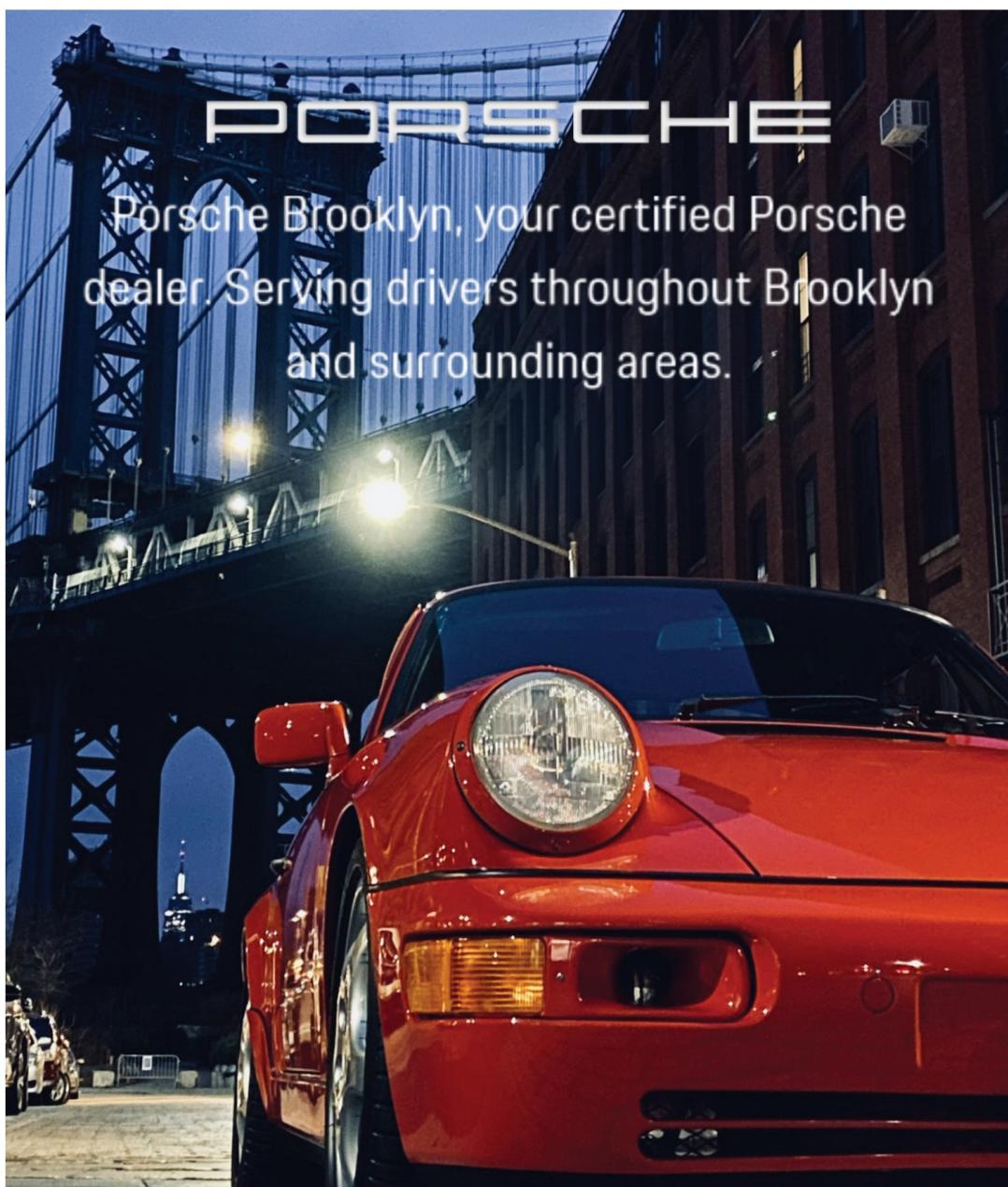


METROPOLITAN
NEW YORK REGION
PORSCHE CLUB
OF AMERICA

PORSCHE POST

VOL. 76, ISSUE 1/2
JANUARY/FEBRUARY 2026
MEMBERS
NEWS & EDITORIAL





Porsche Brooklyn

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

LANNICELLI993@GMAIL.COM



How a 911 and a cushion started a collection.

"If you do what you love, you will never work a day in your life."



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CREATIVE DIRECTOR
Stephen Bashore

**ADVERTISING
RELATIONSHIP MANAGER**
Bill Merz

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Metro NY Region Calendar of Events

2025

February

01
Snowflake Rally 70
Hauppauge Palace Diner
Hauppauge, NY

March

07
Autocross Seminar &
Mini School
Bethpage Community Park
Ice Rink
Tobay Beach, NY

08
Autocross
Tobay Beach, NY

22
Autocross
Tobay Beach, NY

28-29
HPDE Track Day
NJMP Thunderbolt, NJ

April

12
Autocross
Tobay Beach, NY

17-18
HPDE Track Day
Lime Rock Park, CT

26
Autocross
Tobay Beach, NY

May

25-26
HPDE Track Day
Watkins Glen, NY

27-28
HPDE Track Day
Watkins Glen, NY

June

27-28
HPDE Track Day
Palmer, MA

July

17-19
HPDE Track Day
Mid-Ohio, OH

25-26
HPDE Track Day
NJMP Lighting, NJ

25-26
Zone 1 Autocross Challenge
Pocono Raceway, PA

August

19-20
HPDE Track Day
Watkins Glen, NY

21-23
HPDE Track Day
Watkins Glen, NY

22-23
Zone 1 Autocross
Ayer, MA

September

14-15
HPDE Track Day
Watkins Glen, NY

05
HPDE Track Day
Lime Rock Park, CT

23-25
HPDE Track Day
Virginia International Raceway,
VA

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

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

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

Scan code for
metronypca.org



We are now using
clubregistration.net
for all events. If you need
information on a specific
event, please contact the
appropriate chair/coordinator
listed on page 6.

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

President's Page

It's no secret that I have a soft spot for vintage Porsches, with an even softer spot for some of the odder, unloved, and underappreciated models. One model that falls into that category is the 928, an '80s icon often referred to as "the shark" in water-cooled circles. In its earliest form, before it was cluttered with spoilers and flares when it became the S, S4, and Gt, you could certainly see the shark-like styling qualities.. sharp, pointed nose, long hood, and smooth sides. While it has always been a favorite of mine, I never took the plunge and owned one. Sure, like most of you, I have gone down the rabbit hole of Craigslist, Facebook Marketplace, and BaT, scrolling through ads for cars for sale, finding that in the unloved and underappreciated category, you find lots of really crappy examples of "Sharks" that can't swim anymore. Shrunken dashboards, sun-bleached paint, cobbled-up Euro-spec cars, and non-runners. For a car whose natural habitat was once gobbling up miles on the interstates and kilometers on the Autobahns, that habitat is now often relegated to the side of someone's house, the parking lot of a gas station, or worse, some field in the boondocks. In nature, most sharks can't stop swimming, or they will die, "ram ventilation" they call it, which sounds suspiciously similar to "ram air" a-la Pontiac GTO and John DeLorean's slick '60s marketing.

Not unlike the "land sharks" like the 928 and those in nature, like say the Great White, our club has to keep moving in order to stay fresh and alive. For 2026, our plan is to keep the momentum and movement that we generated in 2025 going. New events, new venues, reinvention of old activities, and some fresh new faces

to help are what you can expect in the year ahead. I am excited to announce that we have brought on two new members of the team, Billy Stewart, who will be taking over the Trek chair position, and Howie Zodicoff, who will be heading up a new chair position we created of East End director coordinating events on Eastern Long Island (North Fork/South Fork, Hamptons, Montauk, etc.). Many of our members have second homes out East and have asked for more club activities out there in the summer months, so we've answered the call and are thankful that Howie has stepped up. I am also happy to announce Metro's new partnership with Stoddard and Lee Raskin to provide us with a monthly column here in the Post. Many of you had the opportunity to meet Lee at our recent Westchester James Dean event at the Malcolm Pray Achievement Center. Lee is a world-renowned Porsche Historian and author who brings to us more than 60 years of Porsche dedication, research, and storytelling. I think you will enjoy his monthly contributions here, along with the many member contributions we have slated in the months ahead. As always, if you have any thoughts, comments, recommendations, or have an article to contribute, don't hesitate to reach out to a member of the team.



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

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S U B S T I T U T E .

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Membership Update

Metro NY Region Membership

Active Members **2,660** Affiliate Members **1,093**

TOTAL Members
3,753

Download your digital PCA card
pcadigitalcard.org

If you have any questions regarding your membership or events, please reach-out to the email below and we will 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.

MEMBERSHIP QUESTIONS
Email:
metropcanymembers@gmail.com

MEMBERSHIP ANNIVERSARIES JANUARY 2026

CONGRATULATIONS TO OUR
LONG TERM MEMBERS

30 Years

HASMIK BUZZETTA
JOSEPH BUZZETTA

25 Years

GARY STEINFELD
MARY STEINFELD
VICTOR RUGG
OGGIE CAGINALP
ELIZABETH CAGINALP

40 Years

MICHAEL ALLEGRA

35 Years

ELYSE FELDMAN
JEFFREY FELDMAN

20 Years

SHIRA ROSENMAN
CRAIG ROSENMAN
KITTY CHEN
TEDDY CHEN
ELIOT SENOR
SHARON SCANLAN
VINCENT ACESTE
TERRI MINGST
GRAHAM MINGST

15 Years

FRANK HARTE
GEORGIOS SPENTZOURIS
STAVROS KOKKOSIS

10 Years

LAUREL BRUSSEL
CHRISTOPHER FULLER
THOMAS GAVIGAN
JEFFREY RAHALAF
TRISH BENSON
SCOTT BENSON

5 Years

JANIS DENARDIS
ALLAN COOPERMAN
DAVID KNOERNCHILD
TIM OMARA
EDWARD KORMYLO
CEZAR COCU
DEMETRIO AIUVALASIT
EVAN JENSEN
MIKE NGUYEN
SLAWOMIR FALANDYSZ
LEON KATZ
JEFFREY BERNETT
TED STRATIGOS

MEMBERSHIP ANNIVERSARIES FEBRUARY 2026

CONGRATULATIONS TO OUR
LONG TERM MEMBERS

30 Years

MARY ANN SKINNER
JAMES HISIGER
DALE HISIGER
DAVID FLUHRER

25 Years

DANIEL OSTROWER
BILL OSTROWER
CRAIG OLIVO
TERRENCE OLIVO
SUSAN CRAMER
JOHN CRAMER
MARC BEHAR
IVY BATES
JAMES BATES

35 Years

LESLIE NG
CHRISTOPHER NG
KENNETH MCCLURE

20 Years

DOUGLAS VALERIO
DREW YODER
JERRY WORTMAN
GLENN SCHILLER

15 Years

BRAD REISNER
SERENA CHEW REISNER
LARRY FEHRENBAKER

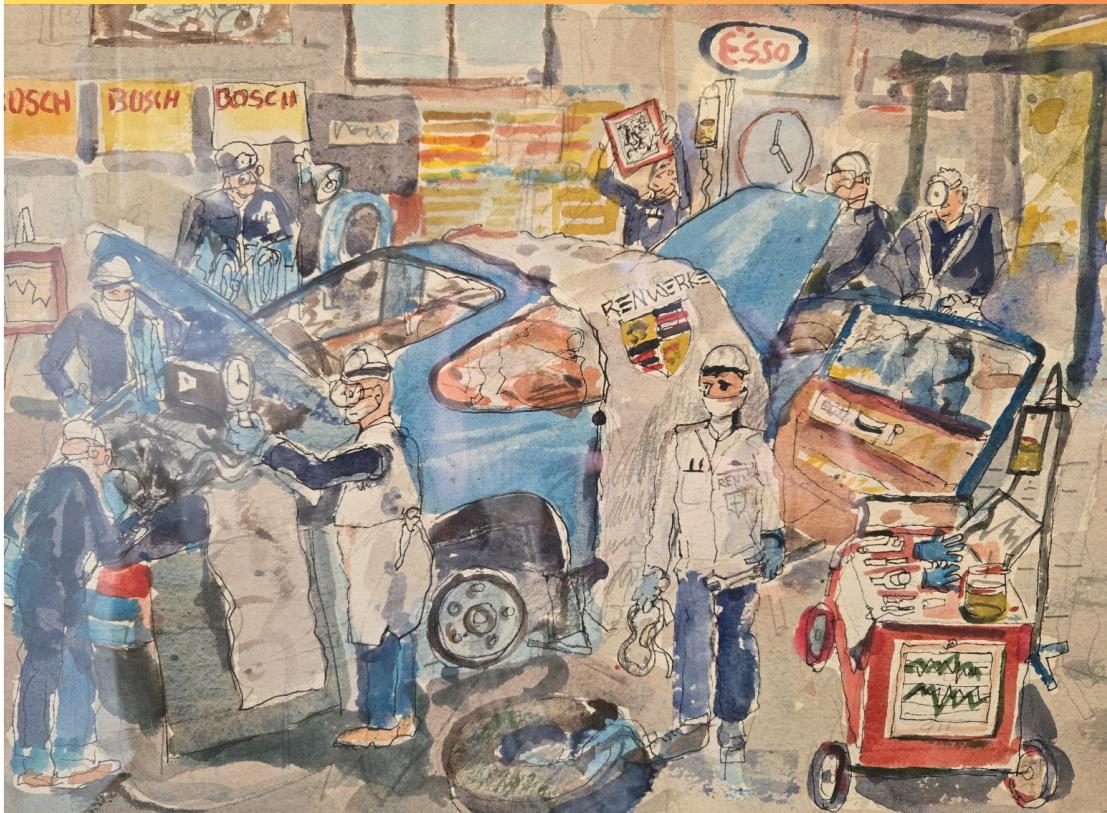
10 Years

STEPHEN BONO
MICHAEL MAZZILLI
BENJAMIN GUTMANSTEIN
SCOTT GUTMANSTEIN

5 Years

RANDOLPH WEBER
BENJAMIN REHBERG
JASON CONBOY
KEVIN YU
DANIEL ZAJDEL
GASTON LARA
BRIAN RYGLEWICZ
GARY CHAN
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DAVID KOETTER

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METRO NY WELCOMES OUR NEW MEMBERS TO THE CLUB

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

JASON ZHOU
Brooklyn
2025 718 Cayman S

GIUSEPPE GIULIANO
Eastchester
2017 Race car

LEONARDO VERGARA
New York
1996 Carrera 4S

JAYAVEERA KODALI
New York
2023 911 GT3 Touring



MATIN RAHMANI
Oceanside
2018 911 Turbo S

RUSS POLEN
Woodmere
2024 Cayenne S

TORGER WIIG
Bay Shore
2001 Boxster

ANDY DIAZ
Brooklyn
2001 Boxster S

RICHARD SADIS
Locust Valley
2009 911 Carrera

JANUSZ GORSKI
Middle Village
1965 356

ARTHUR GREYF
New York
2005 911 Turbo S

MARTIN VARGAS
Oceanside
2007 911 Turbo

STEVEN WARSAW
Syosset
2001 911 Turbo

GERALD GEIST
New York
2011 911 Carrera 4S

MARK RUDNER
Islip
2008 911 Turbo

TIVAS PHETBUNYANG
Brooklyn
2012 911 Carrera

PATRICIA CRACCHIOLA
Smithtown
2002 Boxster S

BENNY COTTONE
Merrick
2013 911 Carrera 4S

JUN KIM
New York
2022 911 Targa 4

JOHN MUSE
Bridgehampton
1956 356

ZAIM LAJKA
Staten Island
2012 911 Carrera 4 GTS

SHASKY CHARLES
Tarrytown
2013 Boxster

LINDA AZZARA
Centerport
2025 Cayenne Coupe

ADAM ROSE
Manorville
2018 911 GT3

RON WITTECK
Smithtown
2025 Cayenne S

JOACHIM BECKER
Millwood
2016 Cayenne

JEFF LAZEROWICH
Brooklyn
1977 911S

TOMER ROYTER
New York
2012 911 Carrera 4 GTS

KEVIN MCGUIRE
Hewlett
2015 Cayman GTS

ANDREW GOLD
New York
2000 911 Carrera

ROB RUBICCO
New Rochelle
2025 718 Cayman GT4 RS

WILLIAM ROSENSTADT
New York
2023 Cayenne GTS

BRIAN MEYERSON
East Hills
2024 Macan



GABRIEL FLYNN
Brooklyn
2000 Boxster S

GEORGE ZIVIC
Bronxville
1986 911 Turbo

ALEX MANGAS
South Salem
2024 Macan

VICTOR CASTRO
Rye Brook
2014 Cayenne Turbo

CHRISTOPHER HAAS
Syosset
2022 911 Carrera GTS

STEPHEN NOVICK
Rye Brook
2016 911 Targa 4S



GRACE RICCIARDI
Katonah
2017 Cayenne Turbo

ALBERTO NIGRI
Brooklyn
1997 911 Carrera 4S

DAVID LEINER
Merrick
2018 911 Carrera

KRISTIAN SIQUEIROS
Brooklyn
2026 911 Carrera 4 GTS

BENJAMIN DIETRICH
Brooklyn
2013 911 Carrera

PAUL ARENA
South Salem
2023 Panamera 4 E-Hybrid

GREGORY BEARD
New York
1987 928 S4

VINCENT CASTELLANO
Elmhurst
2007 911 Turbo

JOSEPH FRIZZELL
Sagaponack
2006 Cayenne S

TRAVIS STONE
New York
2023 911 Carrera GTS

DANIEL DE GOSZTONYI
New York
2025 911 Carrera GTS

MICHAEL CAPONE
Seaford
2011 Boxster S

OLIVER MCCAMMON
New York
2016 Cayman GT4

MATTHEW PINELLA
Merrick
2009 911 Targa 4

ZACHARY KERR
New York
1987 911 Carrera

RICHARD SILVIA
Manhasset
2026 911 Carrera S

MARCO VACCHI
New York
1984 911 Carrera

KARUN CHOPRA
Oyster Bay
2014 911 Carrera S

ANTHONY DEL BROCCOLO
Old Westbury
2025 911 Carrera S

JEFFREY SCHACKNER
New York
2025 718 Spyder RS

TERENCE PARK
Armonk
2025 718 Cayman S

JOSHUA SOLON
Mattituck
1967 911S

JOSEPH AWING
Bay Shore
2013 911 Carrera S

CHEUK NG
East Meadow
2004 911 Turbo

MARTIN BOETTCHER
East Patchogue
2013 Boxster S

PETER SCALA
Manhasset
2014 911 Turbo S

GRAHAM ROUTHIER
Hastings on Hudson

THEMI PAPPAS
Port Washington
2001 911 Carrera 4S

WILLIAM GAITINGS
East Northport
2018 Panamera 4

DANIEL SERRANO
Harrison
2019 911 Carrera 4S

MICHAEL KIM
Manhasset
2009 911 Carrera 4S

ESHMAEL KASHANIAN
Great Neck

MASSIMILIANO BARTOLI
Brooklyn
1984 911 Carrera

ARA BASMAJIAN
Oyster Bay
2021 911 Turbo S

MILAN PETRONIC
Staten Island
2024 718 Boxster Style Edition

THOMAS GOLDSMITH
Greenlawn
2026 911 Carrera GTS



GREGORY ANTOINE
Astoria
2017 911 Carrera 4S

MORRIS CHABBOTT
Brooklyn
2012 911 Carrera

DAVID HOROWITZ
Syosset
1982 911 SC Targa

ROBERT FORCHETTI
Pleasantville
2013 911 Carrera

MARC HILLYGUS
Brooklyn
2014 Cayenne

SLAWOMIR GOZDZ
Forest Hills
1973 911E

MICHAEL SOLAMNOV
Lyndbrook
2019 911 Turbo S

JOHN MUELLER
Massapequa
2009 911 Carrera S

KYLE MATTICE
Garden City
2020 911 Carrera 4S

SONJA BORSARI
Katonah
2014 Panamera GTS



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: \$65
Non-Members: \$75

**EVENTS WILL BE
PRE-REGISTRATION ONLY
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Email Dan Fishkind:
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Driver's Education (DE)

Winter Is for Wrenches, Daydreams, and Preparing for One Hell of a **2026 Season!**





If you're reading this with snow on the ground and a car tucked under a cover, congratulations... you're officially in HPDE hibernation season. The tracks are quiet, the trailers are parked, and our cars are sitting there silently judging us for not driving them. But don't get it twisted: winter isn't the off-season. It's prep season. And with the Metro New York PCA 2026 HPDE schedule stacked like this, you'll want to be ready when the green flag drops! Let's start with the good stuff... the schedule.

We're kicking things off March 28-29 at NJMP's Thunderbolt, which is the perfect "shake the rust off" track. Newly paved, and from what I hear, a new track layout option! From there, we roll straight into Lime Rock Park in April, for our Proving Grounds and Track combo event. Last year's proving ground event was a huge success, so make sure you don't miss it! Practice your car control on the skid pad, work on your precision on the autocross track, followed by tons of time on the big track! May brings our Watkins Glen ALL

SOLO event!! This is to be a blast with tons of track time, so make sure you don't miss it!

Summer? Oh, summer is loaded! Palmer (Whiskey Hill) in June for those who enjoy thrilling elevation changes, cut beautifully into the side of a mountain! Next, we head to Mid-Ohio with NNJR PCA in July, an iconic track draped in racing history and known for rewarding smooth driving. After that, we go back to NJMP for two days at Lightning! Lightning is an easier track that allows you to focus on improving your technique. Our Crown Jewel, our 3-day Watkins Glen weekend, has been moved to the end of August! This allows us to take advantage of cooler mornings and less extreme heat in the middle of the day. This is my favorite event of the year. My wife and kids will be there as well, so make sure to bring the family!

Fall is when we can put everything we learned throughout the season to the test! Even cooler days help keep your engine, tires, and body at an optimal temperature. In September, we are back at Watkins

Glen, co-hosted with Niagara PCA! Early in October, we go back to Lime Rock Park for Metro PCA's season finale! We have an all-day unshared (read that again... unshared) that will be instructed this year to make sure everyone can come out and play! We hope to enjoy a dinner with everyone, so stay tuned for announcements. To close out the schedule, we join NNJR PCA for a trip to HEAVEN ON EARTH at the world-renowned VIR in late October. That's a full season of fast, safe, well-run events at some of the best tracks in the country. If that doesn't get you motivated to start wrenching, check your pulse.

Now let's talk winter maintenance, because successful track days are made long before you ever hit pit out. Winter is the perfect time to handle all the stuff you didn't want to deal with mid-season. Start with the basics: brakes, fluids, suspension, and tires. If your pads barely survived the last event, don't kid yourself, replace them now. Flush the brake fluid. Oil change. Transmission and diff service if you're due. This is also the time



to inspect bushings, ball joints, wheel bearings, and alignment components. Small problems become big ones at 130 mph.

Thinking upgrades? Winter is prime time. Seats, harnesses, brake cooling, better tires, data systems, whatever helps you drive safer, faster, and more confidently. And if you're new or thinking about your first HPDE, this is when you prep the car and yourself. Read, watch, ask questions. We've all been there, and the Metro NY PCA paddock is one of the most welcoming you'll find.

Don't forget the driver mod. Winter sim time, fitness, flexibility, and mental prep all matter. HPDE isn't about lap records; it's about progression. Smooth inputs. Consistency. Learning something every session. That's how you get faster and have more fun.

Which brings me to the best part: Why Metro NY PCA HPDE?

We're safe, fast, and fun... period. Our instructors care. Our run groups are well managed. Our drivers respect each other. Whether you're a first timer or a seasoned track rat, you'll find yourself surrounded by people who love driving as much as you do and want to help you get better.

So, while winter does its thing, start getting ready. The 2026 season is coming in hot, registration opens January 1st, and these events will fill up. Do the maintenance. Set the goals. Circle the dates. And get ready to hear those amazing words once again... "The Track is HOT!"

Until next time, see you at the track.



BRANDON TASSO
DE Chair

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Autocross

Skid reMarks

Happy New Year to all, and I hope you all enjoyed the holiday season. You've waited and never thought it would come, but the 2026 Metro New York Region Autocross Series is about to begin. The schedule for the start of the season is set, but the Nassau Coliseum schedule is still being finalized. We will be at Tobay Beach in March and April, then head over to the Nassau Coliseum in May through September, and then back to Tobay for October and November. Season flyers are featured in this issue.

Now is the time to put the finishing touches on your car and get it ready for the season. There are plenty of ways to improve its performance and safety, like new tires, suspension, engine, and exhaust modifications, as well as seats, harnesses, roll bars, and cages. But be careful not to overdo it, because your modifications could change the class you are in. Make sure you read the autocross rules carefully to avoid any surprises. The best mod you can make to your car is the person behind the wheel. Improving your driving skills is the most important thing. How do you do that? You get more seat time! I know, I know, I've said it before, but there's no substitute for seat time. The most important weapon you have in your car is you, the driver. Come down to all the events, and you'll see yourself improve. If you're new to the sport, your goal should be to beat your own times on each run. As you improve, you can start looking at other drivers' times in your class and

compete against them. That's what makes autocross so great - there's competition at every level.

By the way, I'm still on the lookout for course designers. If you're interested in giving it a shot, let me know! If you're not sure, come to a course setup and see what it takes. I also have some course design info, so if you're curious, just reach out.

So, with respect to events, March 7th will be the annual Autocross Seminar and Mini School, which takes place at the Bethpage Community Park Community Room and Tobay Beach (See flyer in this issue and sign up, spots go fast!). This classroom session explores the wonderful world of Autocross. Basic Autocross skills will be discussed, as will what to expect during a typical day at Autocross. This class will be given by our veteran Autocross instructors and region champions. We will then move to Tobay Beach, where you will be able to drive on a course with our instructors and experience what you just learned at the seminar. This session will start with a course walk, where the course will be discussed. You will learn how to identify the elements of an autocross course and learn the best driving line. You will then be able to drive the course with an instructor who will guide you around and give you pointers. Once you are confident, you will be able to drive the course on your own. This is a great event for anybody considering autocrossing. All participants who are new to autocross



will get a free autocross event. I hope to see all you potential autocrossers come out to this great event. The day after will be the Season Opener on March 8 at Tobay Beach, followed by events on March 22, April 12, and April 26. Please see the flyer in this issue for the rest of the schedule.

Is that all, you ask? Well, of course not. We will also be traveling to two away events in July and August.

This year, the Zone 1 Autocross will be held on August 22nd and 23rd. Zone 1 is no longer running events, so Metro will take over hosting the event. There will be no changes from previous years, so there will be no surprises for anyone this year. As usual, this will be a two-day event in Ayer, Massachusetts, at Fort Devens, a decommissioned Army air base. There will be a different course each day, and this is a Metro NY points event. That means participation in this event earns points toward the runoff at the end of the year. If you only have the opportunity to make one of these away events, please try to make the Zone 1 Autocross up at Fort Devens. Last year, we had about eighteen Metro NY members, so I would love to get more this year. Besides great competition, it is a great time socially. We all go to dinner on Friday night, and there will be a catered BBQ at the hotel on Saturday night after the autocross. We have used the same caterer for the past two years, and the food is amazing. Please plan to attend.

The July event, the Zone Challenge, Zone 1 against Zone 2 (not to be confused with the Zone 1 Autocross), is also another great event and will be held on July 25th and 26th. It will be a two-day event at the Pocono Raceway in Pennsylvania. This is the second year of the Zone Challenge, where the Metro NY Region and the Northern New Jersey Region will compete against the Central Pennsylvania and Riesentöter regions. Last year, it was a one-day event, and Metro and NNJR took the trophy home. It is now proudly displayed in my den, collecting the right amount of dust until the next event. This event is also loads of fun and a great warm-up for the Zone 1 Autocross the next month.

This is going to be a great 2026 Autocross season, so come on out. See you between the pylons.



DAN FISHKIND
Autocross Chair

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

First time autocrossers will receive a coupon for a free autocross.

Autocross Seminar Will Cover

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- CAR CLASSIFICATIONS
- HELMETS AND SAFETY EQUIPMENT
- CAR AND DRIVER PREPARATION
- BASICS OF PRECISION DRIVING
- HOW TO 'WALK' AND 'READ' THE COURSE

Mini School Will Cover

- DRIVE ON A REAL AUTOCROSS COURSE WITH AN INSTRUCTOR AND EXPERIENCE WHAT YOU LEARNED IN THE CLASSROOM
- TIPS ON HOW TO READ THE COURSE AT SPEED.
- GAIN CONFIDENCE NEEDED FOR A REAL EVENT.
- ** BRING HELMET IF YOU HAVE ONE. **



A light breakfast will be served to all participants.

Event Information

WHEN
Saturday, March 7, 2026

COST
\$65 members
\$75 non-members

TIME
9:00 am – 4:00 pm

REGISTRATION
opens on January 1st
<https://clubregistration.net/events/signUp.cfm/event/16319>

WHERE
Bethpage Community Park
947 Stewart Avenue
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and
Tobay Beach Ocean Parkway

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

Email Dan Fishkind:
autocrosschair@gmail.com



Member Contributor

Pillow Talk

HOW A 911 AND
A CUSHION STARTED
A COLLECTION

When I was a kid, my dad had a black-and-white 1979 911SC Targa. I can still picture it perfectly – the smell of the leather, the hum of the engine, and, for some reason, a pillow in the back seat. I held it tight when we went fast. I loved that car. I loved that pillow.

Fast forward a few decades, and I finally got my own 911. Naturally, I went searching for that same pillow – the one that lived rent-free in my memory. What I didn't realize was that finding one would be almost as hard as locating a barn-find 356 under market value. Turns out, those pillows were produced for only a short period in the late 1970s and early 1980s. They've become something of a collector's secret – a rare piece of Porsche history hiding in plain sight.

So, I made it my mission. I set up alerts across every resale and auction site and started hunting. Everywhere. eBay, Etsy, Craigslist, 1stdibs, WorthPoint, obscure European resale sites. I made it my quiet mission to track down every Porsche pillow I could find. One by one, they started to appear – usually at odd hours, often in questionable condition,



and always with that unmistakable charm. Some came from Germany, some from Japan, a few from right here in the U.S.

Every time one surfaced, I bought it – condition, color, doesn't matter. Eight years later, I've somehow managed to corner the market on a small but surprisingly beloved corner of Porsche history. My collection has grown from a single nostalgic idea to shelves full of color variations, stitching differences, and model-specific logos. My kids think it's hilarious – "Mom collects car pillows" – but they've also started to understand that each one tells a story. My husband, on the other hand...

At home, they live together – not on display behind glass, but in the open. Some are in my office, some in the living room, and yes, one's riding in my backseat.

These days, my 911 Targa GTS sits in the garage beside my husband's 356 – two generations of Porsche design, two lifetimes of stories, and one pillow collection that somehow bridges them both.

My dad's pillow started it all, and now my own kids climb into the 911 with one under their arm. It turns out that sometimes the smallest things – like a simple satin crest of fabric and foam – hold the most meaning. For me, it's not just a pillow. It's memory, heritage, and proof that the love of these cars doesn't just live under the hood. It lives in the details.

JENNIFER DRUBIN CLARK
Member Contributor

Member Contributer

Through My Rearview Mirror: *Carrera*



Carrera – Most Porschephiles associate this name with a 900 series, those wide-bodied Porsches with flared fenders and bedecked with front spoilers and large rear wings. However, the Carrera is named not for a body style but for an engine type as old and prominent as the Porsche marque itself.

Carrera is a Spanish word that means "road race"- a competition where one strives to be a first-place finisher.

So why is this Spanish name so boldly imprinted in script on so many German-made Porsche models? The year was 1952. General Dwight D. Eisenhower was elected President of the United States...mainly because he promised to bring the boys home from the Korean War. Interest was at a mere 3%. The Yankees beat the Brooklyn Dodgers 4 games to 3 to win the World Series – and Dr. Ferry Porsche commissioned Ernst Fuhrmann to build a new high-performance engine for his race cars. Fuhrmann's new 1500cc, TYP 547 four-cylinder engine used four Hirth overhead

roller bearing camshafts to deliver considerably more power than the original VW-based mills.

This engine was first bolted to the Factory's open two-seater racers for the 1953 race campaign. Thus, the Carrera engine was born and proudly named in honor of the grueling five-day, 1,934-mile Carrera Panamericana Mexican Road Races that were held from 1950 to 1954. Factory-prepared Porsches participated in the Carrera Panamericana Road Races with pushrod-powered 550s to finish with a class victory in 1953.

In 1954, the Fuhrmann Four Cam engine was installed in the new TYP 550 Spyder for the Porsche Werks' endurance racing program. The result was a winning combination of engine and body design that became competitive on the international racing circuits of Reims, Nürburgring, Le Mans, and the Carrera Panamericana Mexican Road Race.

Carrera engines were manufactured at Stuttgart-Zuffenhausen with 110 horsepower from 1.5 litres; later, the engine displacement was increased to 1.6



litres, producing 150 horsepower. Racing successes were achieved among the TYP 550/718 Spyders, TYP 540 Speedsters, and TYP 356 Coupes at major international events.

In 1961, the Factory developed a 2-litre engine that was displayed to the public at the Frankfurt International Motor Show in a newly designed TYP 356 B GS/GT Coupe, which was more aerodynamic than the previous A and B production models.

This racing model had a 1966cc Carrera engine, which featured twin ignition systems and a pair of Solex carburetors. The 356B Carrera GS/GT coupe cranked out 152 horsepower at 6200rpm with a top speed of 130 miles per hour.

Porsche continued to use the Carrera 2-litre four-cam engine (and later, a flat eight) to power its first-ever fiberglass- and ladder-frame-bodied sports racing car – the TYP 904 GTS. The new 904 GTS, designed by Ferdinand “Butzi” Porsche, became an immediate success for the Werks’ FIA GT racing class during 1964-1965 at Reims, Sebring, and Le Mans. The

904 GTS was also successful in international rally competition.

In 1966, Porsche debuted Ferdinand Piech’s designed TYP 906, named the “Carrera 6,” which became homologated for FIA racing. The new Carrera 6 employed an aerodynamic, unstressed fiberglass body over a lightweight tubular spaceframe chassis, with the flat-six Carrera engine from the 904/6 variants. The Carrera 6 long tail would win the 1966 World Sportscar Championship and the 1966 - 1968 European Hillclimb Championships.

In 1973, the Carrera name officially appeared on the last of the long-hood 911s with the Carrera RS. The 2.7-litre Carrera RS was built as a limited-production special to meet homologation requirements for various racing organizations. It was available in several versions, including a lightweight Sport (200 made) and a more street-oriented Touring (1308 produced), as well as an even more limited-production full-race version – the RSR (fewer than 60 made). The street-legal Carrera’s 2.7-litre engine churned out 200

horsepower and had a top speed of 150 mph in street form. It was the first 911 to feature a small "ducktail" rear spoiler to help the rear of the car stay planted at these heady speeds.

That rear spoiler became a defining feature of the Carrera, and by 1975, it grew even larger, with an upturned rubber lip that protected the delicate fiberglass engine lid and added a little more downforce. Displacement was bumped to 3.0 litres in 1974 with the change to the G-Body, which unfortunately also

gained the heavier 'impact bumpers'. In 1976, the Carrera picked up a turbocharger and a new name: "Turbo Carrera."

The Turbo Carrera was a beast; it tested at 256 horsepower and reached 155 miles per hour. The turbocharged engine was truly amazing, as the exhaust-driven turbine wheel developed speeds of up to 90,000 rpm, pre-compressing air to a density of 11.4 psi. Of course, the fuel injection was correspondingly modified to maintain the proper air-to-fuel ratio.

Stuttgart-Zuffenhausen continued to promote the legendary Carrera name for over five decades with the production of the following Carrera models:

TYP 911 Carrera G-Series...1974 to 1989 (1974-1976 Carrera 2.7), (1978-1983 911 SC), (1984-1989 Carrera 3.2)

TYP 924 Carrera....(1980 GT), (1981 GTS)

TYP 930 Carrera...1975 to 1989 G-Series, (1975-1977 3.0 Turbo H6), (1978 -1989 3.3 Turbo H6)

TYP 964 Carrera...1989 to 1994 (Carrera 4 / Carrera 2, RS / RS America, Targa, Cabriolet models)

TYP 993 Carrera...1994 to 1998 (Last of air-cooled engine . Carrera S / Carrera 4S / Turbo / Turbo S)

TYP 996 Carrera...1998 to 2006 (2002 996.2 introduced with Targa and Carrera 4S models)

TYP 980 Carrera... (Carrera GT) 2003 to 2006 (1,270 units built)

TYP 997 Carrera...2005 to 2012 (2005 -2008 997.1, 2009-2012 997.2 becomes a facelifted version)

TYP 991 Carrera...2012 to 2019 (991.1 / 991.2/ T). Seventh generation with longer wheelbase, wider track)

TYP 992 Carrera...2019 to present. Eighth generation. (2021 introduced 992 GT3 / 2021 992 GT3 RS/ T in 2023)

Carrera. A distinctive name and script representing Porsche's racing legacy...one of prestige and perfection...Driven by Dreams.

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LEE RASKIN

Member Contributor

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

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Driven by Passion

JAMES DEAN'S LIFE IN FILM AND CARS

Back in November, we had a spectacular turn out at the Malcolm Pray Achievement Center in Westchester for our joint event "Driven by Passion: James Dean's Life in Film and Cars." Presentations by Porsche Historian, Author and now Metro Post contributor Lee Raskin, Professor of Film, Foster Hirsch and Actors/Filmmakers Brian Vincent and Heather Spore made for a wonderful afternoon exploring the life of a Hollywood icon whose passion for acting was coupled with an equal passion for racing. We look forward to more of these types of events with the museum in 2026.



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LIME ROCK PARK (Track & Proving Grounds) April 17-18 (Fri/Sat)	WATKINS GLEN (NIA PCA Solo) August 19-20 (Wed/Thur)	REGISTER AT: www.clubregistration.net Search "Metro"
WATKINS GLEN (NIA PCA Event) May 25-26 (Mon/Tue)	WATKINS GLEN (Three Days) August 21-23 (Fri/Sat/Sun)	INSTAGRAM: @metropcatrakdays
WATKINS GLEN (Solo) May 27-28 (Wed/Thur)	WATKINS GLEN (Solo, NIA PCA Co-host) September 14-15 (Mon/Tue)	CONTACT - REGISTRAR: metronypcade@gmail.com
Palmer June 27-28 (Sat/Sun)	LIME ROCK PARK (All Day Unshared) Oct 5 (Mon)	
MID-OHIO (Three Days, NNJR PCA Co-host) July 17-19 (Fri/Sat/Sun)	VIRGINIA INTERNATIONAL RACEWAY (Three Days, NNJR PCA Co-host) Oct 23-25 (Fri/Sat/Sun)	



Kasper at Cars & Coffee in Soho

West Region Update

A new year brings new opportunities – maybe even new cars for some of you – but one thing is guaranteed: spring is right around the corner, and with it comes driving season.

As your new West Region Director, I'm already looking ahead to 2026, and I want to start by saying a huge thank you to everyone in NYC and across the region who has reached out with ideas, enthusiasm, and a willingness to get more involved. The energy I've felt so far is exciting, and it's clear that there's a real desire to bring Porsche Club members together and build a stronger, more connected NYC community.

I'll continue hosting our Cars & Coffee events in SoHo and Lower Manhattan, where I live – but I want to expand beyond that. Members in Brooklyn, Queens, the Bronx, and Staten Island: if you know a great weekend coffee spot, meetup location, or have another fun idea, I want to hear from you.

In collaboration with our Trek Chair, Billy Stewart, we're also planning more early-morning drives out



Photo by Enrique Muyshondt



of the city to nearby destinations. The idea is simple: great roads, great company, and back in the city by around noon. Less time commitment, more driving, and more opportunities for everyone to join in. We're also looking to coordinate some of these drives with fellow members in Westchester.

There's a lot more in the works, and this is just the beginning – so stay tuned. If you're in any of the five boroughs and want to get involved, please reach out. Remember, the Porsche Club is the members' club – our club, your club. Let me know your thoughts, ideas, and how you'd like to be part of what's coming next. Happy New Year, Kasper.

**KASPER
LUDWIG-LARSEN**
West Region Chair



P: 646.263.8891
E: pcanywestregion@gmail.com



Chasing Curves

Many members of the club realized a lifelong dream, acquiring the Porsche of childhood memories. And for many, the best part of manifesting the dream is taking that Porsche out on the road, driving around as intended -where roads twist and bend, elevations change, and surrounding scenery blurs like an impressionist painting.

Whether your soundtrack is an air cooled flat six or electric sport mode, I hope that you find time to enjoy happy trails with me for this season of treks. While not quite Targa Florio, Le Mans, or Pike's Peak, Metro NY PCA members will have the opportunity to enjoy

jaunts with others in the coming year. I'm planning brief thematic pit stops from fun sunrise runs for matcha lattes and coffee to Porsche & Pancakes, Targas & Tacos, Sundaes on Sundays, and more. I look forward to driving with you on action packed treks and adventures scheduled in 2026.



BILLY STEWART
Trek Chair

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Member Contributor

If you do what you love.....



Almost everyone is familiar with the old saying, "If you do what you love, you will never work a day in your life." I recently had the privilege of meeting with Ryan Friedman and Heather Tierney of Ryan Friedman Motor Cars in Glen Cove, Long Island, and immediately realized that Ryan is the embodiment of this old saying. His passion, enthusiasm, knowledge, and love of sports cars, especially Porsche, is apparent from the first seconds of speaking with him. (You can see for yourself by checking out one of his YouTube videos!) However, passion, enthusiasm, knowledge, and love alone are not enough to build the phenomenally successful business that Ryan has.

Ryan started his business of acquiring and selling high-end specialty sports cars as a "hobby" based on his love of cars, the type that he refers to as "the cars we all had on our walls in high school," the Ferraris, the Lamborghini Countachs, Porsche 911 Turbos, etc. He started small, originally located in a "barn" in Bridgehampton, Long Island, then moved to a warehouse (actually a parking garage) in West Hempstead, before moving to Glen Cove at the former location of Ferrari Glen Cove in 2017. His first success was with late 80's Mercedes-Benz SL Class



Roadsters, one of which is still in his collection. Other successful transactions quickly led him to branch out into other marques, primarily Porsche.

Today, Ryan's business has grown to a level he could have only dreamed of when he started. He employs 20-25 people in Glen Cove and sells about 60 of the most fabulous examples of Porsches per month, primarily, 911s, that you could ever hope to see! His showroom and warehouse are full of specialty Porsches from the late 80's to mid-2010s that are rare or unique and stand out in some way from the more traditionally optioned cars. The features that make the cars unique are almost endless, from Paint-to-Sample colors (a Ryan favorite) to rare color combinations, to special features like Aero Kits, to low production volume factory examples, etc. Ryan's determination and enthusiasm for acquiring these cars and putting them in inventory for sale have led to the need for an impressive warehouse to house 70-80 cars, in addition to the showroom. Once acquired for sale, these cars are thoroughly serviced and conditioned on site, even beyond what a Porsche dealer would do when they CPO a car. It is obvious from a quick look in the showroom that the cars are impeccably prepared! Ryan and his folks have a particular love for 997 Series 911s, which they describe as a hybrid of the older "Analog" 911s and the newer high-tech feature-rich series.

Ryan's sources for his cars are varied. While most are from collectors and hobbyists, he regularly attends Concours events such as Pebble Beach and Amelia Island in search of exclusive, rare finds. He also uses auction events like Gooding, RM Sotheby's, and Mecum, but stresses that his network of personal contacts, including many existing and former customers, is his most reliable source for unique and exclusive examples.

Ryan's outlook on the specialty sports car market is as unique as his cars and reflects the basis of his business strategy. He believes he is selling not only a car, but an experience. When a buyer purchases one of his cars, they become a member of an exclusive "car culture" community that extends beyond the car itself. They become involved in car meets, Concours events, cars and coffees, treks and tours, on-track events, etc., all based on purchasing the "car of their dreams." They meet new people and develop relationships that can positively affect the rest of their lives. Unlike expensive vacations, sporting events,



concerts, and Broadway shows, the investment made in the car can last a lifetime and support the social activities surrounding it.

Ryan believes in fundamental values frequently overlooked by others in the specialty/collectible sports car market. Every car has its own story and "uniqueness," affecting its dollar value beyond the generally accepted book value. Mileage only generally affects the dollar value and should be relative to the individual car and its features. For example, if a car is the right one but its price is viewed as too high, "good luck trying to find another like it!" In other words, trust your intuition and respect the car. A similar car may never be available again. Exclusivity, not price, is the most important factor.

Ryan is big on customer retention. He believes in a cyclical sell/buy-back relationship where customers can keep their cars for as long as they like, while feeling comfortable knowing the car can always be bought back at market value or better and replaced with another car.



Ryan is a dedicated supporter of Metro PCA and was our exclusive sponsor for our Octoberfest Concours at the Vanderbilt Museum this October, where he brought several of his magnificent cars for display, including a 2005 Carrera GT!

Thanks to Ryan, Heather, and all the staff at RFMC! Ryan is truly living the dream of every car enthusiast by doing what he loves!

Stay tuned for events in the spring; we will be running with RFMC.



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Driver's Education (DE)

JOY

TRACK RAMBLINGS



This article is about the **joy** that can envelop you on the track in your wonderful Porsche (or other car). Properly setting the car up for the next turn so that you 'hit your marks' [the 3 key points of the turn – turn-in, apex and track-out], or saving your braking for the last moment as you approach the turn-in point and begin your turn-in and you feel the cornering forces build up and you apply increasing throttle as you get near the apex and then apply full-throttle to rocket away from the turn.... There is nothing in life which is better. [Well, maybe there are some other transcendent moments in life, and please grant me some poetic license, but in truth, there are many **joyful** moments when you are on track.]

Two instances come to mind. As it happens, both were with female students. In one, we finished our session at Watkins Glen, parked the car in the garage, and removed our helmets when she said, "Fred Pack, I love you." My point here is not that I was so

wonderful. Rather, it is that she had a sense of **joy** from her experience on the track. The other was from a Summit Point student who is a psychiatrist. She described the **joy** and thrill of driving her car on the track, coupled with the growing sense that she could overcome the anxieties and apprehensions of hurtling around it. This gave her a deep sense of satisfaction and **joy**. Speaking of which, there is no reason at all why women can't **enjoy** track driving as much as men, none at all.

I can't say I've had similar emotional effusions from my male students, but I have had many deep Thank-Yous from them, and again, I am not touting myself or my instruction; rather, it is the students' **joy** that is so wonderful.

With the above as an introduction, I can get to the point: Many people become "addicted" to the DE experience because it creates an emotional state



Photo by Foto K. on Unsplash

of "I can do this," which is deeply **joyful**, meaningful, and fulfilling. Maybe it is no coincidence that the term "track junkie" is in wide use.

I've been writing this Track Ramblings column each month for more than 15 years. The reason that I have continued for so long is that I am in love with the PCA DE program and always have topics to discuss. As much as I **enjoy** being on the track itself, being an instructor brings me as much as, or even more **joy** than my own driving. I've been an instructor for about 30 years, so if I do the math, I've had more than 150 students over the years.

When I bought my first Porsche, a 1984 944, and started doing DE's, I occasionally saw the abbreviation "NDI" on various documents. I learned that it meant "Non-Driving Instructor," and I couldn't understand why any instructor would drive several (or more) hours, spend money on meals and a motel, to attend a track

event WHERE THEY WOULDN'T BE DRIVING ON TRACK?? Well, I understand it now – the **joy** that my efforts bring to my students reflects back onto me.

In last month's column, I mentioned two long-term Metro PCA members who have never attended a DE event. One said he was worried that the stress and strain on the car would damage it; the other said he was "getting there," meaning he wanted to get on track but wasn't quite ready for it. They both had erected barriers so that they wouldn't have to "jump into the pool." I can understand this, and all I can say in response is that surmounting your natural apprehension isn't very hard to do once you actually attend a DE session. You will have classroom sessions that explain the many things you have to understand, and you will have your own personal coach/instructor in the passenger seat of your car at all times to guide you. Plus, there will be many other novices with whom you can share your feelings and insights. The Metro



Two porsche's parked after
going around Lime Rock.

PCA DE program has produced many hundreds of drivers who are now "regulars."

Didn't we get over our apprehension about jumping into the pool and have many, many happy memories of swimming? Need I say more?

I'll add Lao Tzu, the 6th-century BC Chinese philosopher, to the discussion. He said, "The thousand-mile journey begins with a single step." Take the single step! And there was the famous TV commercial in the 1970s where the waiter persuades the doubtful diner about a new dish, "Try it, you'll like it!!"

I hope these words will encourage PCA members who haven't attended a Metro High Performance Driver Education event to do so. The 2026 season starts soon. The tracks which are in the 2026 Metro program within the 2-4 hour distance from NYC environs are Lime Rock, Thunderbolt, and Lightning. At 4-6 hours are Watkins Glen and Palmer; at 8-10 hours are Mid-Ohio and Virginia International Raceway. The full Metro track schedule and registration is at ClubRegistration.net.

Lastly, I always end my columns with my contact information. I encourage readers to communicate with me to discuss anything at all on your minds, whether it is about your car -- is it too old [it isn't], is it too slow (or too fast), does it need modifications [it doesn't]; yourself -- am I too old? You aren't -- I'll have just turned 78 when you read this; the expenses -- let's face it, there are some expenses, but you don't have to do anything to your car except routine maintenance, which you should be doing anyway.

Add some **JOY** to your life!! Try it, you'll like it!!



FRED PACK
DE Instructor

You can always email me at
fhp911@gmail.com

Life at full boost



While every Porsche is special, some tend to be a bit more so. For the 993, the Turbo/Turbo S were the ultimate expressions of the air-cooled, road-going 911, delivering blistering acceleration on a level that is impressive even by today's standards. Our client's pristine Turbo on the left is a stunner, finished in PTS Turquoise Metallic.

The folks at RUF took the 993 even further, first with their Turbo R then, nearly two decades later, the Turbo R Limited (the green example on the right is one of only seven produced). Boasting an eye-popping 620-HP in a lightweight chassis, RUF again delivered a car that could exceed 200 mph.

The Speed Yellow car in the center of this trio is a completely different take on the 993: the TechArt CT3 featuring a supercharger delivering 462-HP to the rear wheels. While any CT3 is rare on these shores, this one is particularly so as it's production number 000.

The one thing the owners of these three very special 993s have in common is their unwavering trust in us. The specialists in our air-cooled Porsche department are recognized by renowned collectors across the globe for their expertise, experience, and most importantly, integrity.

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



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Concours Corner

Events



It's very chilly in the Concours Corner this month. I think wrapping myself in a few Microfiber towels might help. I remember, not too long ago, before my 914 became part of our family, a towel to me was my father's partially decomposed white undershirt. I would tear the shirt into small sections and would be ready to wash and dry my 1971 VW Super Beetle. Oh, times have changed. You may want to sit because this lesson could take some time to explain. Our goal is to choose a microfiber towel that is right for our specific needs. Microfiber towels are selected for each use based on their ratings. All microfiber products are a mixture of Polyester, the cheaper part, and Polyamide, the more expensive part. A 70/30 blend is 30% of the expensive half of the towel. The higher the Polyamide %, the greater the absorbency and cleaning ability. Then we have GSM. The weight

measurement tells us how dense a towel's fibers are. A towel with a GSM of 550 is denser – and typically softer – than a towel with a GSM of 300. The higher the GSM, the more microfiber material packed into each square meter of fabric. Think of GSM as the "fiber thickness" scale. It doesn't automatically mean quality, but it tells you how the towel will behave – whether it's plush and gentle or tough and utilitarian. If I wanted to clean my wheels, I would use a 300 GSM towel with an 80/20 blend. The 20 means I don't want the towel for this project to absorb much.

All the towels I will discuss are from the Rag Company. I might use them differently than they suggest, but once you understand what the numbers represent, you can pick the correct towel for the task. The first towel, the Rag name is "car wash," 16x27, at

Here is a Common GSM Range and use guide for Microfiber Towels

200–300 GSM:

Lightweight towels for dirty jobs, wheels, and engines

300–400 GSM:

Mid-weight towels for washing, drying, and general detailing

500–600 GSM:

Plush, soft towels for delicate paint, coatings, and final wipes

700+ GS:

Ultra-plush, luxury towels—good for hand polishing but overkill for most jobs

Washing & Drying:

350–450 GSM for ideal balance of softness and absorbency

Ceramic Spray Application:

500–600 GSM for streak-free gloss and even coverage

Glass & Mirrors:

300–350 GSM for lint-free clarity

Wheels & Engine Bays:

200–300 GSM for toughness and easier cleaning

320 GSM, grey in color, selling for \$2.00. It's made in China. Korea makes the best towels, but we don't need to pay a higher price for most applications. I use this towel for multi-purpose: cleaning my cabinets, using it on the tires, or rubbing off excess rubber treatment. As a rule, towels should be washed before use with a special detergent and not mixed with other colors. The next towel at 16x16, yellow, called "Eagles," a lower-pile, 300 GSM product, edgeless, 16x16, used for polish removal. The next one is called their "Creature", it's a 420 GSM Chinese towel, used for wax removal. For coating applications, I use an edgeless grey towel, named "Pearl," which is low-pile. The next one is 400 GSM, 16x24, blue waffle weave, used for glass cleaning. Next is a blue 16x16 365 GSM for the interior. Going to a waterless wash, think winter, is a white 490 GSM, thick pile, waffle weave,

very soft. It's time to dry using an orange 16x16, 550 GSM. Next, a 12x12 grey towel for wheels and tires. The final towel is a 30x36 900 GSM; it absorbs water very well. That's a total of 13 towels. The detergent suggested for microfiber towels is called "Rags to Riches", one or two ounces in cold water. I hope this article clarifies some misunderstandings about Microfiber towels, and that you will use the T-shirts for grease cleaning on the bicycle chain.



PETER PORTANOVA
Co-chair Concours



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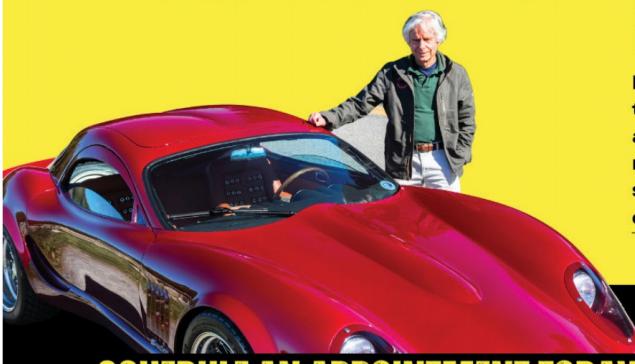
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Member Contributor

Revs Institute

While visiting my mom in Florida recently, I paid a visit to Revs Institute, home of the Miles Collier Collection of automobiles. On display are over 100 vehicles manufactured between 1896 and 1995. One of the four exhibit areas is dedicated to Porsche. Here, visitors can feast their eyes on the evolution of our favorite marque, from a 1949 356SL Gmünd coupe to an unrestored 1971 917K that raced at Le Mans as part of the renowned Martini Racing Team under the sponsorship of Martini & Rossi. Oh, and there is also another 917 - a 1969 917 PA that raced in the Can-Am series as an open-top spyder.

Tucked away in the back of an unassuming office park in tony Naples on Florida's gulf coast, the nondescript 80,000 square foot building yields no clues as to the treasures that lie within. Arguably one of the most important collections of Porsche race cars outside of Stuttgart, the viewing area also houses no less than three Porsche 908s, including a 1969 "langheck" (long-tailed) version, a couple of svelte 1964 904 Carrera GTS cars cloaked in fiber glass bodies (one of which is a street version), a 906, a 907, and a 910, among others. There is even a 1963 Elva Porsche and a 1958 Porsche-Behra Formula 2 racer.

Unlike many other auto museums, there are no ropes or protective barriers between you and the cars, so you can get up close to all the vehicles (but no touching!). Photos are allowed, but shooting video is off-limits. There is also a nice gift shop on the premises. This was my third visit to the Revs Institute, but the first time I took a formal tour – well worth the few extra dollars over general admission, in my

opinion. My docents were extremely knowledgeable about all the cars in the collections, and questions were encouraged.

In addition to the Porsche gallery, the collection includes many other notable cars worth viewing. For example, you will find a sensuous 1937 Delahaye with its swoopy fenders, a perfect representative of the pre-war streamlining era. There is also a sleek 1939 Mercedes-Benz Grand Prix race car, one of the famed "silver arrows". Not to be missed are a pair of 1966 Ford GT-40s and a 1962 Ferrari 400 Superamerica previously owned by Enzo Ferrari himself (spoiler alert: it's not red). There is even a 1995 McLaren F1, with its trademark center driving position flanked by cozy passenger seats on either side.

While we New Yorkers tend to gravitate to the east coast of Florida when visiting the Sunshine State, the museum is a must-see if you find yourself on Florida's west coast. Or, for those not opposed to short road trips, Naples is just a two-hour drive from Miami, straight across the state via I-75 (a.k.a., alligator alley). Revs Institute is open on Tuesdays, Thursdays, and Saturdays from 10am to 4pm. Be sure to purchase your tickets in advance at <https://revsinststitute.org> for a specific date and entry time (walk-ins are not permitted). Trust me, you will not be disappointed.

JAMES CLARK
Member Contributor



Porsche 917K (Kurzheck, or "Short Tail") This car has a storied racing career, including winning races at Brands Hatch, Monza, and Watkins Glen in 1970. It is considered one of the most original 917s in existence, as many of its imperfections and wear and tear have been preserved.



Porsche 907 short-tail (K) endurance racing prototype. This model was pivotal in Porsche's transition from a sports car manufacturer to a builder of dominant race cars in the late 1960s. It is famous for winning the 1968 12 Hours of Sebring race.



1951 Porsche 356 SL Gmünd Coupe. This vehicle, competed in the grueling 1951 Liège-Rome-Liège Rally, where it finished third overall and won its class.

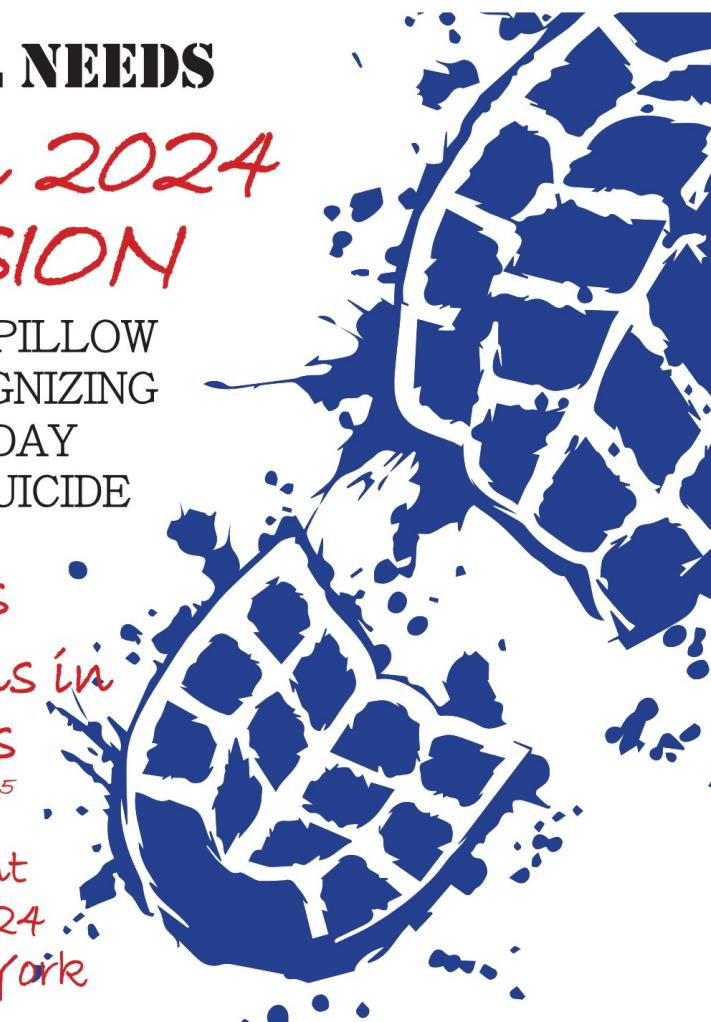
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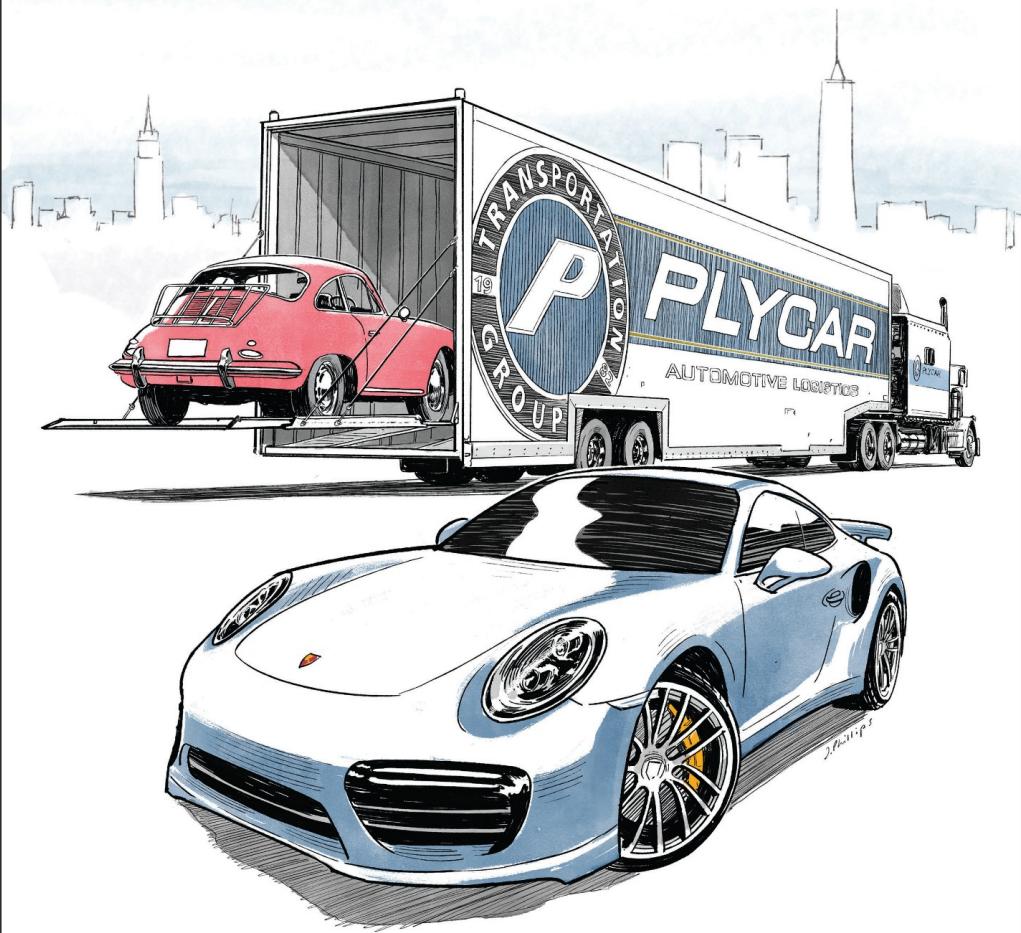


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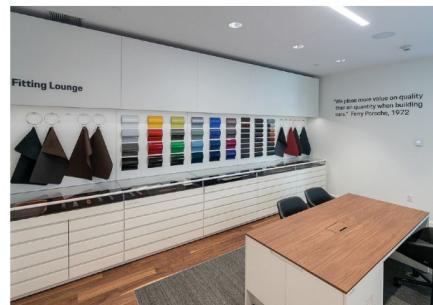
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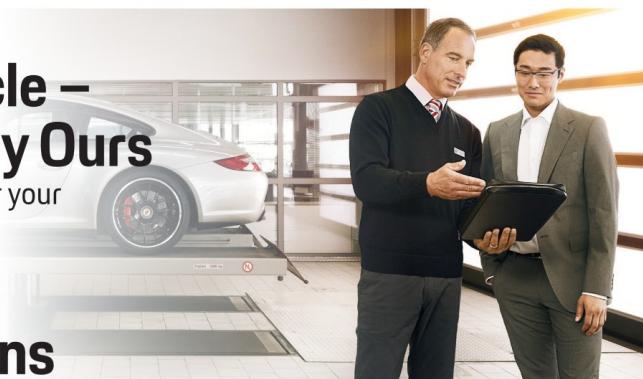
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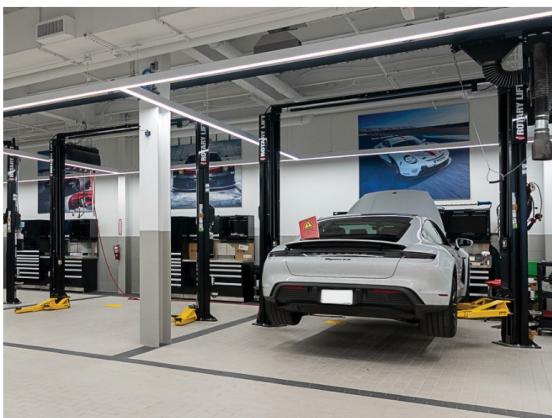
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This is Progress?

With snow on the ground, salt on the roads, and icicles hanging from the eaves, it's hard to visualize enjoying our Porsches on warm summer days. Many of our four-wheeled friends, I imagine, are snuggled away for winter, under a cover with a battery tender plugged in. Of course, you could migrate to warmer climes, leaving the rest of us to shiver. Or perhaps build a safari-style 911, Cayenne, or even a 944 lifted for rally use. I recall reading about and seeing images of Porsche testing in extreme cold weather. And I recall when Porsche offered snow chains for your tires in their catalogue, and yes, they still do. I wonder how many they sell. Today, we overload our roads with salt, listen to our cars rust away, and wonder how long before the water table becomes brackish.

Assuming you've put away your helmet, changed your oil, inflated your tires, and checked the strength of your coolant (if you have any), winter is an ideal time to address all those things you put off in the summer, because you didn't want to risk any 'downtime'. As a shop owner, the first warm days of spring can be a blessing and a curse. The phone starts ringing

with calls about dead batteries, fluid leaks, and all manner of issues, all wanting to be fixed fast. It can be overwhelming and lead to delays that cut into your summer fun. When your mechanic is busy, it's harder to get things done quickly. Skilled labor is becoming more scarce, and parts pricing is going nowhere but up. If you attend to things over the winter, you have less pressure and more time to do things right. There are relatively few things that are easy to service on Porsches, and the newer they are, the more complex they become.

Before all-weather tires and all-wheel drive became ordinary, I remember the need for seasonal snow tire swaps and adding metal studs to them (they made lovely sparks). We've really come a long way—or have we? Dipsticks are essentially gone. I lament the departure of the venerable dipstick. It was simple, reliable, and inexpensive. The dipstick represented a tangible connection between the driver and the engine. You could know nothing about cars and still be able to check your own oil. Now we have to fumble through complex on-screen computer menus, follow oddball procedures, and wait for the engine to reach



the right temperature before we're allowed to know our oil level. Shouldn't we know that before we start the engine?

Formerly a simple swap, when we replace batteries today, (often primary and secondary) we now need specialized equipment to 'register' the battery - alerting the computer that a new battery has been installed; lest the alternator roasts the new one. On some models, you must tell the computer when you replace brake pads (and clutches) so it can calculate wear. Used to be we looked at them. Later, they made a noise, and later still, a simple sensor was added to illuminate a light on the dashboard. Of course, we didn't have the joys of bore-scoring, failed IMS bearings and auto stop-start foibles, but we did have broken head studs, leaking oil return tubes and dual-mass flywheel failures.

What's my point? There is beauty in simplicity – Dr. Ferdinand Porsche knew that. Today's cars spy on us and are shockingly easy to steal. On the flip side, modern cars are more comfortable, more efficient, and feature handling that stretches our understanding

of physics. As systems become ever more complex, there's a tendency to encourage you to return to the authorized dealer for service. Independent shops (and DIYers) will struggle to stay current on newer cars. Economic forces of supply and demand are moving in one direction. Is this progress? Ask yourself this question. Will today's cars still be around in 75 years? Someone recently asked me if I use AI to write this column. No, I quipped. I found that question a trifle insulting. Perhaps it was meant as a compliment...

Please contact me if you have comments or questions about this column or if you have another topic you'd care to address. chris@easternmotorworks.com



CHRIS MANFREDI
Technical Chair

Events

Rally for Fun

On November 16, I had the pleasure of entering the **Pine Barrens Off-Road Excursion XII**. This is an annual event presented by the Northern New Jersey Region PCA and sponsored by Paul Miller Porsche. The route book handed out at the start included the following introduction, turn-by-turn instructions, and a history of the local area. The book is a handy reference guide to this section of New Jersey with many little-known facts. Quite a keepsake.

This is not a race and not intended to be "a car-breaker" event.

But at the same time, this is not a simple Sunday ride in the woods. This tour spans 62 miles of mostly good unpaved or sandy roads, with a mid-trip lunch break. The planned route encompassed narrow, deep "sugar sand" trails, as well as hard-packed sand and gravel roads. Depending on weather conditions, participants may also encounter a few water holes. Water holes are depressions in the roadbed that collect rain after a storm. Some roads and trails require extra care to avoid damaging your vehicle, especially the front bumper, as ground clearance and speed can play a significant role.



With all this in mind, we started the event. My Cayenne S had all the right features for the job. We traveled through blueberry fields and drove on the berms separating cranberry bogs. The tour stopped at the Historic Whitesbog Village to hear the Accidental Jug Band playing for us at the General Store. Then we proceeded to an area known as "The Devil's Hairbrush" and ended at the "Sand Pit". The sand pit is an open field of sand (mined and used locally) with a water hole in the center. Those adventurous enough drove around and through the pit at challenging speeds. Fun for all who enjoyed it (I did). The morning ended as we returned to the start for lunch. Many thanks go to the creator and Rally Master Peter Schneider for such a great event. We have Pine Barrens on Long Island, but not as vast as these. Long Island was able to host such events years ago; however, vehicle-accessible trails are no longer available. If you want to take your 4X4 off-road, keep an eye out for this event next fall.



RICH MOOERS
Rally Master Chair



Image:
NNJR-PCA hosted the Pine Barren Off-Road Excursion Trek
on November 16th 2025, sponsored by Paul Miller Porsche. The
following photos were taken by Mike Feno at the event.

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Market

Porsche Market Update

As we headed into December, 2025 had already surpassed 2024's total dollar volume, leaving unit volume and sell-through rate as the final unknowns. December delivered on both, posting a 73% sell-through rate on \$44,041,972 in sales with 583 cars crossing the block, a clear improvement over December 2024's 70% sell-through, \$30,340,029 in dollar volume, and 462 units. For the full year, 2025 finished at a 72% sell-through rate with \$583,660,924 in total dollar volume across 7,572 cars, versus 68%, \$493,350,995, and 7,235 units in 2024. The result marks 2025 as the strongest year for the Porsche auction market since the peak of 2022.

For me, 2025 was RUF's year, with five of the top six sales coming from the Pfaffenhausen manufacturer. Three of those top results were original W09 VIN'd CTRs, a car we simply have not seen at public auction in any meaningful way for as long as I can remember. All three claimed the podium for highest prices paid in 2025, led by a 1,000-mile example finished in iconic Blossom Yellow that took top honors at \$6,055,000, followed by sales at \$4,680,000 and \$4,295,000. Rounding out the top six were two CTR Anniversary models, RUF's first fully

carbon-tubbed tribute to its 1980s legend, which sold for \$3,360,000 and \$3,140,000 respectively.

The lone car to break up RUF's dominance in the top six was a 1960 718 RS 60 Spyder, which sold for \$3,525,000 at RM Sotheby's Monterey sale. The result was a pleasant surprise, as Porsche race cars from the 1950s and 1960s have had a rough few years, with many failing to sell at auction. Also from the 1960s was the most talked-about car to cross the block in 2025, the 917K hero car from Steve McQueen's classic film, *Le Mans*. Owned by Jerry Seinfeld since 2001, the car initially failed to meet reserve with a \$25 million high bid on the block, but ultimately found a home post-sale at an undisclosed price.

FOR ME, 2025 WAS RUF'S YEAR, WITH FIVE OF THE TOP SIX SALES COMING FROM THE PFAFFENHAUSEN MANUFACTURER.

Another surprise from 2025 was the late-year Turbo surge. It was most evident in the 993 Turbo market, where a run of strong results pushed prices well beyond the prior twelve-month high of \$270,000, with multiple cars selling over \$300,000. Leading the charge was a 12,000-mile Black-on-Black example that nearly added \$100,000 to that benchmark, hammering at a final bid of \$369,000. The momentum did not stop there, as 964 Turbo 3.6 values



Photo credit Gooding Christie's

also spiked, with two cars selling for over \$800,000 in December alone, crushing the previous twelve-month high of \$545,000. On the newer Turbo front, the biggest mover of the year was the 991 GT2 RS, where even a non-Weissach example broke through the \$500,000 mark, selling at a final bid of \$506,000.

Speaking of GT cars, 2025 proved to be a mixed bag. Earlier, more analog GT3s were clear winners, led by a sub-1,000-mile 997.2 GT3 RS that set a new high at \$575,000, followed closely by a Green 997.1 GT3 RS that sold for \$498,000. The year also marked the first opportunity for 996.1 GT3s to be imported into the US, as we did not receive a GT3 domestically until the 996.2. The start was shaky, with the first example failing to sell at \$106,996 and the first successful US sale landing at \$100,000. That first car was later re-run and achieved \$145,250, followed by another sale at \$128,000, suggesting early hesitation gave way to stronger conviction. Not all GT cars shared the upside, however. New 992.2 GT3s struggled, with just one of six examples finding a buyer, and even that result fell short of expectations at \$384,000 against an original MSRP of \$313,000, well below the early premiums enjoyed by the 992.1 GT3 when it debuted.

It wasn't just modern and modern-classic Porsches that impressed in 2025. For me, the standout classic of the year was the SWB 912 Coupe. We saw three examples sell at or just above the \$100,000 mark, with several more changing hands in the \$90,000 range, a level that would have seemed unthinkable not long ago. Topping the list for the year was a 1966 912 Coupe that emerged from 25 years of family ownership and brought a strong

\$100,912, cementing the model's quiet but meaningful move into six-figure territory.

2025 was undoubtedly one for the books, but looking ahead, I expect 2026 to look a bit different. Unit volume should pull back modestly, a trend that already appears to be taking shape as January has produced the lowest number of Porsches currently for sale across the three major online auction platforms that I can remember seeing. On the product side, Boxster and Cayman pricing should begin to level off for standard variants, while special models start to separate themselves. With production of the 718 Boxster and Cayman now behind us and a gas-powered replacement still years away, scarcity will matter more than ever, and if a 000 Boxster Spyder comes to market, don't be surprised if records fall. As always, truly special cars will continue to do special things, and the best of the best will still bring the money. Cheers to 2026.



DAVID K. WHITLOCK

Guest Contributor

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

 Stuttgart Market Letter

Trading Post



MICHAEL BRIEF
Post Coordinator

Cars For Sale

2022 911 Targa 4 GTS
in GT silver. Fully loaded including carbon brakes, premium package with park assist, front lift system, Burmester premium audio system, GTS interior package in chalk, etc. 5,300 Miles. Full PPF on the car. Located in Larchmont, NY. \$21K
917-828-6209
dmilojevic@me.com
(11-23)

Accessories For Sale

Porsche 996 cup car body parts
(all made by Getty). Front cup bumper, rear cup bumper, engine cover with Cup Wing. All primed and ready for paint, except the wing - which is polar silver. Getty price - just over 5k without primer. Mine - \$2500.00 USD for all three. Selling as a set. Located in Cranford NJ.
Jerseysure@gmail.com
(12-23)

Porsche 996/997 bolt in - Clubsport Cage
Rare. Painted polar silver. FIA rated. Comes with all hardware. NLA new. Bolts in - and comes back out. Fits 997 and 997 cars. Located in Cranford NJ. \$5999.00 USD will not ship
Jerseysure@gmail.com
(12-23)

1988 Carrera Cabriolet Parts
The following items are from my recently sold 1988 Carrera Cabriolet: A set of Borbet Cup 1 style wheels with Porsche crests in fair condition. Fronts = 7 1/2 J X 17 H2, ET17. \$350 for the wheels. Also, a DAS Sport rollbar #DASRB3 in black powder coat. \$250 for the rollbar. Photos available. Located in Ridge, NY. Have questions?
Text Ken at 631-521-9000
precisionkenq@hotmail.com
(11-23)

Genuine OEM Porsche wheels, and Pirelli winter tires off my Porsche Panamera S
Set of four Tires, and rims are in like new condition with around 1500 miles no Scuff marks. All with working TPMS valves, 275/45R18, and 245/50R18. Price: \$950. If you have any questions or pictures needed, please contact me.
Michael 516-524-2526
(11-23)

From 2016 Macan Turbo; 10 spoke 20" silver winter alloy wheels with Michelin Latitude Alpine M+S tires only
driven - 4K miles. 9J x 20 x ET26 Fr, 10J x 20 x ET19 Rr. Wheels in showroom condition, includes Porsche painted center caps and wheel bags. Asking \$1750.
Text Jason 516-356-8922
(11-23)

Set of 4 Winter tires/19" orange center lock wheels OZ Ultraleggera HLT from 997.2 4GTS
Fit other models; OZ HLT Orange wheels Front 19x8.5 offset +53mm; Rear 19x11 offset 51mm. Wheels in fine shape, no damage. Pirelli Sottozero tires with remaining thread (older than 5 years) and fully functional TPMS sensors. Wheels alone would cost over \$3,300 at tire rack, now out of stock. \$1,500 for the complete set or best offer. Must pick up in Brooklyn near Belt parkway exit 1.
Please Call or text Gabe 718-570-7696
(11-23)

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Advertisers Index

Winter Tire Special

Used/Like New Set of 4 Oz Leggera HLT (Gloss Black) 2(19x8.5) and 2(19x11) 4 Sottozero Winter Tires 2(235/40R/19) 2(295/35R/19), 4 Porsche Carry Bags. Best Offer-Pickup Hauppauge, Long Island, NY.

Call Ira Lerner 516-361-0608
IraLerner@verizon.net
(09-23)

Genuine OEM 19 INCH 997 Carrera Classic Wheels Great Condition 235/40/R19 in the front & 295/35/R19 in the rear. The wheels are in good condition - came off my 997 Carrera. They are straight and true with no vibrations at speed. I handwashed them and intend on selling them since I sold the car. Small curb rash on one of the wheels in the center - could be fixed but never really bothered me. Tires have no plugs - they have been stored in my heated basement for some time. Wheels and tires as a bundle, will not separate. Tires have plenty of meat left but are on the older side as date codes show 37th week of 2015. Fitment for all 997 models and 987 Cayman/Boxster. Please verify fitment. Suncoast selling new for \$1,495 EACH! Price: \$990.

Josh 516-695-5777
(09-23)

41	1600 Veloce	BC	Newark Auto
40	Brian J. Levy & Assoc., PC	40	NJMP Villa
72	Croton Auto Park	54	PCA Mart Fresh
34	Eastern Motorworks	59	Plycar Automotive Logistics
50	Formula Motorsports	IC	Porsche Brooklyn
19	Gabriel Sports Car	4	Porsche Gold Coast
58	General Needs	60	Porsche White Plains
65	German Auto	11	Rennwerke
	Repair Technicians Inc.	20	Rich Details LLC
15	Gull Wing Motor Cars	7	Ryan Friedman Motor Cars
34	Imperial Motorcars	73	South Shore Performance
72	Intricate Construction Inc.	49	SpeedSportTuning.net
21	M-Chanics	39	Stable Energies Motorsports
55	Motor Classic & Competition Corp	20	The Popular Mechanic
24	Mid Island Collision	51	Vanguard Automotive Design

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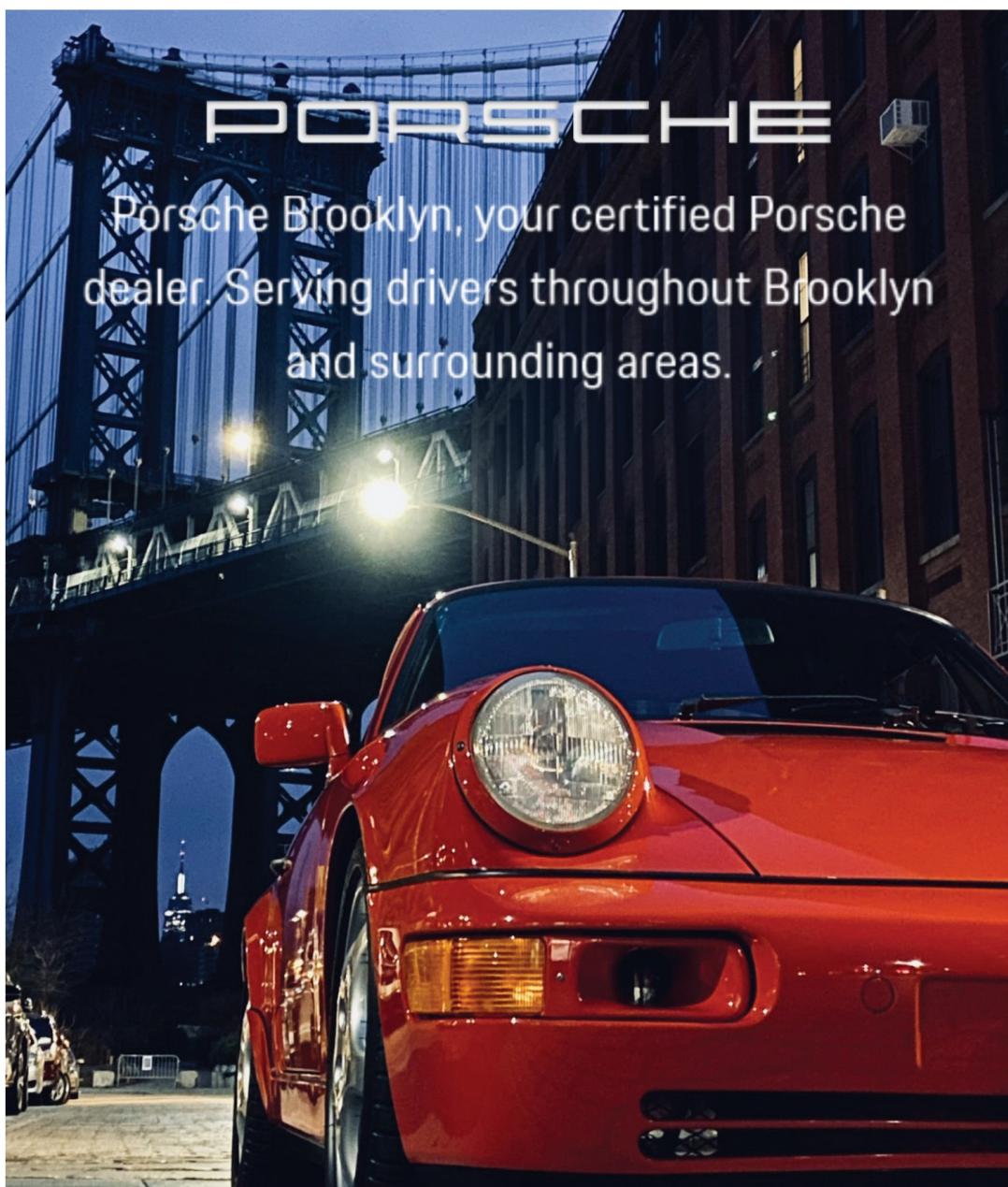
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PORSCHE POST

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JANUARY/FEBRUARY 2026
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How a 911 and a cushion started a collection.

"If you do what you love, you will never work a day in your life."



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Metro NY Region Calendar of Events

2025

February

01
Snowflake Rally 70
Hauppauge Palace Diner
Hauppauge, NY

March

07
Autocross Seminar &
Mini School
Bethpage Community Park
Ice Rink
Tobay Beach, NY

08
Autocross
Tobay Beach, NY

22
Autocross
Tobay Beach, NY

28-29
HPDE Track Day
NJMP Thunderbolt, NJ

April

12
Autocross
Tobay Beach, NY

17-18
HPDE Track Day
Lime Rock Park, CT

26
Autocross
Tobay Beach, NY

May

25-26
HPDE Track Day
Watkins Glen, NY

27-28
HPDE Track Day
Watkins Glen, NY

June

27-28
HPDE Track Day
Palmer, MA

July

17-19
HPDE Track Day
Mid-Ohio, OH

25-26
HPDE Track Day
NJMP Lighting, NJ

25-26
Zone 1 Autocross Challenge
Pocono Raceway, PA

August

19-20
HPDE Track Day
Watkins Glen, NY

21-23
HPDE Track Day
Watkins Glen, NY

22-23
Zone 1 Autocross
Ayer, MA

September

14-15
HPDE Track Day
Watkins Glen, NY

05
HPDE Track Day
Lime Rock Park, CT

23-25
HPDE Track Day
Virginia International Raceway,
VA

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

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

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

Scan code for
metronypca.org



We are now using
clubregistration.net
for all events. If you need
information on a specific
event, please contact the
appropriate chair/coordinator
listed on page 6.

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

President's Page

It's no secret that I have a soft spot for vintage Porsches, with an even softer spot for some of the odder, unloved, and underappreciated models. One model that falls into that category is the 928, an '80s icon often referred to as "the shark" in water-cooled circles. In its earliest form, before it was cluttered with spoilers and flares when it became the S, S4, and Gt, you could certainly see the shark-like styling qualities.. sharp, pointed nose, long hood, and smooth sides. While it has always been a favorite of mine, I never took the plunge and owned one. Sure, like most of you, I have gone down the rabbit hole of Craigslist, Facebook Marketplace, and BaT, scrolling through ads for cars for sale, finding that in the unloved and underappreciated category, you find lots of really crappy examples of "Sharks" that can't swim anymore. Shrunken dashboards, sun-bleached paint, cobbled-up Euro-spec cars, and non-runners. For a car whose natural habitat was once gobbling up miles on the interstates and kilometers on the Autobahns, that habitat is now often relegated to the side of someone's house, the parking lot of a gas station, or worse, some field in the boondocks. In nature, most sharks can't stop swimming, or they will die, "ram ventilation" they call it, which sounds suspiciously similar to "ram air" a-la Pontiac GTO and John DeLorean's slick '60s marketing.

Not unlike the "land sharks" like the 928 and those in nature, like say the Great White, our club has to keep moving in order to stay fresh and alive. For 2026, our plan is to keep the momentum and movement that we generated in 2025 going. New events, new venues, reinvention of old activities, and some fresh new faces

to help are what you can expect in the year ahead. I am excited to announce that we have brought on two new members of the team, Billy Stewart, who will be taking over the Trek chair position, and Howie Zodicoff, who will be heading up a new chair position we created of East End director coordinating events on Eastern Long Island (North Fork/South Fork, Hamptons, Montauk, etc.). Many of our members have second homes out East and have asked for more club activities out there in the summer months, so we've answered the call and are thankful that Howie has stepped up. I am also happy to announce Metro's new partnership with Stoddard and Lee Raskin to provide us with a monthly column here in the Post. Many of you had the opportunity to meet Lee at our recent Westchester James Dean event at the Malcolm Pray Achievement Center. Lee is a world-renowned Porsche Historian and author who brings to us more than 60 years of Porsche dedication, research, and storytelling. I think you will enjoy his monthly contributions here, along with the many member contributions we have slated in the months ahead. As always, if you have any thoughts, comments, recommendations, or have an article to contribute, don't hesitate to reach out to a member of the team.



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TOTAL Members
3,753

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If you have any questions regarding your membership or events, please reach-out to the email below and we will 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.

MEMBERSHIP QUESTIONS
Email:
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MEMBERSHIP ANNIVERSARIES JANUARY 2026

CONGRATULATIONS TO OUR
LONG TERM MEMBERS

30 Years

HASMIK BUZZETTA
JOSEPH BUZZETTA

25 Years

GARY STEINFELD
MARY STEINFELD
VICTOR RUGG
OGGIE CAGINALP
ELIZABETH CAGINALP

40 Years

MICHAEL ALLEGRA

35 Years

ELYSE FELDMAN
JEFFREY FELDMAN

20 Years

SHIRA ROSENMAN
CRAIG ROSENMAN
KITTY CHEN
TEDDY CHEN
ELIOT SENOR
SHARON SCANLAN
VINCENT ACESTE
TERRI MINGST
GRAHAM MINGST

15 Years

FRANK HARTE
GEORGIOS SPENTZOURIS
STAVROS KOKKOSIS

10 Years

LAUREL BRUSSEL
CHRISTOPHER FULLER
THOMAS GAVIGAN
JEFFREY RAHALAF
TRISH BENSON
SCOTT BENSON

5 Years

JANIS DENARDIS
ALLAN COOPERMAN
DAVID KNOERNCHILD
TIM OMARA
EDWARD KORMYLO
CEZAR COCU
DEMETRIO AIUVALASIT
EVAN JENSEN
MIKE NGUYEN
SLAWOMIR FALANDYSZ
LEON KATZ
JEFFREY BERNETT
TED STRATIGOS

MEMBERSHIP ANNIVERSARIES FEBRUARY 2026

CONGRATULATIONS TO OUR
LONG TERM MEMBERS

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MARY ANN SKINNER
JAMES HISIGER
DALE HISIGER
DAVID FLUHRER

25 Years

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BILL OSTROWER
CRAIG OLIVO
TERRENCE OLIVO
SUSAN CRAMER
JOHN CRAMER
MARC BEHAR
IVY BATES
JAMES BATES

35 Years

LESLIE NG
CHRISTOPHER NG
KENNETH MCCLURE

20 Years

DOUGLAS VALERIO
DREW YODER
JERRY WORTMAN
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15 Years

BRAD REISNER
SERENA CHEW REISNER
LARRY FEHRENBAKER

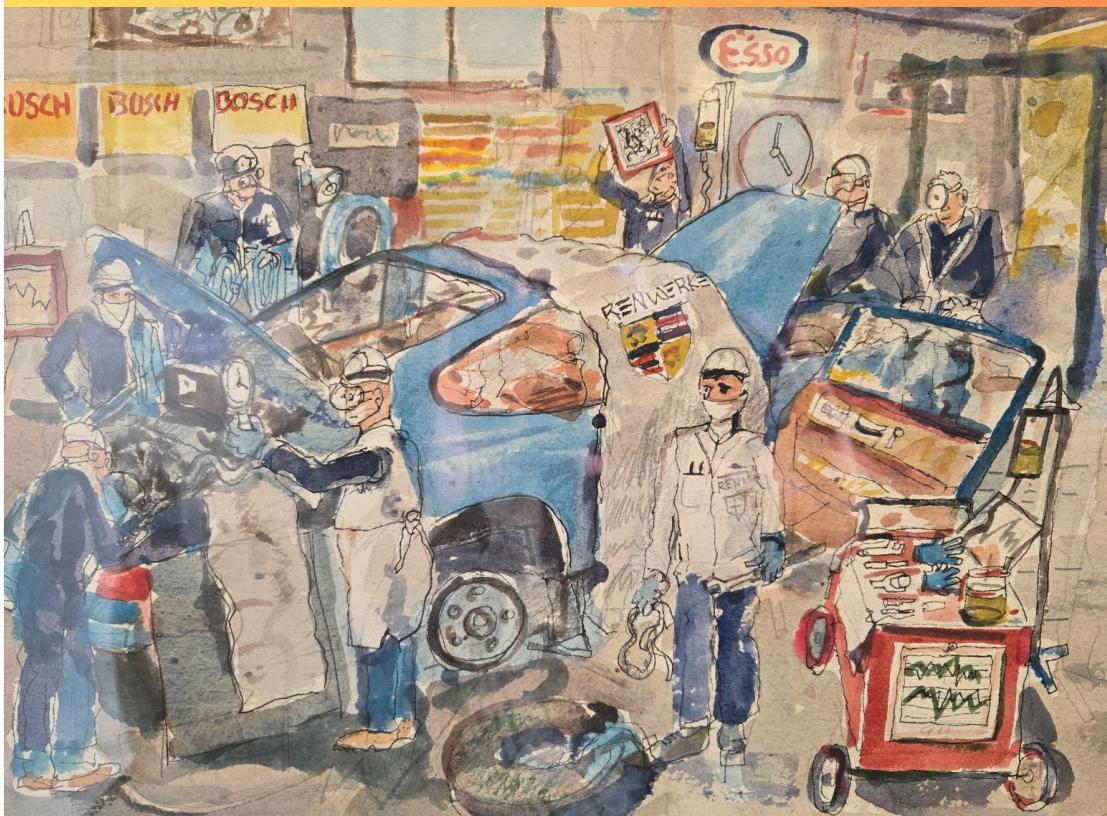
10 Years

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MICHAEL MAZZILLI
BENJAMIN GUTMANSTEIN
SCOTT GUTMANSTEIN

5 Years

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JASON CONBOY
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METRO NY WELCOMES OUR NEW MEMBERS TO THE CLUB

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

JASON ZHOU
Brooklyn
2025 718 Cayman S

GIUSEPPE GIULIANO
Eastchester
2017 Race car

LEONARDO VERGARA
New York
1996 Carrera 4S

JAYAVEERA KODALI
New York
2023 911 GT3 Touring



MATIN RAHMANI
Oceanside
2018 911 Turbo S

RUSS POLEN
Woodmere
2024 Cayenne S

TORGER WIIG
Bay Shore
2001 Boxster

ANDY DIAZ
Brooklyn
2001 Boxster S

RICHARD SADIS
Locust Valley
2009 911 Carrera

JANUSZ GORSKI
Middle Village
1965 356

ARTHUR GREYF
New York
2005 911 Turbo S

MARTIN VARGAS
Oceanside
2007 911 Turbo

STEVEN WARSAW
Syosset
2001 911 Turbo

GERALD GEIST
New York
2011 911 Carrera 4S

MARK RUDNER
Islip
2008 911 Turbo

TIVAS PHETBUNYANG
Brooklyn
2012 911 Carrera

PATRICIA CRACCHIOLA
Smithtown
2002 Boxster S

BENNY COTTONE
Merrick
2013 911 Carrera 4S

JUN KIM
New York
2022 911 Targa 4

JOHN MUSE
Bridgehampton
1956 356

ZAIM LAJKA
Staten Island
2012 911 Carrera 4 GTS

SHASKY CHARLES
Tarrytown
2013 Boxster

LINDA AZZARA
Centerport
2025 Cayenne Coupe

ADAM ROSE
Manorville
2018 911 GT3

RON WITTECK
Smithtown
2025 Cayenne S

JOACHIM BECKER
Millwood
2016 Cayenne

JEFF LAZEROWICH
Brooklyn
1977 911S

TOMER ROYTER
New York
2012 911 Carrera 4 GTS

KEVIN MCGUIRE
Hewlett
2015 Cayman GTS

ANDREW GOLD
New York
2000 911 Carrera

ROB RUBICCO
New Rochelle
2025 718 Cayman GT4 RS

WILLIAM ROSENSTADT
New York
2023 Cayenne GTS

BRIAN MEYERSON
East Hills
2024 Macan



GABRIEL FLYNN
Brooklyn
2000 Boxster S

GEORGE ZIVIC
Bronxville
1986 911 Turbo

ALEX MANGAS
South Salem
2024 Macan

VICTOR CASTRO
Rye Brook
2014 Cayenne Turbo

CHRISTOPHER HAAS
Syosset
2022 911 Carrera GTS

STEPHEN NOVICK
Rye Brook
2016 911 Targa 4S



GRACE RICCIARDI
Katonah
2017 Cayenne Turbo

ALBERTO NIGRI
Brooklyn
1997 911 Carrera 4S

DAVID LEINER
Merrick
2018 911 Carrera

KRISTIAN SIQUEIROS
Brooklyn
2026 911 Carrera 4 GTS

BENJAMIN DIETRICH
Brooklyn
2013 911 Carrera

PAUL ARENA
South Salem
2023 Panamera 4 E-Hybrid

GREGORY BEARD
New York
1987 928 S4

VINCENT CASTELLANO
Elmhurst
2007 911 Turbo

JOSEPH FRIZZELL
Sagaponack
2006 Cayenne S

TRAVIS STONE
New York
2023 911 Carrera GTS

DANIEL DE GOSZTONYI
New York
2025 911 Carrera GTS

MICHAEL CAPONE
Seaford
2011 Boxster S

OLIVER MCCAMMON
New York
2016 Cayman GT4

MATTHEW PINELLA
Merrick
2009 911 Targa 4

ZACHARY KERR
New York
1987 911 Carrera

RICHARD SILVIA
Manhasset
2026 911 Carrera S

MARCO VACCHI
New York
1984 911 Carrera

KARUN CHOPRA
Oyster Bay
2014 911 Carrera S

ANTHONY DEL BROCCOLO
Old Westbury
2025 911 Carrera S

JEFFREY SCHACKNER
New York
2025 718 Spyder RS

TERENCE PARK
Armonk
2025 718 Cayman S

JOSHUA SOLON
Mattituck
1967 911S

JOSEPH AWING
Bay Shore
2013 911 Carrera S

CHEUK NG
East Meadow
2004 911 Turbo

MARTIN BOETTCHER
East Patchogue
2013 Boxster S

PETER SCALA
Manhasset
2014 911 Turbo S

GRAHAM ROUTHIER
Hastings on Hudson

THEMI PAPPAS
Port Washington
2001 911 Carrera 4S

WILLIAM GAITINGS
East Northport
2018 Panamera 4

DANIEL SERRANO
Harrison
2019 911 Carrera 4S

MICHAEL KIM
Manhasset
2009 911 Carrera 4S

ESHMAEL KASHANIAN
Great Neck

MASSIMILIANO BARTOLI
Brooklyn
1984 911 Carrera

ARA BASMAJIAN
Oyster Bay
2021 911 Turbo S

MILAN PETRONIC
Staten Island
2024 718 Boxster Style Edition

THOMAS GOLDSMITH
Greenlawn
2026 911 Carrera GTS



GREGORY ANTOINE
Astoria
2017 911 Carrera 4S

MORRIS CHABBOTT
Brooklyn
2012 911 Carrera

DAVID HOROWITZ
Syosset
1982 911 SC Targa

ROBERT FORCHETTI
Pleasantville
2013 911 Carrera

MARC HILLYGUS
Brooklyn
2014 Cayenne

SLAWOMIR GOZDZ
Forest Hills
1973 911E

MICHAEL SOLAMNOV
Lyndbrook
2019 911 Turbo S

JOHN MUELLER
Massapequa
2009 911 Carrera S

KYLE MATTICE
Garden City
2020 911 Carrera 4S

SONJA BORSARI
Katonah
2014 Panamera GTS



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: \$65
Non-Members: \$75

**EVENTS WILL BE
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Driver's Education (DE)

Winter Is for Wrenches, Daydreams, and Preparing for One Hell of a **2026 Season!**





If you're reading this with snow on the ground and a car tucked under a cover, congratulations... you're officially in HPDE hibernation season. The tracks are quiet, the trailers are parked, and our cars are sitting there silently judging us for not driving them. But don't get it twisted: winter isn't the off-season. It's prep season. And with the Metro New York PCA 2026 HPDE schedule stacked like this, you'll want to be ready when the green flag drops! Let's start with the good stuff... the schedule.

We're kicking things off March 28-29 at NJMP's Thunderbolt, which is the perfect "shake the rust off" track. Newly paved, and from what I hear, a new track layout option! From there, we roll straight into Lime Rock Park in April, for our Proving Grounds and Track combo event. Last year's proving ground event was a huge success, so make sure you don't miss it! Practice your car control on the skid pad, work on your precision on the autocross track, followed by tons of time on the big track! May brings our Watkins Glen ALL

SOLO event!! This is to be a blast with tons of track time, so make sure you don't miss it!

Summer? Oh, summer is loaded! Palmer (Whiskey Hill) in June for those who enjoy thrilling elevation changes, cut beautifully into the side of a mountain! Next, we head to Mid-Ohio with NNJR PCA in July, an iconic track draped in racing history and known for rewarding smooth driving. After that, we go back to NJMP for two days at Lightning! Lightning is an easier track that allows you to focus on improving your technique. Our Crown Jewel, our 3-day Watkins Glen weekend, has been moved to the end of August! This allows us to take advantage of cooler mornings and less extreme heat in the middle of the day. This is my favorite event of the year. My wife and kids will be there as well, so make sure to bring the family!

Fall is when we can put everything we learned throughout the season to the test! Even cooler days help keep your engine, tires, and body at an optimal temperature. In September, we are back at Watkins

Glen, co-hosted with Niagara PCA! Early in October, we go back to Lime Rock Park for Metro PCA's season finale! We have an all-day unshared (read that again... unshared) that will be instructed this year to make sure everyone can come out and play! We hope to enjoy a dinner with everyone, so stay tuned for announcements. To close out the schedule, we join NNJR PCA for a trip to HEAVEN ON EARTH at the world-renowned VIR in late October. That's a full season of fast, safe, well-run events at some of the best tracks in the country. If that doesn't get you motivated to start wrenching, check your pulse.

Now let's talk winter maintenance, because successful track days are made long before you ever hit pit out. Winter is the perfect time to handle all the stuff you didn't want to deal with mid-season. Start with the basics: brakes, fluids, suspension, and tires. If your pads barely survived the last event, don't kid yourself, replace them now. Flush the brake fluid. Oil change. Transmission and diff service if you're due. This is also the time



to inspect bushings, ball joints, wheel bearings, and alignment components. Small problems become big ones at 130 mph.

Thinking upgrades? Winter is prime time. Seats, harnesses, brake cooling, better tires, data systems, whatever helps you drive safer, faster, and more confidently. And if you're new or thinking about your first HPDE, this is when you prep the car and yourself. Read, watch, ask questions. We've all been there, and the Metro NY PCA paddock is one of the most welcoming you'll find.

Don't forget the driver mod. Winter sim time, fitness, flexibility, and mental prep all matter. HPDE isn't about lap records; it's about progression. Smooth inputs. Consistency. Learning something every session. That's how you get faster and have more fun.

Which brings me to the best part: Why Metro NY PCA HPDE?

We're safe, fast, and fun... period. Our instructors care. Our run groups are well managed. Our drivers respect each other. Whether you're a first timer or a seasoned track rat, you'll find yourself surrounded by people who love driving as much as you do and want to help you get better.

So, while winter does its thing, start getting ready. The 2026 season is coming in hot, registration opens January 1st, and these events will fill up. Do the maintenance. Set the goals. Circle the dates. And get ready to hear those amazing words once again... "The Track is HOT!"

Until next time, see you at the track.



BRANDON TASSO
DE Chair

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Autocross

Skid reMarks

Happy New Year to all, and I hope you all enjoyed the holiday season. You've waited and never thought it would come, but the 2026 Metro New York Region Autocross Series is about to begin. The schedule for the start of the season is set, but the Nassau Coliseum schedule is still being finalized. We will be at Tobay Beach in March and April, then head over to the Nassau Coliseum in May through September, and then back to Tobay for October and November. Season flyers are featured in this issue.

Now is the time to put the finishing touches on your car and get it ready for the season. There are plenty of ways to improve its performance and safety, like new tires, suspension, engine, and exhaust modifications, as well as seats, harnesses, roll bars, and cages. But be careful not to overdo it, because your modifications could change the class you are in. Make sure you read the autocross rules carefully to avoid any surprises. The best mod you can make to your car is the person behind the wheel. Improving your driving skills is the most important thing. How do you do that? You get more seat time! I know, I know, I've said it before, but there's no substitute for seat time. The most important weapon you have in your car is you, the driver. Come down to all the events, and you'll see yourself improve. If you're new to the sport, your goal should be to beat your own times on each run. As you improve, you can start looking at other drivers' times in your class and

compete against them. That's what makes autocross so great - there's competition at every level.

By the way, I'm still on the lookout for course designers. If you're interested in giving it a shot, let me know! If you're not sure, come to a course setup and see what it takes. I also have some course design info, so if you're curious, just reach out.

So, with respect to events, March 7th will be the annual Autocross Seminar and Mini School, which takes place at the Bethpage Community Park Community Room and Tobay Beach (See flyer in this issue and sign up, spots go fast!). This classroom session explores the wonderful world of Autocross. Basic Autocross skills will be discussed, as will what to expect during a typical day at Autocross. This class will be given by our veteran Autocross instructors and region champions. We will then move to Tobay Beach, where you will be able to drive on a course with our instructors and experience what you just learned at the seminar. This session will start with a course walk, where the course will be discussed. You will learn how to identify the elements of an autocross course and learn the best driving line. You will then be able to drive the course with an instructor who will guide you around and give you pointers. Once you are confident, you will be able to drive the course on your own. This is a great event for anybody considering autocrossing. All participants who are new to autocross



will get a free autocross event. I hope to see all you potential autocrossers come out to this great event. The day after will be the Season Opener on March 8 at Tobay Beach, followed by events on March 22, April 12, and April 26. Please see the flyer in this issue for the rest of the schedule.

Is that all, you ask? Well, of course not. We will also be traveling to two away events in July and August.

This year, the Zone 1 Autocross will be held on August 22nd and 23rd. Zone 1 is no longer running events, so Metro will take over hosting the event. There will be no changes from previous years, so there will be no surprises for anyone this year. As usual, this will be a two-day event in Ayer, Massachusetts, at Fort Devens, a decommissioned Army air base. There will be a different course each day, and this is a Metro NY points event. That means participation in this event earns points toward the runoff at the end of the year. If you only have the opportunity to make one of these away events, please try to make the Zone 1 Autocross up at Fort Devens. Last year, we had about eighteen Metro NY members, so I would love to get more this year. Besides great competition, it is a great time socially. We all go to dinner on Friday night, and there will be a catered BBQ at the hotel on Saturday night after the autocross. We have used the same caterer for the past two years, and the food is amazing. Please plan to attend.

The July event, the Zone Challenge, Zone 1 against Zone 2 (not to be confused with the Zone 1 Autocross), is also another great event and will be held on July 25th and 26th. It will be a two-day event at the Pocono Raceway in Pennsylvania. This is the second year of the Zone Challenge, where the Metro NY Region and the Northern New Jersey Region will compete against the Central Pennsylvania and Riesentöter regions. Last year, it was a one-day event, and Metro and NNJR took the trophy home. It is now proudly displayed in my den, collecting the right amount of dust until the next event. This event is also loads of fun and a great warm-up for the Zone 1 Autocross the next month.

This is going to be a great 2026 Autocross season, so come on out. See you between the pylons.



DAN FISHKIND
Autocross Chair

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AUTOCROSS CLASSROOM SEMINAR AND MINI SCHOOL

Come learn to autocross!!!

Curious to see your car's real potential in a safe, controlled setting? Join our Autocross Seminar and Mini School on Saturday, March 7th. The morning covers autocross basics in a classroom session, followed by walking and driving the course with an expert instructor in the afternoon. This introductory, relaxed event is ideal for new participants – sign up now and discover your car's capabilities.

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

First time autocrossers will receive a coupon for a free autocross.

Autocross Seminar Will Cover

- MNY PCA AUTOCROSS RULES/GUIDELINES
- CAR CLASSIFICATIONS
- HELMETS AND SAFETY EQUIPMENT
- CAR AND DRIVER PREPARATION
- BASICS OF PRECISION DRIVING
- HOW TO 'WALK' AND 'READ' THE COURSE

Mini School Will Cover

- DRIVE ON A REAL AUTOCROSS COURSE WITH AN INSTRUCTOR AND EXPERIENCE WHAT YOU LEARNED IN THE CLASSROOM
- TIPS ON HOW TO READ THE COURSE AT SPEED.
- GAIN CONFIDENCE NEEDED FOR A REAL EVENT.
- ** BRING HELMET IF YOU HAVE ONE. **



A light breakfast will be served to all participants.

Event Information

WHEN
Saturday, March 7, 2026

COST
\$65 members
\$75 non-members

TIME
9:00 am – 4:00 pm

REGISTRATION
opens on January 1st
<https://clubregistration.net/events/signUp.cfm/event/16319>

WHERE
Bethpage Community Park
947 Stewart Avenue
Bethpage, NY 11714
and
Tobay Beach Ocean Parkway

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

Email Dan Fishkind:
autocrosschair@gmail.com



Member Contributor

Pillow Talk

HOW A 911 AND
A CUSHION STARTED
A COLLECTION

When I was a kid, my dad had a black-and-white 1979 911SC Targa. I can still picture it perfectly – the smell of the leather, the hum of the engine, and, for some reason, a pillow in the back seat. I held it tight when we went fast. I loved that car. I loved that pillow.

Fast forward a few decades, and I finally got my own 911. Naturally, I went searching for that same pillow – the one that lived rent-free in my memory. What I didn't realize was that finding one would be almost as hard as locating a barn-find 356 under market value. Turns out, those pillows were produced for only a short period in the late 1970s and early 1980s. They've become something of a collector's secret – a rare piece of Porsche history hiding in plain sight.

So, I made it my mission. I set up alerts across every resale and auction site and started hunting. Everywhere. eBay, Etsy, Craigslist, 1stdibs, WorthPoint, obscure European resale sites. I made it my quiet mission to track down every Porsche pillow I could find. One by one, they started to appear – usually at odd hours, often in questionable condition,



and always with that unmistakable charm. Some came from Germany, some from Japan, a few from right here in the U.S.

Every time one surfaced, I bought it — condition, color, doesn't matter. Eight years later, I've somehow managed to corner the market on a small but surprisingly beloved corner of Porsche history. My collection has grown from a single nostalgic idea to shelves full of color variations, stitching differences, and model-specific logos. My kids think it's hilarious — "Mom collects car pillows" — but they've also started to understand that each one tells a story. My husband, on the other hand...

At home, they live together — not on display behind glass, but in the open. Some are in my office, some in the living room, and yes, one's riding in my backseat.

These days, my 911 Targa GTS sits in the garage beside my husband's 356 — two generations of Porsche design, two lifetimes of stories, and one pillow collection that somehow bridges them both.

My dad's pillow started it all, and now my own kids climb into the 911 with one under their arm. It turns out that sometimes the smallest things — like a simple satin crest of fabric and foam — hold the most meaning. For me, it's not just a pillow. It's memory, heritage, and proof that the love of these cars doesn't just live under the hood. It lives in the details.

JENNIFER DRUBIN CLARK
Member Contributor

Member Contributer

Through My Rearview Mirror: *Carrera*



Carrera – Most Porschephiles associate this name with a 900 series, those wide-bodied Porsches with flared fenders and bedecked with front spoilers and large rear wings. However, the Carrera is named not for a body style but for an engine type as old and prominent as the Porsche marque itself.

Carrera is a Spanish word that means "road race"- a competition where one strives to be a first-place finisher.

So why is this Spanish name so boldly imprinted in script on so many German-made Porsche models? The year was 1952. General Dwight D. Eisenhower was elected President of the United States...mainly because he promised to bring the boys home from the Korean War. Interest was at a mere 3%. The Yankees beat the Brooklyn Dodgers 4 games to 3 to win the World Series – and Dr. Ferry Porsche commissioned Ernst Fuhrmann to build a new high-performance engine for his race cars. Fuhrmann's new 1500cc, TYP 547 four-cylinder engine used four Hirth overhead

roller bearing camshafts to deliver considerably more power than the original VW-based mills.

This engine was first bolted to the Factory's open two-seater racers for the 1953 race campaign. Thus, the Carrera engine was born and proudly named in honor of the grueling five-day, 1,934-mile Carrera Panamericana Mexican Road Races that were held from 1950 to 1954. Factory-prepared Porsches participated in the Carrera Panamericana Road Races with pushrod-powered 550s to finish with a class victory in 1953.

In 1954, the Fuhrmann Four Cam engine was installed in the new TYP 550 Spyder for the Porsche Werks' endurance racing program. The result was a winning combination of engine and body design that became competitive on the international racing circuits of Reims, Nürburgring, Le Mans, and the Carrera Panamericana Mexican Road Race.

Carrera engines were manufactured at Stuttgart-Zuffenhausen with 110 horsepower from 1.5 litres; later, the engine displacement was increased to 1.6



litres, producing 150 horsepower. Racing successes were achieved among the TYP 550/718 Spyders, TYP 540 Speedsters, and TYP 356 Coupes at major international events.

In 1961, the Factory developed a 2-litre engine that was displayed to the public at the Frankfurt International Motor Show in a newly designed TYP 356 B GS/GT Coupe, which was more aerodynamic than the previous A and B production models.

This racing model had a 1966cc Carrera engine, which featured twin ignition systems and a pair of Solex carburetors. The 356B Carrera GS/GT coupe cranked out 152 horsepower at 6200rpm with a top speed of 130 miles per hour.

Porsche continued to use the Carrera 2-litre four-cam engine (and later, a flat eight) to power its first-ever fiberglass- and ladder-frame-bodied sports racing car – the TYP 904 GTS. The new 904 GTS, designed by Ferdinand "Butzi" Porsche, became an immediate success for the Werks' FIA GT racing class during 1964-1965 at Reims, Sebring, and Le Mans. The

904 GTS was also successful in international rally competition.

In 1966, Porsche debuted Ferdinand Piech's designed TYP 906, named the "Carrera 6," which became homologated for FIA racing. The new Carrera 6 employed an aerodynamic, unstressed fiberglass body over a lightweight tubular spaceframe chassis, with the flat-six Carrera engine from the 904/6 variants. The Carrera 6 long tail would win the 1966 World Sportscar Championship and the 1966 - 1968 European Hillclimb Championships.

In 1973, the Carrera name officially appeared on the last of the long-hood 911s with the Carrera RS. The 2.7-litre Carrera RS was built as a limited-production special to meet homologation requirements for various racing organizations. It was available in several versions, including a lightweight Sport (200 made) and a more street-oriented Touring (1308 produced), as well as an even more limited-production full-race version – the RSR (fewer than 60 made). The street-legal Carrera's 2.7-litre engine churned out 200

horsepower and had a top speed of 150 mph in street form. It was the first 911 to feature a small "ducktail" rear spoiler to help the rear of the car stay planted at these heady speeds.

That rear spoiler became a defining feature of the Carrera, and by 1975, it grew even larger, with an upturned rubber lip that protected the delicate fiberglass engine lid and added a little more downforce. Displacement was bumped to 3.0 litres in 1974 with the change to the G-Body, which unfortunately also

gained the heavier 'impact bumpers'. In 1976, the Carrera picked up a turbocharger and a new name: "Turbo Carrera."

The Turbo Carrera was a beast; it tested at 256 horsepower and reached 155 miles per hour. The turbocharged engine was truly amazing, as the exhaust-driven turbine wheel developed speeds of up to 90,000 rpm, pre-compressing air to a density of 11.4 psi. Of course, the fuel injection was correspondingly modified to maintain the proper air-to-fuel ratio.

Stuttgart-Zuffenhausen continued to promote the legendary Carrera name for over five decades with the production of the following Carrera models:

TYP 911 Carrera G-Series...1974 to 1989 (1974-1976 Carrera 2.7), (1978-1983 911 SC), (1984-1989 Carrera 3.2)

TYP 924 Carrera....(1980 GT), (1981 GTS)

TYP 930 Carrera...1975 to 1989 G-Series, (1975-1977 3.0 Turbo H6), (1978 -1989 3.3 Turbo H6)

TYP 964 Carrera...1989 to 1994 (Carrera 4 / Carrera 2, RS / RS America, Targa, Cabriolet models)

TYP 993 Carrera...1994 to 1998 (Last of air-cooled engine . Carrera S / Carrera 4S / Turbo / Turbo S)

TYP 996 Carrera...1998 to 2006 (2002 996.2 introduced with Targa and Carrera 4S models)

TYP 980 Carrera... (Carrera GT) 2003 to 2006 (1,270 units built)

TYP 997 Carrera...2005 to 2012 (2005 -2008 997.1, 2009-2012 997.2 becomes a facelifted version)

TYP 991 Carrera...2012 to 2019 (991.1 / 991.2/ T). Seventh generation with longer wheelbase, wider track)

TYP 992 Carrera...2019 to present. Eighth generation. (2021 introduced 992 GT3 / 2021 992 GT3 RS/ T in 2023)

Carrera. A distinctive name and script representing Porsche's racing legacy...one of prestige and perfection...Driven by Dreams.

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LEE RASKIN

Member Contributor

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

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Driven by Passion

JAMES DEAN'S LIFE IN FILM AND CARS

Back in November, we had a spectacular turn out at the Malcolm Pray Achievement Center in Westchester for our joint event "Driven by Passion: James Dean's Life in Film and Cars." Presentations by Porsche Historian, Author and now Metro Post contributor Lee Raskin, Professor of Film, Foster Hirsch and Actors/Filmmakers Brian Vincent and Heather Spore made for a wonderful afternoon exploring the life of a Hollywood icon whose passion for acting was coupled with an equal passion for racing. We look forward to more of these types of events with the museum in 2026.



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2026 Metro NY PCA HPDE Track Schedule

All Registration Opens January 1st 2026

NJMP THUNDERBOLT March 28-29 (Sat/Sun)	NJMP LIGHTNING July 25-26 (Sat/Sun)	SUBJECT TO CHANGE, ADDITION AND IMPROVEMENT
LIME ROCK PARK (Track & Proving Grounds) April 17-18 (Fri/Sat)	WATKINS GLEN (NIA PCA Solo) August 19-20 (Wed/Thur)	REGISTER AT: www.clubregistration.net Search "Metro"
WATKINS GLEN (NIA PCA Event) May 25-26 (Mon/Tue)	WATKINS GLEN (Three Days) August 21-23 (Fri/Sat/Sun)	INSTAGRAM: @metropcatrakdays
WATKINS GLEN (Solo) May 27-28 (Wed/Thur)	WATKINS GLEN (Solo, NIA PCA Co-host) September 14-15 (Mon/Tue)	CONTACT - REGISTRAR: metronypcade@gmail.com
Palmer June 27-28 (Sat/Sun)	LIME ROCK PARK (All Day Unshared) Oct 5 (Mon)	
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Kasper at Cars & Coffee in Soho

West Region Update

A new year brings new opportunities – maybe even new cars for some of you – but one thing is guaranteed: spring is right around the corner, and with it comes driving season.

As your new West Region Director, I'm already looking ahead to 2026, and I want to start by saying a huge thank you to everyone in NYC and across the region who has reached out with ideas, enthusiasm, and a willingness to get more involved. The energy I've felt so far is exciting, and it's clear that there's a real desire to bring Porsche Club members together and build a stronger, more connected NYC community.

I'll continue hosting our Cars & Coffee events in SoHo and Lower Manhattan, where I live – but I want to expand beyond that. Members in Brooklyn, Queens, the Bronx, and Staten Island: if you know a great weekend coffee spot, meetup location, or have another fun idea, I want to hear from you.

In collaboration with our Trek Chair, Billy Stewart, we're also planning more early-morning drives out



Photo by Enrique Muyshondt



of the city to nearby destinations. The idea is simple: great roads, great company, and back in the city by around noon. Less time commitment, more driving, and more opportunities for everyone to join in. We're also looking to coordinate some of these drives with fellow members in Westchester.

There's a lot more in the works, and this is just the beginning – so stay tuned. If you're in any of the five boroughs and want to get involved, please reach out. Remember, the Porsche Club is the members' club – our club, your club. Let me know your thoughts, ideas, and how you'd like to be part of what's coming next. Happy New Year, Kasper.



**KASPER
LUDWIG-LARSEN**
West Region Chair

P: 646.263.8891
E: pcanywestregion@gmail.com



Chasing Curves

Many members of the club realized a lifelong dream, acquiring the Porsche of childhood memories. And for many, the best part of manifesting the dream is taking that Porsche out on the road, driving around as intended -where roads twist and bend, elevations change, and surrounding scenery blurs like an impressionist painting.

Whether your soundtrack is an air cooled flat six or electric sport mode, I hope that you find time to enjoy happy trails with me for this season of treks. While not quite Targa Florio, Le Mans, or Pike's Peak, Metro NY PCA members will have the opportunity to enjoy

jaunts with others in the coming year. I'm planning brief thematic pit stops from fun sunrise runs for matcha lattes and coffee to Porsche & Pancakes, Targas & Tacos, Sundaes on Sundays, and more. I look forward to driving with you on action packed treks and adventures scheduled in 2026.



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If you do what you love.....



Almost everyone is familiar with the old saying, "If you do what you love, you will never work a day in your life." I recently had the privilege of meeting with Ryan Friedman and Heather Tierney of Ryan Friedman Motor Cars in Glen Cove, Long Island, and immediately realized that Ryan is the embodiment of this old saying. His passion, enthusiasm, knowledge, and love of sports cars, especially Porsche, is apparent from the first seconds of speaking with him. (You can see for yourself by checking out one of his YouTube videos!) However, passion, enthusiasm, knowledge, and love alone are not enough to build the phenomenally successful business that Ryan has.

Ryan started his business of acquiring and selling high-end specialty sports cars as a "hobby" based on his love of cars, the type that he refers to as "the cars we all had on our walls in high school," the Ferraris, the Lamborghini Countachs, Porsche 911 Turbos, etc. He started small, originally located in a "barn" in Bridgehampton, Long Island, then moved to a warehouse (actually a parking garage) in West Hempstead, before moving to Glen Cove at the former location of Ferrari Glen Cove in 2017. His first success was with late 80's Mercedes-Benz SL Class



Roadsters, one of which is still in his collection. Other successful transactions quickly led him to branch out into other marques, primarily Porsche.

Today, Ryan's business has grown to a level he could have only dreamed of when he started. He employs 20-25 people in Glen Cove and sells about 60 of the most fabulous examples of Porsches per month, primarily, 911s, that you could ever hope to see! His showroom and warehouse are full of specialty Porsches from the late 80's to mid-2010s that are rare or unique and stand out in some way from the more traditionally optioned cars. The features that make the cars unique are almost endless, from Paint-to-Sample colors (a Ryan favorite) to rare color combinations, to special features like Aero Kits, to low production volume factory examples, etc. Ryan's determination and enthusiasm for acquiring these cars and putting them in inventory for sale have led to the need for an impressive warehouse to house 70-80 cars, in addition to the showroom. Once acquired for sale, these cars are thoroughly serviced and conditioned on site, even beyond what a Porsche dealer would do when they CPO a car. It is obvious from a quick look in the showroom that the cars are impeccably prepared! Ryan and his folks have a particular love for 997 Series 911s, which they describe as a hybrid of the older "Analog" 911s and the newer high-tech feature-rich series.



Ryan's sources for his cars are varied. While most are from collectors and hobbyists, he regularly attends Concours events such as Pebble Beach and Amelia Island in search of exclusive, rare finds. He also uses auction events like Gooding, RM Sotheby's, and Mecum, but stresses that his network of personal contacts, including many existing and former customers, is his most reliable source for unique and exclusive examples.

Ryan's outlook on the specialty sports car market is as unique as his cars and reflects the basis of his business strategy. He believes he is selling not only a car, but an experience. When a buyer purchases one of his cars, they become a member of an exclusive "car culture" community that extends beyond the car itself. They become involved in car meets, Concours events, cars and coffees, treks and tours, on-track events, etc., all based on purchasing the "car of their dreams." They meet new people and develop relationships that can positively affect the rest of their lives. Unlike expensive vacations, sporting events,



concerts, and Broadway shows, the investment made in the car can last a lifetime and support the social activities surrounding it.

Ryan believes in fundamental values frequently overlooked by others in the specialty/collectible sports car market. Every car has its own story and "uniqueness," affecting its dollar value beyond the generally accepted book value. Mileage only generally affects the dollar value and should be relative to the individual car and its features. For example, if a car is the right one but its price is viewed as too high, "good luck trying to find another like it!" In other words, trust your intuition and respect the car. A similar car may never be available again. Exclusivity, not price, is the most important factor.

Ryan is big on customer retention. He believes in a cyclical sell/buy-back relationship where customers can keep their cars for as long as they like, while feeling comfortable knowing the car can always be bought back at market value or better and replaced with another car.



Ryan is a dedicated supporter of Metro PCA and was our exclusive sponsor for our Octoberfest Concours at the Vanderbilt Museum this October, where he brought several of his magnificent cars for display, including a 2005 Carrera GT!

Thanks to Ryan, Heather, and all the staff at RFMC! Ryan is truly living the dream of every car enthusiast by doing what he loves!

Stay tuned for events in the spring; we will be running with RFMC.



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JOY

TRACK RAMBLINGS



This article is about the **joy** that can envelop you on the track in your wonderful Porsche (or other car). Properly setting the car up for the next turn so that you 'hit your marks' [the 3 key points of the turn – turn-in, apex and track-out], or saving your braking for the last moment as you approach the turn-in point and begin your turn-in and you feel the cornering forces build up and you apply increasing throttle as you get near the apex and then apply full-throttle to rocket away from the turn.... There is nothing in life which is better. [Well, maybe there are some other transcendent moments in life, and please grant me some poetic license, but in truth, there are many **joyful** moments when you are on track.]

Two instances come to mind. As it happens, both were with female students. In one, we finished our session at Watkins Glen, parked the car in the garage, and removed our helmets when she said, "Fred Pack, I love you." My point here is not that I was so

wonderful. Rather, it is that she had a sense of **joy** from her experience on the track. The other was from a Summit Point student who is a psychiatrist. She described the **joy** and thrill of driving her car on the track, coupled with the growing sense that she could overcome the anxieties and apprehensions of hurtling around it. This gave her a deep sense of satisfaction and **joy**. Speaking of which, there is no reason at all why women can't **enjoy** track driving as much as men, none at all.

I can't say I've had similar emotional effusions from my male students, but I have had many deep Thank-Yous from them, and again, I am not touting myself or my instruction; rather, it is the students' **joy** that is so wonderful.

With the above as an introduction, I can get to the point: Many people become "addicted" to the DE experience because it creates an emotional state



Photo by Foto K. on Unsplash

of "I can do this," which is deeply **joyful**, meaningful, and fulfilling. Maybe it is no coincidence that the term "track junkie" is in wide use.

I've been writing this Track Ramblings column each month for more than 15 years. The reason that I have continued for so long is that I am in love with the PCA DE program and always have topics to discuss. As much as I **enjoy** being on the track itself, being an instructor brings me as much as, or even more **joy** than my own driving. I've been an instructor for about 30 years, so if I do the math, I've had more than 150 students over the years.

When I bought my first Porsche, a 1984 944, and started doing DE's, I occasionally saw the abbreviation "NDI" on various documents. I learned that it meant "Non-Driving Instructor," and I couldn't understand why any instructor would drive several (or more) hours, spend money on meals and a motel, to attend a track

event WHERE THEY WOULDN'T BE DRIVING ON TRACK?? Well, I understand it now – the **joy** that my efforts bring to my students reflects back onto me.

In last month's column, I mentioned two long-term Metro PCA members who have never attended a DE event. One said he was worried that the stress and strain on the car would damage it; the other said he was "getting there," meaning he wanted to get on track but wasn't quite ready for it. They both had erected barriers so that they wouldn't have to "jump into the pool." I can understand this, and all I can say in response is that surmounting your natural apprehension isn't very hard to do once you actually attend a DE session. You will have classroom sessions that explain the many things you have to understand, and you will have your own personal coach/instructor in the passenger seat of your car at all times to guide you. Plus, there will be many other novices with whom you can share your feelings and insights. The Metro



Two porsche's parked after
going around Lime Rock.

PCA DE program has produced many hundreds of drivers who are now "regulars."

Didn't we get over our apprehension about jumping into the pool and have many, many happy memories of swimming? Need I say more?

I'll add Lao Tzu, the 6th-century BC Chinese philosopher, to the discussion. He said, "The thousand-mile journey begins with a single step." Take the single step! And there was the famous TV commercial in the 1970s where the waiter persuades the doubtful diner about a new dish, "Try it, you'll like it!!"

I hope these words will encourage PCA members who haven't attended a Metro High Performance Driver Education event to do so. The 2026 season starts soon. The tracks which are in the 2026 Metro program within the 2-4 hour distance from NYC environs are Lime Rock, Thunderbolt, and Lightning. At 4-6 hours are Watkins Glen and Palmer; at 8-10 hours are Mid-Ohio and Virginia International Raceway. The full Metro track schedule and registration is at ClubRegistration.net.

Lastly, I always end my columns with my contact information. I encourage readers to communicate with me to discuss anything at all on your minds, whether it is about your car -- is it too old [it isn't], is it too slow (or too fast), does it need modifications [it doesn't]; yourself -- am I too old? You aren't -- I'll have just turned 78 when you read this; the expenses -- let's face it, there are some expenses, but you don't have to do anything to your car except routine maintenance, which you should be doing anyway.

Add some **JOY** to your life!! Try it, you'll like it!!



FRED PACK
DE Instructor

You can always email me at
fhp911@gmail.com

Life at full boost



While every Porsche is special, some tend to be a bit more so. For the 993, the Turbo/Turbo S were the ultimate expressions of the air-cooled, road-going 911, delivering blistering acceleration on a level that is impressive even by today's standards. Our client's pristine Turbo on the left is a stunner, finished in PTS Turquoise Metallic.

The folks at RUF took the 993 even further, first with their Turbo R then, nearly two decades later, the Turbo R Limited (the green example on the right is one of only seven produced). Boasting an eye-popping 620-HP in a lightweight chassis, RUF again delivered a car that could exceed 200 mph.

The Speed Yellow car in the center of this trio is a completely different take on the 993: the TechArt CT3 featuring a supercharger delivering 462-HP to the rear wheels. While any CT3 is rare on these shores, this one is particularly so as it's production number 000.

The one thing the owners of these three very special 993s have in common is their unwavering trust in us. The specialists in our air-cooled Porsche department are recognized by renowned collectors across the globe for their expertise, experience, and most importantly, integrity.

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Concours Corner

Events



It's very chilly in the Concours Corner this month. I think wrapping myself in a few Microfiber towels might help. I remember, not too long ago, before my 914 became part of our family, a towel to me was my father's partially decomposed white undershirt. I would tear the shirt into small sections and would be ready to wash and dry my 1971 VW Super Beetle. Oh, times have changed. You may want to sit because this lesson could take some time to explain. Our goal is to choose a microfiber towel that is right for our specific needs. Microfiber towels are selected for each use based on their ratings. All microfiber products are a mixture of Polyester, the cheaper part, and Polyamide, the more expensive part. A 70/30 blend is 30% of the expensive half of the towel. The higher the Polyamide %, the greater the absorbency and cleaning ability. Then we have GSM. The weight

measurement tells us how dense a towel's fibers are. A towel with a GSM of 550 is denser – and typically softer – than a towel with a GSM of 300. The higher the GSM, the more microfiber material packed into each square meter of fabric. Think of GSM as the "fiber thickness" scale. It doesn't automatically mean quality, but it tells you how the towel will behave – whether it's plush and gentle or tough and utilitarian. If I wanted to clean my wheels, I would use a 300 GSM towel with an 80/20 blend. The 20 means I don't want the towel for this project to absorb much.

All the towels I will discuss are from the Rag Company. I might use them differently than they suggest, but once you understand what the numbers represent, you can pick the correct towel for the task. The first towel, the Rag name is "car wash," 16x27, at

Here is a Common GSM Range and use guide for Microfiber Towels

200–300 GSM:

Lightweight towels for dirty jobs, wheels, and engines

300–400 GSM:

Mid-weight towels for washing, drying, and general detailing

500–600 GSM:

Plush, soft towels for delicate paint, coatings, and final wipes

700+ GS:

Ultra-plush, luxury towels—good for hand polishing but overkill for most jobs

Washing & Drying:

350–450 GSM for ideal balance of softness and absorbency

Ceramic Spray Application:

500–600 GSM for streak-free gloss and even coverage

Glass & Mirrors:

300–350 GSM for lint-free clarity

Wheels & Engine Bays:

200–300 GSM for toughness and easier cleaning

320 GSM, grey in color, selling for \$2.00. It's made in China. Korea makes the best towels, but we don't need to pay a higher price for most applications. I use this towel for multi-purpose: cleaning my cabinets, using it on the tires, or rubbing off excess rubber treatment. As a rule, towels should be washed before use with a special detergent and not mixed with other colors. The next towel at 16x16, yellow, called "Eagles," a lower-pile, 300 GSM product, edgeless, 16x16, used for polish removal. The next one is called their "Creature", it's a 420 GSM Chinese towel, used for wax removal. For coating applications, I use an edgeless grey towel, named "Pearl," which is low-pile. The next one is 400 GSM, 16x24, blue waffle weave, used for glass cleaning. Next is a blue 16x16 365 GSM for the interior. Going to a waterless wash, think winter, is a white 490 GSM, thick pile, waffle weave,

very soft. It's time to dry using an orange 16x16, 550 GSM. Next, a 12x12 grey towel for wheels and tires. The final towel is a 30x36 900 GSM; it absorbs water very well. That's a total of 13 towels. The detergent suggested for microfiber towels is called "Rags to Riches", one or two ounces in cold water. I hope this article clarifies some misunderstandings about Microfiber towels, and that you will use the T-shirts for grease cleaning on the bicycle chain.



PETER PORTANOVA
Co-chair Concours



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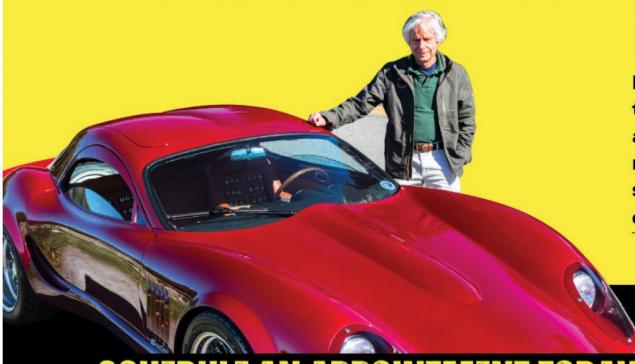
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Revs Institute

While visiting my mom in Florida recently, I paid a visit to Revs Institute, home of the Miles Collier Collection of automobiles. On display are over 100 vehicles manufactured between 1896 and 1995. One of the four exhibit areas is dedicated to Porsche. Here, visitors can feast their eyes on the evolution of our favorite marque, from a 1949 356SL Gmünd coupe to an unrestored 1971 917K that raced at Le Mans as part of the renowned Martini Racing Team under the sponsorship of Martini & Rossi. Oh, and there is also another 917 - a 1969 917 PA that raced in the Can-Am series as an open-top spyder.

Tucked away in the back of an unassuming office park in tony Naples on Florida's gulf coast, the nondescript 80,000 square foot building yields no clues as to the treasures that lie within. Arguably one of the most important collections of Porsche race cars outside of Stuttgart, the viewing area also houses no less than three Porsche 908s, including a 1969 "langheck" (long-tailed) version, a couple of svelte 1964 904 Carrera GTS cars cloaked in fiber glass bodies (one of which is a street version), a 906, a 907, and a 910, among others. There is even a 1963 Elva Porsche and a 1958 Porsche-Behra Formula 2 racer.

Unlike many other auto museums, there are no ropes or protective barriers between you and the cars, so you can get up close to all the vehicles (but no touching!). Photos are allowed, but shooting video is off-limits. There is also a nice gift shop on the premises. This was my third visit to the Revs Institute, but the first time I took a formal tour – well worth the few extra dollars over general admission, in my

opinion. My docents were extremely knowledgeable about all the cars in the collections, and questions were encouraged.

In addition to the Porsche gallery, the collection includes many other notable cars worth viewing. For example, you will find a sensuous 1937 Delahaye with its swoopy fenders, a perfect representative of the pre-war streamlining era. There is also a sleek 1939 Mercedes-Benz Grand Prix race car, one of the famed "silver arrows". Not to be missed are a pair of 1966 Ford GT-40s and a 1962 Ferrari 400 Superamerica previously owned by Enzo Ferrari himself (spoiler alert: it's not red). There is even a 1995 McLaren F1, with its trademark center driving position flanked by cozy passenger seats on either side.

While we New Yorkers tend to gravitate to the east coast of Florida when visiting the Sunshine State, the museum is a must-see if you find yourself on Florida's west coast. Or, for those not opposed to short road trips, Naples is just a two-hour drive from Miami, straight across the state via I-75 (a.k.a., alligator alley). Revs Institute is open on Tuesdays, Thursdays, and Saturdays from 10am to 4pm. Be sure to purchase your tickets in advance at <https://revsinststitute.org> for a specific date and entry time (walk-ins are not permitted). Trust me, you will not be disappointed.

JAMES CLARK
Member Contributor



Porsche 917K (Kurzheck, or "Short Tail") This car has a storied racing career, including winning races at Brands Hatch, Monza, and Watkins Glen in 1970. It is considered one of the most original 917s in existence, as many of its imperfections and wear and tear have been preserved.



Porsche 907 short-tail (K) endurance racing prototype. This model was pivotal in Porsche's transition from a sports car manufacturer to a builder of dominant race cars in the late 1960s. It is famous for winning the 1968 12 Hours of Sebring race.



1951 Porsche 356 SL Gmünd Coupe. This vehicle, competed in the grueling 1951 Liège-Rome-Liège Rally, where it finished third overall and won its class.

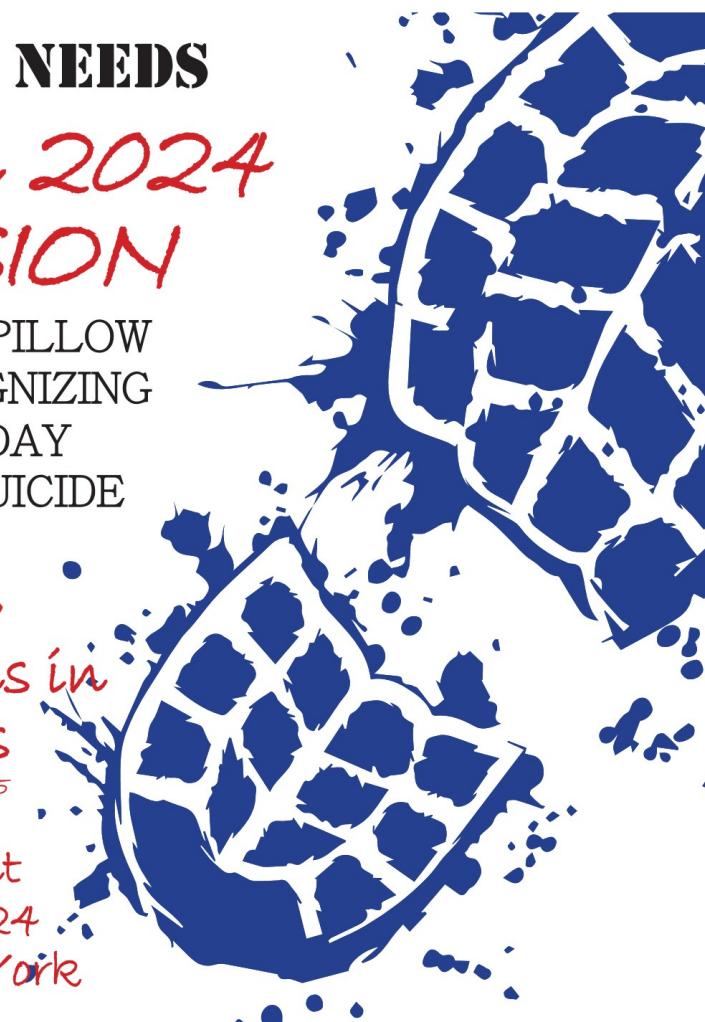
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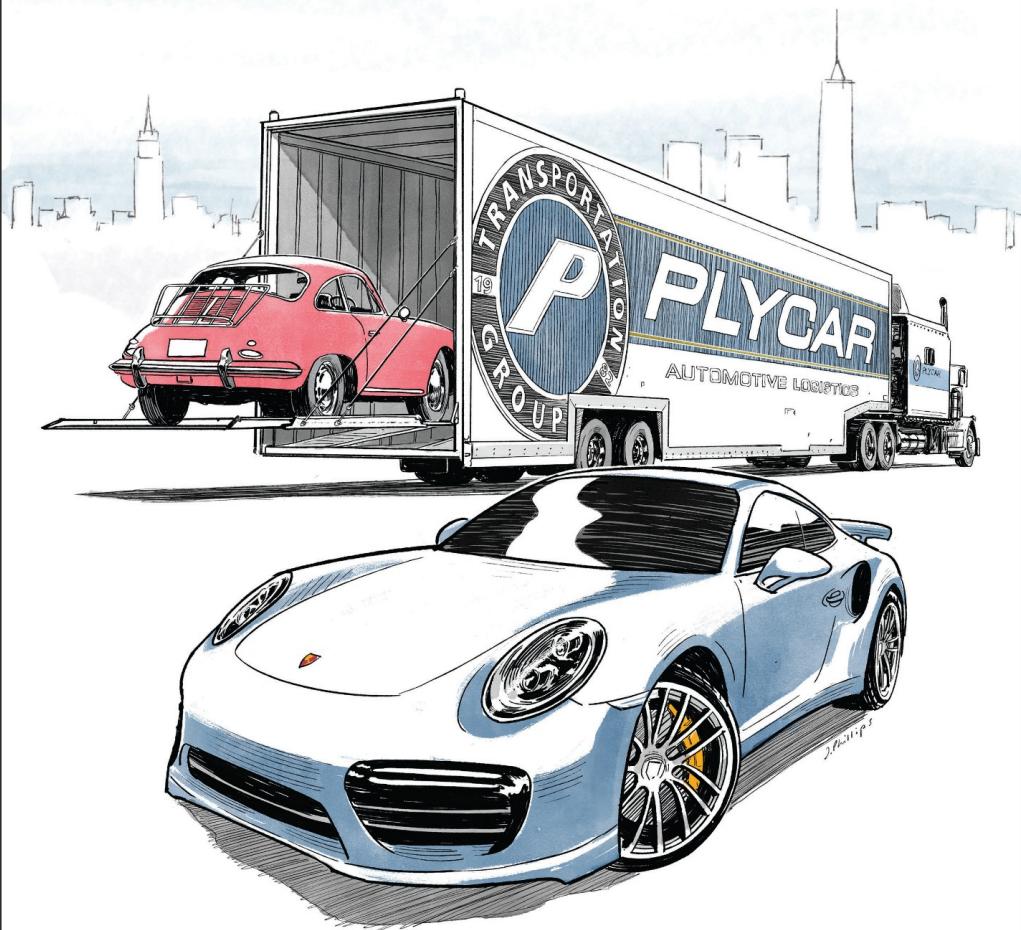


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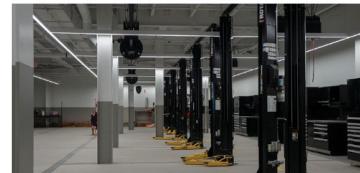
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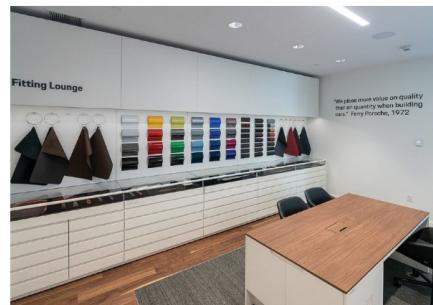
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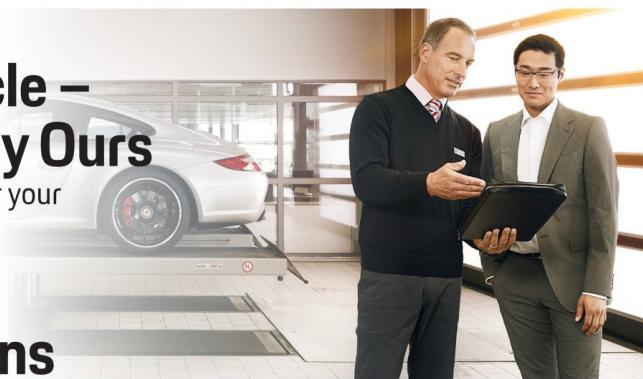
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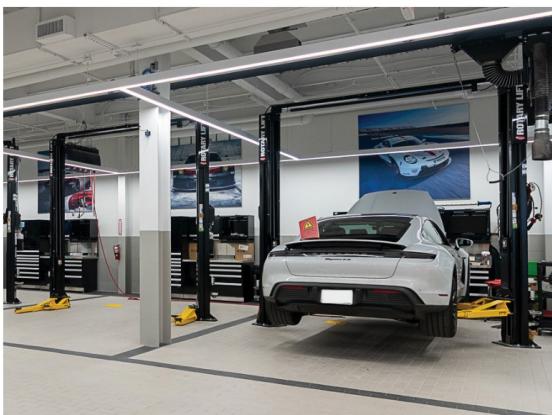
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Sell Your Car

Technical

This is Progress?

With snow on the ground, salt on the roads, and icicles hanging from the eaves, it's hard to visualize enjoying our Porsches on warm summer days. Many of our four-wheeled friends, I imagine, are snuggled away for winter, under a cover with a battery tender plugged in. Of course, you could migrate to warmer climes, leaving the rest of us to shiver. Or perhaps build a safari-style 911, Cayenne, or even a 944 lifted for rally use. I recall reading about and seeing images of Porsche testing in extreme cold weather. And I recall when Porsche offered snow chains for your tires in their catalogue, and yes, they still do. I wonder how many they sell. Today, we overload our roads with salt, listen to our cars rust away, and wonder how long before the water table becomes brackish.

Assuming you've put away your helmet, changed your oil, inflated your tires, and checked the strength of your coolant (if you have any), winter is an ideal time to address all those things you put off in the summer, because you didn't want to risk any 'downtime'. As a shop owner, the first warm days of spring can be a blessing and a curse. The phone starts ringing

with calls about dead batteries, fluid leaks, and all manner of issues, all wanting to be fixed fast. It can be overwhelming and lead to delays that cut into your summer fun. When your mechanic is busy, it's harder to get things done quickly. Skilled labor is becoming more scarce, and parts pricing is going nowhere but up. If you attend to things over the winter, you have less pressure and more time to do things right. There are relatively few things that are easy to service on Porsches, and the newer they are, the more complex they become.

Before all-weather tires and all-wheel drive became ordinary, I remember the need for seasonal snow tire swaps and adding metal studs to them (they made lovely sparks). We've really come a long way—or have we? Dipsticks are essentially gone. I lament the departure of the venerable dipstick. It was simple, reliable, and inexpensive. The dipstick represented a tangible connection between the driver and the engine. You could know nothing about cars and still be able to check your own oil. Now we have to fumble through complex on-screen computer menus, follow oddball procedures, and wait for the engine to reach



the right temperature before we're allowed to know our oil level. Shouldn't we know that before we start the engine?

Formerly a simple swap, when we replace batteries today, (often primary and secondary) we now need specialized equipment to 'register' the battery - alerting the computer that a new battery has been installed; lest the alternator roasts the new one. On some models, you must tell the computer when you replace brake pads (and clutches) so it can calculate wear. Used to be we looked at them. Later, they made a noise, and later still, a simple sensor was added to illuminate a light on the dashboard. Of course, we didn't have the joys of bore-scoring, failed IMS bearings and auto stop-start foibles, but we did have broken head studs, leaking oil return tubes and dual-mass flywheel failures.

What's my point? There is beauty in simplicity – Dr. Ferdinand Porsche knew that. Today's cars spy on us and are shockingly easy to steal. On the flip side, modern cars are more comfortable, more efficient, and feature handling that stretches our understanding

of physics. As systems become ever more complex, there's a tendency to encourage you to return to the authorized dealer for service. Independent shops (and DIYers) will struggle to stay current on newer cars. Economic forces of supply and demand are moving in one direction. Is this progress? Ask yourself this question. Will today's cars still be around in 75 years? Someone recently asked me if I use AI to write this column. No, I quipped. I found that question a trifle insulting. Perhaps it was meant as a compliment...

Please contact me if you have comments or questions about this column or if you have another topic you'd care to address. chris@easternmotorworks.com



CHRIS MANFREDI
Technical Chair

Events

Rally for Fun

On November 16, I had the pleasure of entering the **Pine Barrens Off-Road Excursion XII**. This is an annual event presented by the Northern New Jersey Region PCA and sponsored by Paul Miller Porsche. The route book handed out at the start included the following introduction, turn-by-turn instructions, and a history of the local area. The book is a handy reference guide to this section of New Jersey with many little-known facts. Quite a keepsake.

This is not a race and not intended to be "a car-breaker" event.

But at the same time, this is not a simple Sunday ride in the woods. This tour spans 62 miles of mostly good unpaved or sandy roads, with a mid-trip lunch break. The planned route encompassed narrow, deep "sugar sand" trails, as well as hard-packed sand and gravel roads. Depending on weather conditions, participants may also encounter a few water holes. Water holes are depressions in the roadbed that collect rain after a storm. Some roads and trails require extra care to avoid damaging your vehicle, especially the front bumper, as ground clearance and speed can play a significant role.



With all this in mind, we started the event. My Cayenne S had all the right features for the job. We traveled through blueberry fields and drove on the berms separating cranberry bogs. The tour stopped at the Historic Whitesbog Village to hear the Accidental Jug Band playing for us at the General Store. Then we proceeded to an area known as "The Devil's Hairbrush" and ended at the "Sand Pit". The sand pit is an open field of sand (mined and used locally) with a water hole in the center. Those adventurous enough drove around and through the pit at challenging speeds. Fun for all who enjoyed it (I did). The morning ended as we returned to the start for lunch. Many thanks go to the creator and Rally Master Peter Schneider for such a great event. We have Pine Barrens on Long Island, but not as vast as these. Long Island was able to host such events years ago; however, vehicle-accessible trails are no longer available. If you want to take your 4X4 off-road, keep an eye out for this event next fall.



RICH MOOERS
Rally Master Chair



Image:
NNJR-PCA hosted the Pine Barren Off-Road Excursion Trek
on November 16th 2025, sponsored by Paul Miller Porsche. The
following photos were taken by Mike Feno at the event.

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Market

Porsche Market Update

As we headed into December, 2025 had already surpassed 2024's total dollar volume, leaving unit volume and sell-through rate as the final unknowns. December delivered on both, posting a 73% sell-through rate on \$44,041,972 in sales with 583 cars crossing the block, a clear improvement over December 2024's 70% sell-through, \$30,340,029 in dollar volume, and 462 units. For the full year, 2025 finished at a 72% sell-through rate with \$583,660,924 in total dollar volume across 7,572 cars, versus 68%, \$493,350,995, and 7,235 units in 2024. The result marks 2025 as the strongest year for the Porsche auction market since the peak of 2022.

For me, 2025 was RUF's year, with five of the top six sales coming from the Pfaffenhausen manufacturer. Three of those top results were original W09 VIN'd CTRs, a car we simply have not seen at public auction in any meaningful way for as long as I can remember. All three claimed the podium for highest prices paid in 2025, led by a 1,000-mile example finished in iconic Blossom Yellow that took top honors at \$6,055,000, followed by sales at \$4,680,000 and \$4,295,000. Rounding out the top six were two CTR Anniversary models, RUF's first fully

carbon-tubbed tribute to its 1980s legend, which sold for \$3,360,000 and \$3,140,000 respectively.

The lone car to break up RUF's dominance in the top six was a 1960 718 RS 60 Spyder, which sold for \$3,525,000 at RM Sotheby's Monterey sale. The result was a pleasant surprise, as Porsche race cars from the 1950s and 1960s have had a rough few years, with many failing to sell at auction. Also from the 1960s was the most talked-about car to cross the block in 2025, the 917K hero car from Steve McQueen's classic film, *Le Mans*. Owned by Jerry Seinfeld since 2001, the car initially failed to meet reserve with a \$25 million high bid on the block, but ultimately found a home post-sale at an undisclosed price.

FOR ME, 2025 WAS RUF'S YEAR, WITH FIVE OF THE TOP SIX SALES COMING FROM THE PFAFFENHAUSEN MANUFACTURER.

Another surprise from 2025 was the late-year Turbo surge. It was most evident in the 993 Turbo market, where a run of strong results pushed prices well beyond the prior twelve-month high of \$270,000, with multiple cars selling over \$300,000. Leading the charge was a 12,000-mile Black-on-Black example that nearly added \$100,000 to that benchmark, hammering at a final bid of \$369,000. The momentum did not stop there, as 964 Turbo 3.6 values



Photo credit Gooding Christie's

also spiked, with two cars selling for over \$800,000 in December alone, crushing the previous twelve-month high of \$545,000. On the newer Turbo front, the biggest mover of the year was the 991 GT2 RS, where even a non-Weissach example broke through the \$500,000 mark, selling at a final bid of \$506,000.

Speaking of GT cars, 2025 proved to be a mixed bag. Earlier, more analog GT3s were clear winners, led by a sub-1,000-mile 997.2 GT3 RS that set a new high at \$575,000, followed closely by a Green 997.1 GT3 RS that sold for \$498,000. The year also marked the first opportunity for 996.1 GT3s to be imported into the US, as we did not receive a GT3 domestically until the 996.2. The start was shaky, with the first example failing to sell at \$106,996 and the first successful US sale landing at \$100,000. That first car was later re-run and achieved \$145,250, followed by another sale at \$128,000, suggesting early hesitation gave way to stronger conviction. Not all GT cars shared the upside, however. New 992.2 GT3s struggled, with just one of six examples finding a buyer, and even that result fell short of expectations at \$384,000 against an original MSRP of \$313,000, well below the early premiums enjoyed by the 992.1 GT3 when it debuted.

It wasn't just modern and modern-classic Porsches that impressed in 2025. For me, the standout classic of the year was the SWB 912 Coupe. We saw three examples sell at or just above the \$100,000 mark, with several more changing hands in the \$90,000 range, a level that would have seemed unthinkable not long ago. Topping the list for the year was a 1966 912 Coupe that emerged from 25 years of family ownership and brought a strong

\$100,912, cementing the model's quiet but meaningful move into six-figure territory.

2025 was undoubtedly one for the books, but looking ahead, I expect 2026 to look a bit different. Unit volume should pull back modestly, a trend that already appears to be taking shape as January has produced the lowest number of Porsches currently for sale across the three major online auction platforms that I can remember seeing. On the product side, Boxster and Cayman pricing should begin to level off for standard variants, while special models start to separate themselves. With production of the 718 Boxster and Cayman now behind us and a gas-powered replacement still years away, scarcity will matter more than ever, and if a 000 Boxster Spyder comes to market, don't be surprised if records fall. As always, truly special cars will continue to do special things, and the best of the best will still bring the money. Cheers to 2026.



DAVID K. WHITLOCK

Guest Contributor

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

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Cars For Sale

2022 911 Targa 4 GTS
in GT silver. Fully loaded including carbon brakes, premium package with park assist, front lift system, Burmester premium audio system, GTS interior package in chalk, etc. 5,300 Miles. Full PPF on the car. Located in Larchmont, NY. \$21K
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dmilojevic@me.com
(11-23)

Accessories For Sale

Porsche 996 cup car body parts
(all made by Getty). Front cup bumper, rear cup bumper, engine cover with Cup Wing. All primed and ready for paint, except the wing - which is polar silver. Getty price - just over 5k without primer. Mine - \$2500.00 USD for all three. Selling as a set. Located in Cranford NJ.
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(12-23)

Porsche 996/997 bolt in - Clubsport Cage
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Jerseysure@gmail.com
(12-23)

1988 Carrera Cabriolet Parts
The following items are from my recently sold 1988 Carrera Cabriolet: A set of Borbet Cup 1 style wheels with Porsche crests in fair condition. Fronts = 7 1/2 J X 17 H2, ET17. \$350 for the wheels. Also, a DAS Sport rollbar #DASRB3 in black powder coat. \$250 for the rollbar. Photos available. Located in Ridge, NY. Have questions?
Text Ken at 631-521-9000
precisionkenq@hotmail.com
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Genuine OEM Porsche wheels, and Pirelli winter tires off my Porsche Panamera S
Set of four Tires, and rims are in like new condition with around 1500 miles no Scuff marks. All with working TPMS valves, 275/45R18, and 245/50R18. Price: \$950. If you have any questions or pictures needed, please contact me.
Michael 516-524-2526
(11-23)

From 2016 Macan Turbo; 10 spoke 20" silver winter alloy wheels with Michelin Latitude Alpine M+S tires only
driven - 4K miles. 9J x 20 x ET26 Fr, 10J x 20 x ET19 Rr. Wheels in showroom condition, includes Porsche painted center caps and wheel bags. Asking \$1750.
Text Jason 516-356-8922
(11-23)

Set of 4 Winter tires/19" orange center lock wheels OZ Ultraleggera HLT from 997.2 4GTS
Fit other models; OZ HLT Orange wheels Front 19x8.5 offset +53mm; Rear 19x11 offset 51mm. Wheels in fine shape, no damage. Pirelli Sottozero tires with remaining thread (older than 5 years) and fully functional TPMS sensors. Wheels alone would cost over \$3,300 at tire rack, now out of stock. \$1,500 for the complete set or best offer. Must pick up in Brooklyn near Belt parkway exit 1.
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Josh 516-695-5777
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