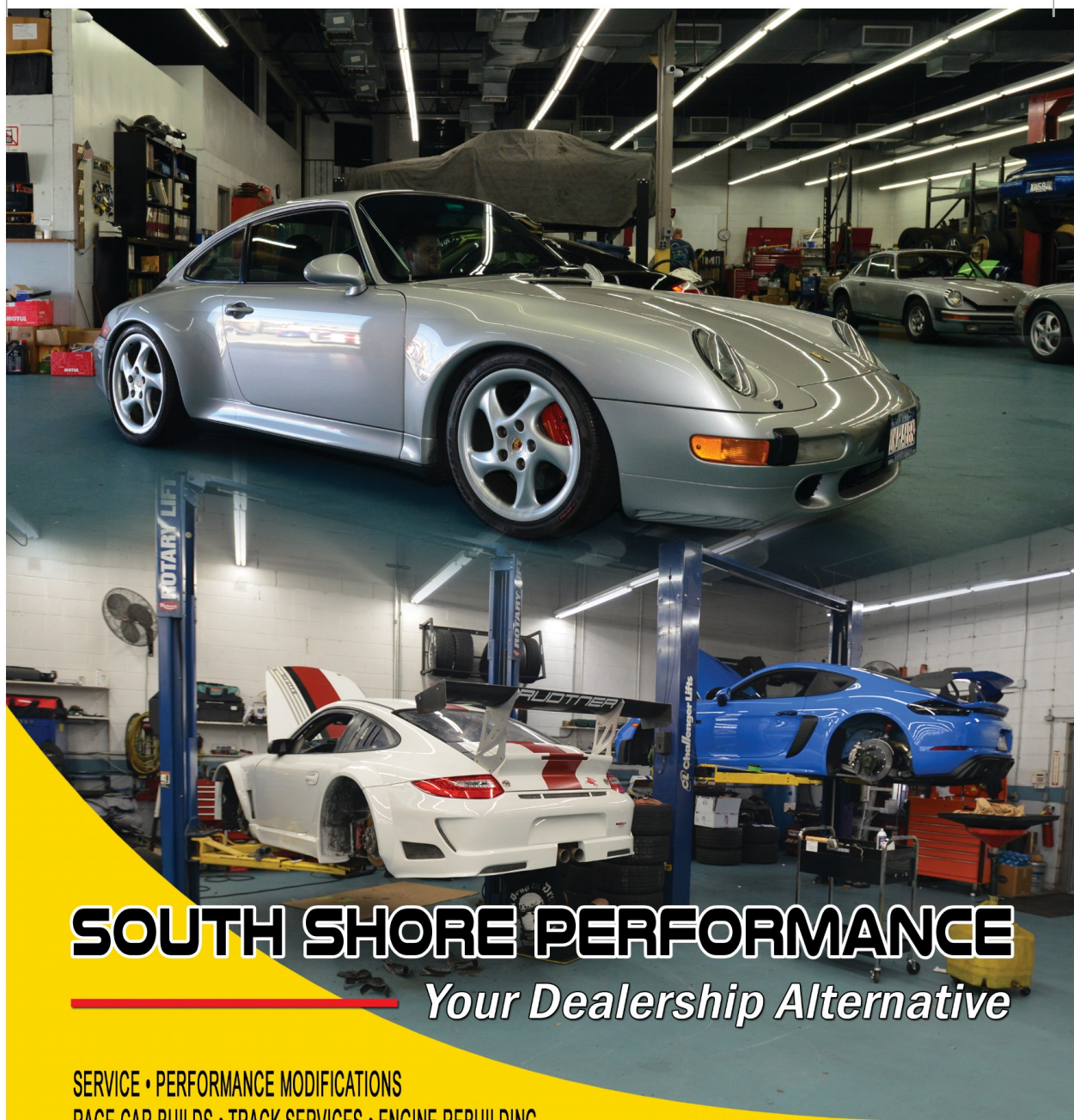
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