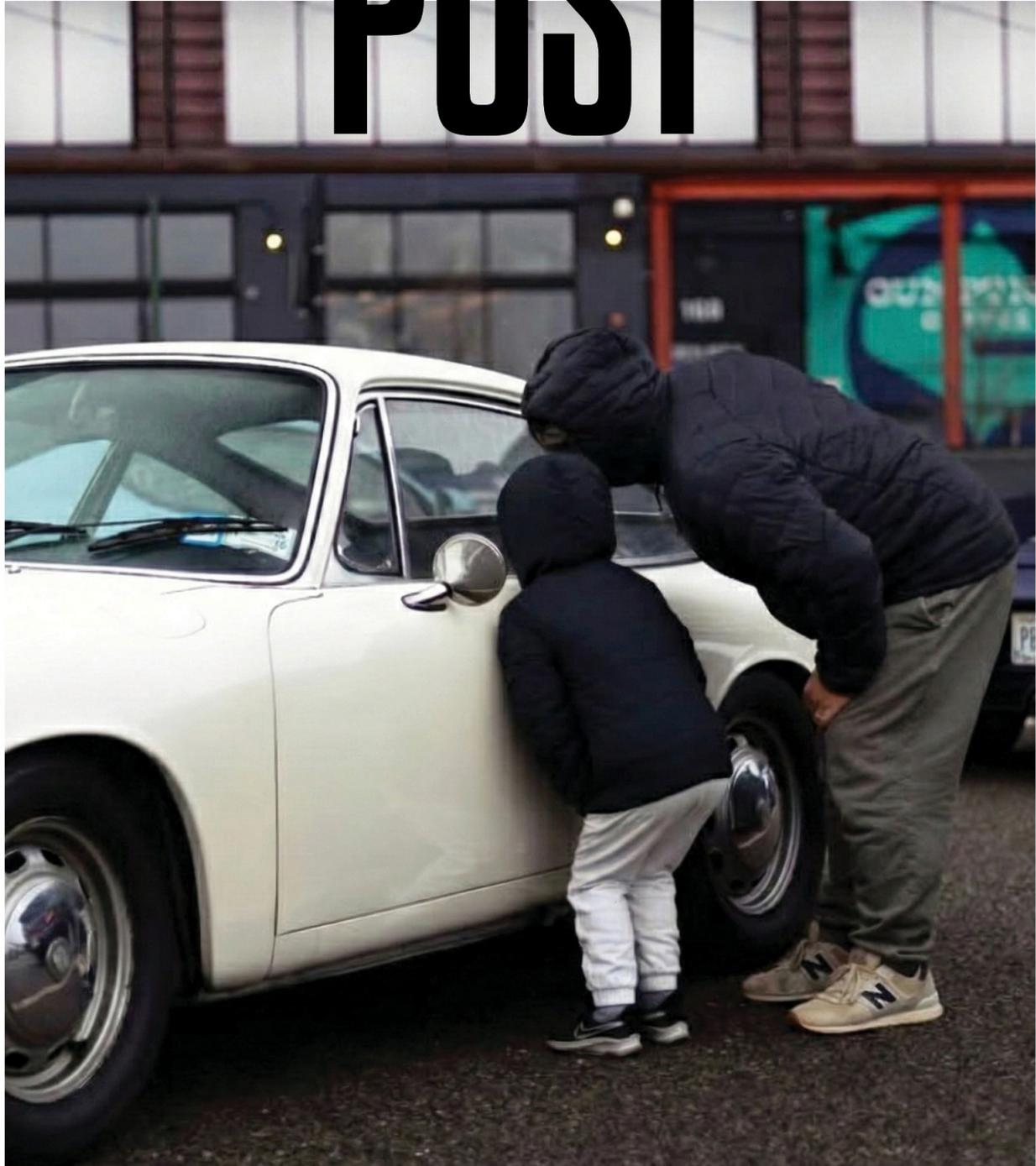


METROPOLITAN
NEW YORK REGION
PORSCHE CLUB
OF AMERICA

PORSCHE POST

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MEMBERS
NEWS & EDITORIAL



To a Porsche it's the Mayo clinic.



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CONTENTS

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RELATIONSHIP MANAGER**
Bill Merz

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

LANNICELLI993@GMAIL.COM**



A father–daughter adventure.



This article is for you, the never-ever who is interested in getting their car on a racetrack.

COVER PHOTOGRAPH
Kasper Ludwig-Larsen

- 03 PRESIDENT’S PAGE**
Paul Celentano
- 08 MEMBERSHIP UPDATE**
- 16 THE INSTRUCTOR AND THE STUDENT**
Brandon Tasso
- 22 SKID REMARKS**
Dan Fishkind
- 26 A SWISS ALPS DRIVING TOUR TO REMEMBER**
Howie Zodicoff
- 28 PORTRAIT OF THE MONTH JANIS JOPLIN**
Lee Raskin
- 34 EAST REGION UPDATE**
Mitch Hackett
- 36 CHASING CURVES**
Billy Stewart
- 40 CARRYING THE TORCH FOR TED OHLAND**
Rich Mooers
- 44 BEGINNER’S GUIDE TO TRACK DAY 101**
Fred Pack
- 50 CONCOURS CORNER**
Peter Portanova
- 54 WINTER WON’T LAST FOREVER**
James Clark
- 60 THE ART OF THE BLEED**
Chris Manfredi
- 64 PORSCHE MARKET UPDATE**
David K. Whitlock
- 66 TRADING POST**
Michael Brief

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

Metro NY Region Calendar of Events



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

19
Drive

26
Autocross
 Tobay Beach, NY

26
Concours Workshop
 Ryan Friedman Motor Cars
 Glen Cove, NY

May

03
Exhibit 9 at Industry City
 Brooklyn, NY

16
Taco Florio Drive

25-26
HPDE Track Day
 Watkins Glen, NY

27-28
HPDE Track Day
 Watkins Glen, NY

27-28
HPDE Track Day
 Watkins Glen, NY

31
Autocross
 Nassau Coliseum, NY

June

13
Autocross
 Nassau Coliseum, NY

13
Seven Lakes Drive

27-28
HPDE Track Day
 Palmer, MA

28
Sun Dawson Sunday

July

12
Autocross
 Nassau Coliseum, NY

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

01
Taco Florio Drive

19-20
HPDE Track Day
 Watkins Glen, NY

21-23
HPDE Track Day
 Watkins Glen, NY

22
Piermont Pier

22-23
Zone 1 Autocross
 Ayer, MA

September

12
Duck Tails Drive

14-15
HPDE Track Day
 Watkins Glen, NY

20
Autocross
 Nassau Coliseum, NY

26
Seven Lakes Drive

October

05
HPDE Track Day
 Lime Rock Park, CT

10
Haunted Hayride Drive

18
Autocross (TENTATIVE)
 Tobay Beach, NY

23-25
HPDE Track Day
 Virginia International Raceway,
 VA

25
Autocross (TENTATIVE)
 Tobay Beach, NY

Please register early for your favorite events.

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

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

Scan code for metronypca.org



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

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

November

07
Ferry Porsche Ferry (TENTATIVE)

08
Autocross (TENTATIVE)
 Tobay Beach, NY

President's Page

I like cars, yeah, that's obvious... and I sure do like coffee. On any given day, you will find my house stocked with a variety of blends ranging from lighter fluid-like, caffeine-packed, Spanish and Italian roasts sure to put hair on your chest, to the more subtle and common, Chock Full of Nuts (and bolts!) and "good to the last drop" brands. Depending upon my mood and/or my need for "turbo boost", one of these will most certainly kick-start my morning.

Sometime in the past 10 years or so, someone thought it would be a genius idea to come up with a new idea, a new brew, so to say. What if we blended cars and coffee and made a sort of non-committal car get-together tied to our desire for that morning cup of joe? The concept took off. COVID certainly helped, since most organized car shows were shut down and folks just met up in parking lots. Now, on just about every weekend, you can find them popping up everywhere. From small street closings to larger-scale gatherings like "Caffeine and Carburetors," these events are often hyped as casual gatherings for enthusiasts, but in reality, they can feel repetitive and, frankly, underwhelming in my opinion.

Now, let me be clear, Metro most certainly has its hand in the game. We often promote some of these C&C events and even add a twist of our own, which I see as more of a social gathering for our members, often tied to a drive. What I am talking about specifically are these one-dimensional, repetitive events that surely do not showcase what PCA and Metro are all about. Sure, the concept sounds great: wake up early, grab a cup of coffee, and admire a sort of diverse lineup of vehicles. However, the experience rarely lives up to the promise. After attending one or two, you've essentially seen them all.

The atmosphere can also feel more performative than passionate. Instead of genuine conversations about the cars or driving experiences, discussions often revolve around social media presence, sponsorships, and who has the most followers and likes on Instagram. The early morning schedule doesn't help either. Waking up at dawn on a weekend only to stand around a crowded street or parking lot, sipping mediocre coffee and surrounded by a bunch of social media influencers with

selfie sticks, quickly loses its charm. Throw in traffic congestion, limited parking, and occasional reckless behavior from attention-seeking knuckleheads, and what should be a celebration of car culture often turns into a showcase of ego and noise. In the end, cars and coffee events can feel less like authentic community gatherings and more like staged displays of the same automotive clichés.

As you thumb through the pages of this month's issue of the Post and look over the diverse calendar of events we have slated for 2026, know that while we most certainly do appreciate those cars and coffee events, Metro and PCA are so much more...we are about "The Drive". If you appreciate a 6-speed stick over a selfie stick, why not consider attending one of our many driving-focused events? There really is something for everyone. Want to learn and take your Porsche on some of the premier race tracks in the North East? Have a look at what our Driver Education team, led by Brandon Tasso, has lined up. How about dipping your toe into performance driving and seeing your car's limits of adhesion with Autocross? Next month, our chair, Dan Fishkind, has scheduled our annual autocross school, where you can learn more about this activity that Metro has been doing since the 1950's, starting in 1958 at the then "new" Roosevelt Field. If scenic road drives and time and distance competition are your thing, try your hand at one of our Rallies organized by our Rally Master, Rich Mooers, who carries the torch for Metro and keeps this 70-year tradition going. Last and certainly not least, our Trek program, now reinvented by our Trek chair, Billy Stewart, will kick off again this year with some organized drives to some really amazing destinations along spectacular roads. If you are like me and this winter has given you cabin fever with the desire to "just drive", then you will most certainly have the chance this coming season. See you on the open road!



PAUL CELENTANO

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

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Membership Update

Metro NY Region Membership

Active Members 2,657	Affiliate Members 1,090
TOTAL Members 3,747	

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.

Download your digital PCA card
pcadigitalcard.org

To change your mailing address go to
pca.org > [My PCA Account](#) > [Edit My Profile](#)

MEMBERSHIP QUESTIONS

Email:
metropcanymembers@gmail.com

MEMBERSHIP ANNIVERSARIES MARCH 2026

CONGRATULATIONS TO OUR
LONG TERM MEMBERS

45 Years

DAVID PENICK

40 Years

MICHAEL ROSENBERG

30 Years

JOHN KRUSH
LINDA ANNICELLI-RUDTNER

25 Years

WILLIAM YOUNG
ANDREW SISTI
FRANK PRIVITELLO
CHRISTOPHER GIUFFRE

15 Years

ERIC HEISCHOBBER
MICHAEL MENNELLA

10 Years

SCOTT KIPNIS
ERAN SHARON
SCOTT RICH
JONATHAN CLARK
BRETT NEWMAN
CHRIS JOHNSON
BERNARD ROSS
LOUIS LA PIETRA
MATTHEW MOL

5 Years

AARON SCHARF
MASSIMO BOTTINO
CHRISTOPHER FUHRMANN
JACQUELINE ABRAHAM
STEVE FARBMAN
SACHIN BANSAL
ROBERT VACCARINO
SANCHIA SAN JUAN
MATTHEW COMITO

MICHAEL WAINFELD
BRIAN RIDINGS
HENRY HEY
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ROBERT ROMANELLI
JONATHON NOLAN
DILYAVER SHEYKHISLYAMOV



INTRODUCING **AUTOCROSS** FIRST-TIMER PROGRAM

Never driven an autocross before? We've got you covered. Our new First-Timer Program is designed to get you out on the track safely and confidently. All cars are welcome, and zero modifications are necessary.

Ready to drive? Make sure to check the **First Autocross Ever** box when signing up.

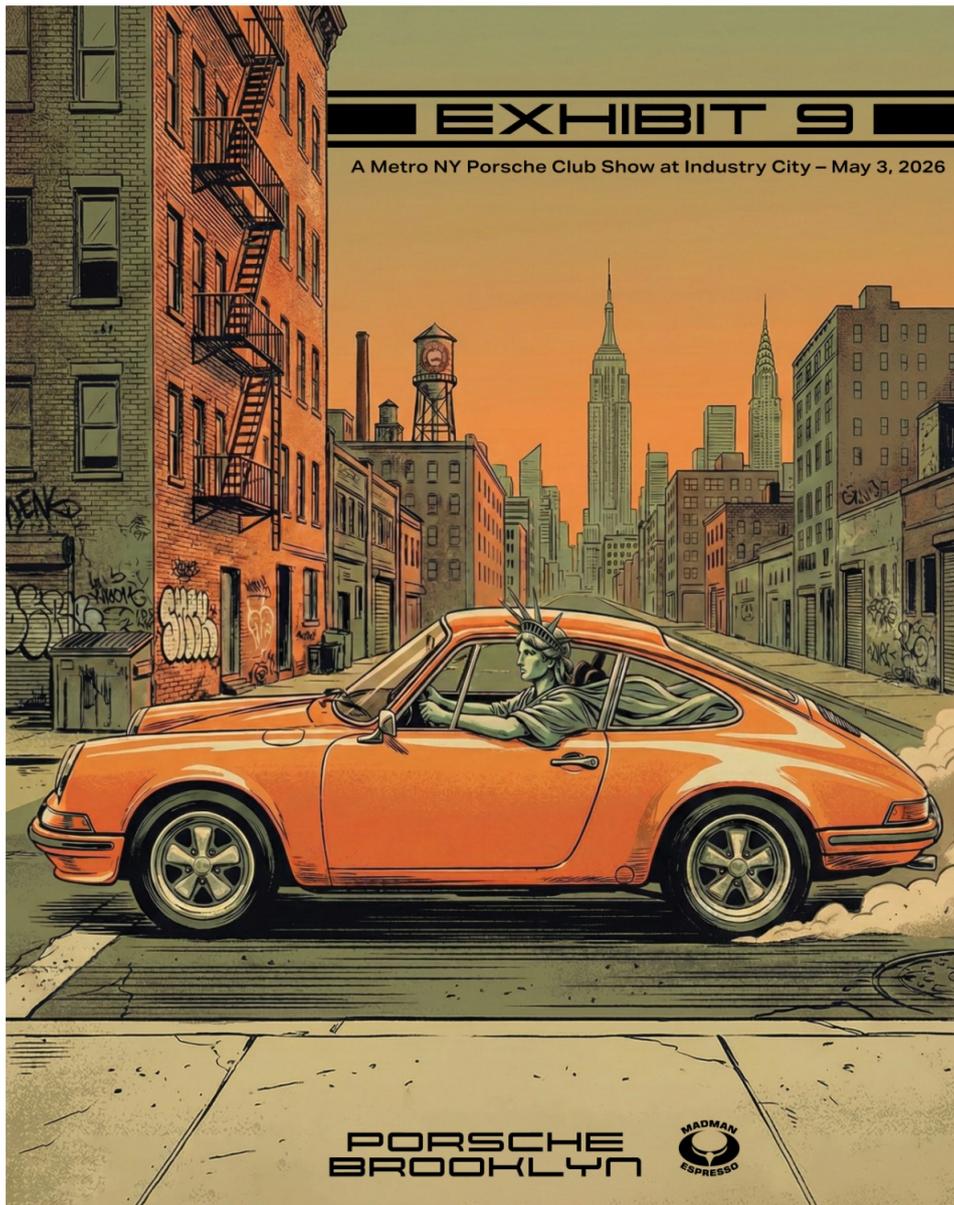
New Member Coupons are accepted for this program!

First-Time Drivers Receive

- A dedicated, in-car instructor assigned specifically to you
- A guided course walk with your instructor to learn the racing line
- A low-speed parade lap to familiarize yourself with the layout
- A dedicated staging area just for newer drivers
- A novice identifier sticker for your car
- A free loaner helmet for the day

Questions

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



Metro PCA's 3rd annual Porsche show at Industry City on Sunday, May 3rd 9am - 12pm.

A morning with great cars, coffee, food and the company of fellow enthusiasts in the amazing setting of the renovated industrial complex on the Brooklyn waterfront. Classic 356s, 911s of all generations, transaxles, race cars, hot rods and those pristine factory-correct examples, let's bring them all out.

You have the option of showing your car inside the Box Factory or get a spot on the closed street outside.



Register at clubregistration.net

METRO NY WELCOMES OUR NEW MEMBERS TO THE CLUB

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

MICHAEL WEISS
Bedford Corners
2022 718 Spyder

NADIM KHALEK
Farmingdale
1996 911 Carrera 4

PAUL ZACHER
Northport
2025 Cayenne S Coupe

CARL VOGEL
New York
2010 911 Carrera



MICHAEL WEINBAUM
Great Neck
2019 911 Carrera

TENLEY MOCHIZUKI
Hartsdale
2001 911 Carrera 4

ALBERT PICARELLO
Cortlandt Manor
1989 911 Carrera

PATRICK CIRIELLO
New York
2008 Boxster

JASON KAHN
Port Jefferson
1990 911 Carrera 2

MOHAMMED RAHMAN
Kew Gardens
2019 911 Turbo S

JON LAMB
Bedford
2026 Panamera GTS

ETHAN BAUTISTA
Astoria
2006 Boxster

MICHAEL LANDSMAN
Bedford
2026 911 Carrera 4 GTS

BEN KOZINN
Manhasset
2024 911 Carrera S

MICHAEL PICCOLINO
Mamaroneck
2018 911 Carrera S

DAVID STRAUSS
Irvington
2021 911 Carrera S

TREY LUNDGREN
East Hampton
2015 Macan S

JEFFREY MANTHEY
Cortlandt Manor
1974 911

EDDIE DANTES
Massapequa
2015 911 Turbo S

JEFFREY WEISSLER
Dix Hills
2022 911 Carrera

ANDRE LOGIUDICE
Williston Park
2014 Cayman

NOEL RAAB
Dix Hills
2023 911 Carrera

NICOLAS VOUIYOUKLIS
New York
2024 Macan 4

JOHN MIGOTSKY
New York
2012 Boxster



NEETHU BAL
New York
2024 911 Carrera

SAMI FLASTER
Brooklyn
2024 911 Turbo S



VINCENT CASTELLANO
Elmhurst
2007 911 Turbo

EMILLIO DIMATTEO
Armonk
2026 911 GT3 Touring

ALLAN SCHOENBERG
Ardsley
2007 Cayman S

GENE KLOCHKOFF
Seaford
2025 718 Boxster GTS

JAMES DEMMERT
New York
2002 911 Carrera

ERIC LAI
Brooklyn
2020 Cayenne Turbo

JORDAN INGRAM
Brooklyn
2018 718 Cayman

DREW CHAPMAN
New York
2024 911 Carrera T

MITCHELL KELLERT
New York
2026 Taycan

GREGORY MALSIN
Sands Point
2022 911 Turbo S

MARIO ALBERTO
White Plains
2020 911 Carrera S

KEVIN DEMATTEIS
New York
2025 718 Cayman S

ALESSANDRO COCCO
Pound Ridge
1978 911 SC

DANIEL NG
Dix Hills
2017 911 Turbo S

JOSEPH ALEAMNI
White Plains
2017 911 Carrera 4S

PETER ILLUZZI
Armonk
2005 911 Carrera S

GARY SAYLORS
Northport
2015 911 Targa 4S

MICHAEL GAYLE
Elmont
2014 911 Carrera 4S

CAMERON GEE
Water Mill
2021 Macan

GUILLAUME DE DALMAS
Shelter Island
2017 718 Boxster

JAVON PETERS
Brooklyn
2013 Cayenne



MICHAEL CLAYTON
Baldwin
2025 718 Cayman GTS 4.0

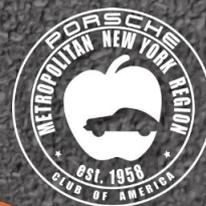
BHARAT CHANDRASEKARAN
Brooklyn
2018 911 Turbo S

ROBERT WITTMER
East Setauket
2006 911 Carrera S

ROBERT MITTMAN
New York
2026 911 Carrera 4 GTS

AUTOCROSS

2026 Metro NY PCA Season



Autocross Seminar & Mini School

BETHPAGE COMMUNITY PARK
ICE RINK/TOBAY BEACH
March 7 Saturday

Tobay Beach

SPRING

March 8 Sunday
March 22 Sunday
April 12 Sunday

FALL (TENTATIVE)

October 18 Sunday
October 25 Sunday
November 8 Sunday

Nassau Coliseum

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

Pocono

July 25-26 Weekend

Ayer, MA Zone 1 Autocross

August 22-23 Weekend
(Points Event)

Event Information

EVENT TIMING

Site Opens	7:00 am
Registration	7:30 - 8:45 am
Tech Opens	8:15 am
Late Reg	8:30 - 9:45 am
Tech Closes	9:00 am
Drivers Meeting	9:30 am
Novice Meeting	9:45 am
First Car Off	10:00 am
Trophie	3:30 am

COST

Members: \$65
Non-Members: \$75

EVENTS WILL BE
PRE-REGISTRATION ONLY
SIGN UP AT
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For additional information please check
the autocross section of the website:
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Email Dan Fishkind:
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Driver's Education (DE)

The Instructor and The Student

The Relationship Nobody Talks About

HPDE is not racing... It is not a test session... It is not time trials... At its core, it is a relationship.

Every time a student rolls onto track with an instructor in the right seat, something subtle but powerful happens. Two people who may have met ten minutes earlier are suddenly sharing risk, responsibility, and trust at triple digit speeds. We do not talk about that part enough.

Trust Is Built Fast

When a student goes out for their first session, they are thinking about braking points, flags, mirrors, and not embarrassing themselves. What they may not realize is that the instructor is thinking about them.

Are they overwhelmed? Are they processing feedback? Are they tense? Are they confident but not overconfident? The instructor's job is not just to point at apexes and say brake later. It is to manage risk and development at the same time. That requires trust. The student has to believe the instructor is there to help, not judge. The instructor has to believe the student will listen, communicate honestly, and respect the process. When that trust clicks, progress accelerates. When it does not, the day feels like a long work day for both people.

Communication Is Everything

Some students want constant input. Corner by corner. "Brake here." "Look up." "More throttle." "Breathe."

Others need space. Too much talking overwhelms them. They drive better when they process one idea at a time.

Great instructors adapt. They read body language. They watch hands on the wheel. They listen to tone of voice between sessions.

Great students communicate. They say when something feels uncomfortable. They admit when they are confused. They ask questions instead of nodding and guessing.

Silence in the car is not always confidence. Sometimes it is confusion. The best progress happens when both people treat the session like a conversation, not a lecture.

Ego Is the Real Opponent

HPDE has structure for a reason. It removes racing, position battles, and trophies from the equation so we can focus on skill. But ego still sneaks in.

A student might resist feedback because they feel they are already doing it right. An instructor might "overcoach" because they want to prove their knowledge. Neither helps.



The right seat is not about authority. The left seat is not about pride. It is about growth.

Some of the most impressive drivers I have worked with are the ones who ask the most questions. They are not defensive. They are curious. Curiosity beats ego every time.

When to Push and When to Pause

One of the hardest parts of instructing is knowing when to push a driver and when to let them settle. Progress requires discomfort. If you never stretch braking zones or carry more entry speed, you will plateau. But there is a difference between productive discomfort and overload.

A good instructor watches for saturation. Missed apexes in a row. Early/Late turn in. Forgetting basics. Those are signs the brain is full. Backing off for a lap is not failure. It is strategy. For students, this is where honesty matters. Saying “That felt like too much” is not weakness. It is awareness. Awareness keeps everyone safe.

Respect Goes Both Ways

Instructors volunteer their time and experience. That deserves appreciation. Students show up vulnerable. They are opening themselves to critique at speed. That deserves respect. When both sides remember that, the environment stays strong. The goal is not to impress each other. It is to improve.

The best days I have seen at the track are not necessarily the fastest ones. They are the days when the student and I get out of the car smiling because something finally clicked. Maybe it was smoother hands. Maybe it was better vision. Maybe it was finally trusting the car in a fast sweeper. Those moments are the best!

The Bigger Picture

HPDE works because of this partnership. It creates a safe place to push limits, make mistakes, and learn from them. Without the instructor-student relationship, it is just open track with extra paperwork. With it, it becomes a development program. That distinction matters.

Every time you strap in with someone in the other seat, remember what is actually happening. You are not just driving. You are building trust at speed. That is a rare thing. And when it is done right, it is one of the most rewarding parts of this entire activity.

Until next time... see you at the track!



BRANDON TASSO
DE Chair



Metro NY PCA

Concours Prep & Judges Workshop

An Educational & Hands-On Experience for PCA Members

What You'll Learn

- Proper Concours preparation techniques
- Detailing tips that matter to judges
- How judging standards are applied
- Common point deductions and how to avoid them
- Q&A with experienced PCA judges

When & Where

- Date** April 26, 2026
- Time** 11:00 AM – 4:00 PM
- Location** Ryan Friedman Motor Cars
112 Glen St, Glen Cove, NY
- Lunch** Lunch will be served
- Attendance** Limited to 30 PCA members

Registration

Register online at www.clubregistration.net
Registration opens March 17, 2026

Questions? Peter Portanova · 631-358-9085
peternyy@verizon.net

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Autocross

Skid reMarks

Fasten your seatbelts! The 2026 Autocross season is just around the corner. The schedules have been set for both Tobay Beach and Nassau Coliseum. We have two awesome away events this season. The first will be at the end of July. It will be a Zone 1 Zone 2 challenge. A multi-region event that will take place at Pocono Raceway in Pennsylvania. Our second event is the actual Zone 1 Autocross in Ayer, Massachusetts. Another two-day event consisting of all the regions of zone one. This event has been running for 40 years. However, this is the first year. It will be hosted by the Metro New York region. If you must choose one, please plan to come to the Zone 1 Autocross. It's a great time, it's Social, we have dinner Friday night, compete on Saturday, have a catered barbecue Saturday night, compete again on Sunday and then head home. I have been the Zone 1 Autocross chair for the past 10 years and I will say it's an awesome event. We usually have between 15 and 20 Metro members attending and we will have a great time.

If you are getting this before March 7, and you're interested in Autocrossing, we are holding an Autocross seminar and mini school on March 7. That will start out at the Bethpage Community Park Rink and then we head over to Tobay Beach for some driving. Everybody will have an instructor in their car, who will help them get through an actual Autocross course supporting the use of the skills they learned in the Autocross seminar. March 8 will be our first event, and anybody who attends the seminar the day before will be treated to the same course from the school. BONUS!!!

If you have any questions, please do not hesitate to contact me. You can find all autocross information on flyers in this issue of the Porsche Post and on our website. All registrations will take place through clubregistration.net. Registration will close at 5 o'clock the day before the event. This is a change from past years. Please make every effort to register before then. Registration for the next upcoming event should open the night that the previous event ends. Come on out and have some fun!!!! I have included QR codes for the Seminar and Autocross School (3/7) and the Season Opener Autocross (3/8) for your convenience. Scan and register. Easy peasy. See you there.



Season Opener



Seminar Mini School



DAN FISHKIND
Autocross Chair

1ST ANNUAL ZONE 1 AUTOCROSS

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

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



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

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

Where To Stay

SpringHill Suites Devens Common Center
27 Andrews Parkway
Devens, Massachusetts 01434
Phone: 978-772-3030

Reference Code: "ACZACZA" if booking by phone
Rate: King Suite \$179. 2 Queen Suite - \$189

YOU MUST BOOK BY 7/24/26 FOR GROUP RATE



Hotel Registration

How Much It Costs

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

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

<https://clubregistration.net/events/signUp.cfm/event/16865>

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



Event Registration

Who To Talk To

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

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

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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.

A light breakfast will be served to all participants.

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. **

Event Information

WHEN

Saturday, March 7, 2026

TIME

9:00 am – 4:00 pm

WHERE

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

COST

\$65 members

\$75 non-members

REGISTRATION

opens on January 1st

<https://clubregistration.net/events/signUp.cfm/event/16319>

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

Email Dan Fishkind:
autocrosschair@gmail.com

Member Contributor

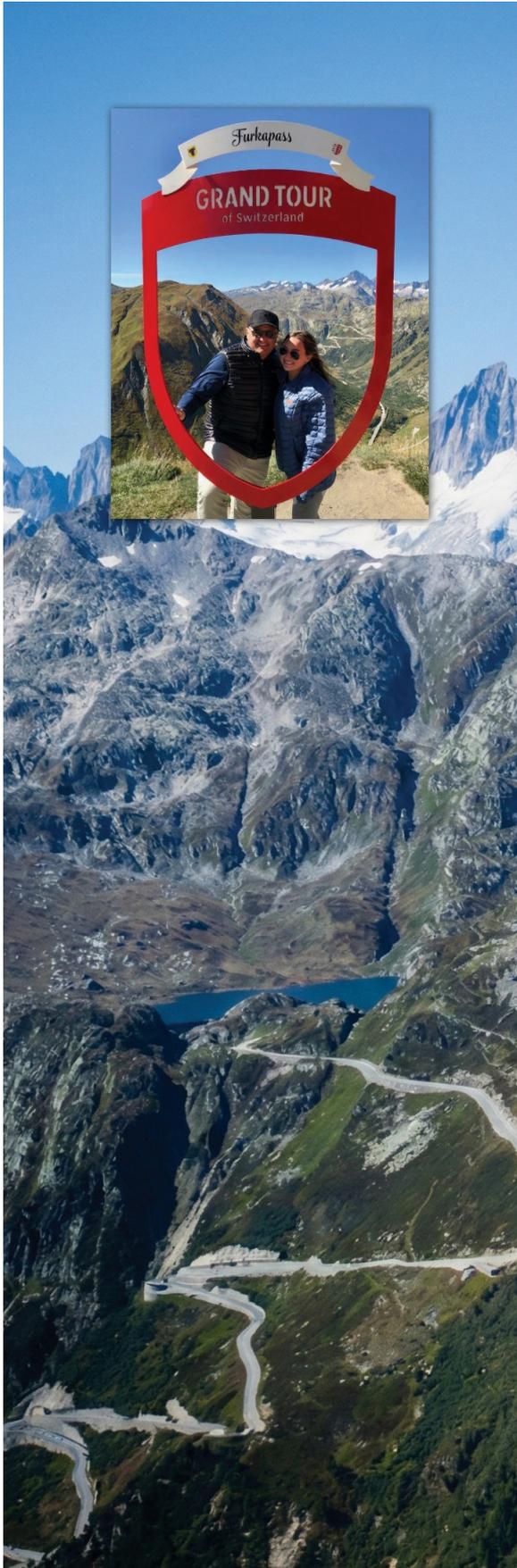
A Swiss Alps Driving Tour to Remember

A FATHER—DAUGHTER ADVENTURE

A few years ago, in mid-September, I had the opportunity to take an unforgettable trip with my then 26-year-old daughter: a curated, two-day, 500-mile driving tour through the Swiss Alps. She has been driving in sports cars with me since my first Porsche in 1997, so this trip felt like the perfect continuation of a family tradition.

Warming Up – Geneva to Chamonix: We arrived in Geneva two days before the tour, giving us time to explore the city and then venture into France. The next morning, we rented a car and drove up to Chamonix. From there, we took the cable car to the summit of Mont Blanc – views that seemed to stretch into infinity. The crisp air, the glaciers, the views stretching forever – it was unforgettable. We had a fantastic Italian lunch back in the village and drove back to Geneva to meet our group. That evening we met the eight other participants – all men from the Czech Republic who spoke little English but had one thing in common: an unmistakable enthusiasm for driving fast.” They even wore their driving shoes to dinner. It was clear we were in for quite a weekend.

Day One – Sunshine, Switchbacks, and the Sound of a Huracán: The next morning, all five cars – Porsche GTS, Lamborghini Huracán, Acura NSX, Mercedes AMG GT, and Ferrari 488 – were lined up in front of our hotel like a dream garage. After a quick briefing from the professional lead driver, we set off under perfect weather. Not a cloud in the sky, and by the afternoon, the temperature hit a comfortable 80 degrees. We began the day in the orange Huracán, and I have to say the exhaust and growl are impressive. The roads were flawless, the scenery even better, and the





combination made for an incredible start. By midday, we arrived in Gruyère, a stunning medieval town perched on a hill. We wandered through its old streets before enjoying a classic Swiss lunch of fondue and raclette in a traditional lodge. After lunch, we switched into the red Ferrari 488 and made our way toward the legendary Furka Pass – famous for its appearance in a James Bond film. Driving the 488 with the top down, the music blasting, not a cloud in the sky at 9,000 feet, sharing that moment with my daughter was simply unforgettable. We finished the day high in the Jungfrau region, one of the highest peaks in the Swiss Alps, at around 13,642 feet in elevation. Our mountain hotel greeted us with prosecco, hors d'oeuvres, and, later, a chef's tasting dinner. It was the perfect end to a spectacular first day.

Day Two – Villages, Passes, Cows, and... Police: The next morning began in the yellow Mercedes-AMG GT Touring – my least favorite of the lineup, but still a fun drive. We passed through charming Alpine villages and, at one point, found ourselves behind several enormous cows being herded across the road by a shepherd wielding what must have been the largest wooden stick in Switzerland. The sight of five exotic cars patiently waiting for cow traffic to clear is something I'll never forget. From there, we wound through the stunning Susten Pass before switching into the Acura NSX and heading toward Andermatt. We stopped for lunch at a very upscale hotel in the ski area – a great midpoint break. After lunch came the grand finale: the Porsche GT3 for the last leg. This section featured endless switchbacks, tight curves, elevation drops, and panoramic views. The GT3 handled everything with ease – it was planted, predictable, and effortlessly quick. It reminded me exactly why Porsche engineering is so special. Eventually, we hit the highway, and that's when things got interesting. Three police cars

suddenly lined up behind us and pulled over the first two or three cars. They told the drivers they had received calls about “cars like this racing through the mountains.” Luckily for us, they hadn't seen anything directly, so it ended with only a warning – but it definitely validated the pace we'd been keeping through the mountains. We ended our journey in Munich at a beautiful hotel, where we toasted with champagne and enjoyed a great final dinner together.

Final Wrap Up: The eight Czechs, unsurprisingly, had a blast – so much so that one of them managed to sideswipe the Acura NSX. Thankfully, it remained drivable, and no one was hurt. A clear winner of all the cars we drove, one stood above the rest. The Porsche GT3 outperformed every other car on the tour – so much so that I ordered one when I got home.

The quality of the roads, the scenery, the cars, and the camaraderie were incredible – but the most meaningful part was the time spent with my daughter. As we headed to the airport, she turned to me and said, “Dad, I could have driven with you for many more days.” Moments like this are priceless!

It was a trip measured not just in miles, but in lasting memories – a perfect combination of driving passion, breathtaking roads, and family time. We enjoyed the experience so much that three years later, we booked another driving tour – this time through the French Alps – with the same company, creating even more memories to cherish.

HOWIE ZODICOFF
Member Contributor

Portrait of the Month **Janis Joplin**



Janis Joplin at the San Francisco Palace of Fine Arts with her psychedelic 1964 Porsche 356 C Cabriolet, 1968. Photo credit: Jim Marshall / Estate of Jim Marshall.

This is a telling story...about the Queen of Psychedelic Soul who also owned and loved to drive her 356 Porsche.

This year commemorates the 55th Anniversary of the death of the most iconic and successful rock performers of the late 1960s –Janis Joplin, who tragically passed away on October 4, 1970. Amongst Porsche enthusiasts, she is also known for her beloved 1964 Porsche 356C Cabriolet.

It was September of 1968. Janis Joplin, lead singer of her Big Brother and the Holding Company rock band was in Los Angeles recording their songs. She drove past the Estes-Zipper VW and Porsche dealership on Wilshire Boulevard in Beverly Hills and decided to take a test drive in a used 1964 Porsche 356C cabriolet. She fell in love with the Porsche and purchased it on the spot for \$3500. It was painted the off-white Dolphin Grey with a black interior and had a black folding cabriolet top.

Janis decided to personalize her Porsche, like James Dean did with his 550 Spyder; subsequently asking Dave Richards, a close friend and “roadie” with her band, to customize the 356 Cab as a kaleidoscopic mural.

Richards transformed the Porsche into what he called, ‘The History of the Universe,’ a unique mobile work of art. The dramatic graphics depicting butterflies, jellyfish, a caricature of Janis Joplin with her band, along with her Capricorn sign and the ancient third eye symbol. The Porsche immediately became identified with the Psychedelic Queen, wherever she drove in LA or in San Francisco and especially to her performances. After Janis Joplin’s untimely death in 1970, the Porsche wound up with her former manager, Albert Grossman, who drove it for several years in New York until it became in disrepair. Joplin’s siblings took it back and had it repainted Dolphin Grey. Her brother Michael noted, “Besides Janis’ music and legacy, her Porsche is the most visual and important piece of memorabilia that exists.”

During the 1990s the family decided to have the Porsche repainted again as “The History of the Uni-

verse,” and commissioned artists Jana Mitchell and Amber Owen to do the honors. Historic photos were used to recreate the psychedelic livery.

The Porsche was then loaned for a long-term display at the Rock and Roll Hall of Fame and Museum in Cleveland.

“It seems like such an extension of her personality-beautiful and colorful and fun,” related a curator of the Rock and Roll Hall of Fame. “When I look at it, I see Janis in it, with the top down, with her dog, George, in the back seat, driving around the Haight. I really see it as an extension of Janis.”

After two decades...having been viewed by over half-million visitors per year, the family decided to take the Porsche out of the Hall of Fame Museum.

In December 2015, the family consigned the Porsche for a RM Sotheby’s auction to be held in New York City. Auction experts estimated the psychedelic Porsche would fetch between \$400,000 and \$600,000. The iconic ‘64 Cabriolet proved them wrong, as the bidding went well beyond those values and was sold to an undisclosed buyer for \$1.76 million. It set a record for the highest price paid for a production 356 Porsche model.

“

**OH LORD, WON'T YOU BUY ME
A MERCEDES BENZ?
MY FRIENDS ALL DRIVE PORSCHE,
I MUST MAKE AMENDS.**

”

Janis Joplin

Today, Janis Joplin’s 1964 Porsche Cabriolet, VIN 160371 remains one of the most iconic production 356 Porsches owned by a celebrity...along with James Dean’s 1955 Porsche Super 1500 Speedster, VIN 80126, and Steve McQueen’s 1958 Porsche Super 1600 Speedster, VIN 84855.

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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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:
[@metrotrackdays](https://www.instagram.com/metrotrackdays)**

**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)



Events

East Region Update

34 METRONY PCA

March is finally here. As I write this, there is still plenty of snow on the ground. Investing in snow-melt futures would have been a sound investment this year. Hopefully the temperatures will moderate soon so we can enjoy our cars without snow melt and salt on the road. Watch out for potholes though. They had a good growing season this year! I drive my Cayman during the winter months every couple of weeks as long as the salt is washed away, but this year it's been a tough task. I keep a battery charger on it which helps keep it up to snuff. See the accompanying photo where I moved the car outside to make room for snow removal equipment.

It's now February 14, so Happy belated Valentines Day to all my Porsche lady friends. This week I had my spark plugs and coil packs replaced. The coils were old and cracking. The new coil packs are an upgrade in quality. When I bought my car at 38,000 miles 4 years ago, the 40,000 mile service was already done. It now has 53,000 miles. The maintenance records don't show a plug change at that time though, so I got it done at South Shore Performance. The car seems faster now! That's because I haven't driven it in a while,



Dan Fishkind above running an Autocross lap showing how its done. The autocross program attracts new drivers as well as experienced drivers. The rush plus the experience of track driving makes for a great day.

so it felt great to be back in the saddle again. Thanks Bill Rudtner and crew.

This month begins with autocross school on March 7th, followed by our first autocross of the season on March 8th. This is a great opportunity to learn about you and your car in a safe controlled environment. Dan Fishkind runs a great program. Attend the school Saturday. Drive the course at Tobay Beach the same day, accompanied by an instructor. Then drive Sunday at the autocross, again with an instructor. Great for veteran drivers, and especially younger drivers as they learn their way on the road. The skills you learn at autocross can save your butt in everyday driving. I know it did for me, several times. Accident avoidance pays great rewards! It's also a great intro to track driving, Think Drivers Education/DE. Another great program Metro PCA offers. Try it. I did 11 years ago, knowing little about both. Now I'm hooked.

As for Metro East, I'll be setting up cars and coffee meets, "Where's Metro Wednesday" meets, curated museum tours, and fun events at the Bayport Aerodrome, Long Island Maritime Museum, and others.

Keep an eye out on the Metro website, Facebook, and ClubRegistration as events are posted.

As with any club, we always want new members and old to attend our events. We offer a wide range of activities. Please come out and try some. Volunteers are welcomed. We are all volunteers in Metro PCA. No one gets paid. We do it for the passion of our cars, and for our fellow members. I've met lifelong friends here. Come on in and dip your toes into our club. It can't hurt!

See you on the road!



MITCH HACKETT
East Region Director



Chasing Curves

THE GLASS HOUSE

The plan was easy enough: leave the urban sprawl of New York City after work, drive to the provincial town of New Canaan, Connecticut, in time for the golden-hour tour at the Glasshouse.

Porsche's route guidance indicated we would arrive after six. "I'm sure I can be there before then," I announced, sounding a bit too confident. Traffic on the Henry Hudson Parkway was bumper to bumper all the way to the George Washington Bridge, so I quickly opted for Riverside Drive, "see?" I said, knowing I had just shaved off at least twenty minutes.

It was four thirty on a Friday afternoon, unseasonably and unbelievably warm, sun shining brightly, and tropical vibes were enhanced by top-down cruising and lively reggae tunes.

Boom....Traffic on the Hutchinson -karma quickly caught up with my hubris. What to do? I got a Labubu eye roll from the passenger seat. Route guidance indicated it would be best to switch to I-95.

I don't like 95, too many potholes, but passing people on the three-lane wide stretch felt better than sitting in traffic in Westchester. Before long, we were in Connecticut. Unfortunately, the traffic gods had it out for us; suddenly at a standstill yet again. "This can't be happening."



My friend looked up directions on his phone and indicated it would be best to switch to the Merritt Parkway. As the sun edged ever closer to the horizon, shadows began to stretch, and the Merritt is one of my favorite roads, so there was zero push back from me.

We arrived on the Merritt to find extra emphasis on the parkway; cars seemingly parked, brake lights for miles. With a great sense of disappointment and a heavy sigh, I resigned myself to the final stage of grief - acceptance. "We're not going to make it in time."

I called my over-accommodating contact at the Glasshouse to notify her of our non-arrival. "We aren't going to make it," I said, feeling utterly defeated, "I'm so, so sorry. "We can wait," she responded, "we

just need an absolute time of your arrival." There's absolutely no way we are going to make it before sunset, traffic is just so bad...." "Where are you now?" She asked. "We just passed Greenwich."

Photos courtesy of friend photographer and navigator Enrique Muyshondt.



BILLY STEWART
Trek Chair



Newly Renovated &

NJMP Thunderbolt Trackside Luxury Villa overlooking turns 7 – 11

This beautiful villa is separated into two apartments. Upstairs has a full kitchen, dining room and living room, and downstairs has a small kitchenette. They both sleep 4 guests & have their own patio overlooking the track.

Check us out on airbnb for additional pictures and details. You can reserve on airbnb or contact me directly for a discounted price. This Villa has accommodated families and racing teams!



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Carrying the Torch for Ted Ohland





On Sunday, February 1st, 46 cars roared to life for the 70th running of the “Ted Ohland” Snowflake Rally – a milestone event worthy of celebration.

Just days before, the forecast threatened a major snowstorm. But in true rally spirit, Mother Nature blinked first. A few flurries danced through the morning air before giving way to a crisp, cold, sun-splashed winter day – perfect conditions for adventure.

Engines Start at the Palace Diner

The day began in Hauppauge at the Palace Diner, where drivers and navigators gathered over breakfast, buzzing with anticipation. After check-in, car numbers were distributed, route instructions handed out, and a focused driver’s meeting covered safety protocols and rally strategy. Then came the moment everyone was waiting for – engines started, and teams rolled out onto the course.

A Route Built for Thrills

This year’s rally combined competitive timed sections with relaxed transit segments, offering something for everyone. Teams could chase precision by matching assigned speeds or simply enjoy the scenic drive. About 75% of competitors chose to run timed sections using the Richta app, adding a high-tech edge to the classic rally format.

The route delivered challenge and beauty in equal measure, beginning with the rolling hills near Bald Hill before tightening up at the narrow bridge beside Southaven Park and the Carmans River. From there, the drive opened into a sweeping run south toward Quogue, winding past the iconic golf courses of Southampton. The journey culminated in a breathtaking cruise along the Atlantic Ocean beaches and Great South Bay via Dune Road, where winter sunlight spilling over open water and quiet coastal roads made for a truly unforgettable drive.

A Grand Finale

The rally concluded at Baby Moon Restaurant, where participants gathered to share stories, compare times, and enjoy a fantastic lunch together. In a wonderful gesture of support, the restaurant – normally closed for the season after January 31st – opened one extra day just for us.





It Takes a Team

Events like this don't happen without dedicated volunteers. Special thanks go to Karen Ohland for timing verification and scoring, as well as Mitch Hackett, Peter, and Adel Portanova for handling leadership in the Porsche Club of America stretches back to the very beginning of PCA, earning him a reputation as the "ultimate" Rally Master. This event proudly carries forward his spirit of precision, camaraderie, and love of the road.

The 70th Snowflake Rally wasn't just another winter drive – it was a celebration of tradition, friendship, and the enduring thrill of rallying. Here's to the next 70.



RICH MOOERS
Rally Master Chair



Snowflake 70th Road Rally

Place	Score	Car No.	Driver	Navigator
1	108	10	Ken Hargreaves	Hugo Brunert
2	132	33	Michael Acebo	Kyle Acebo
3	146	25	Joe Cavatoni	Janice Cavatoni
4	213	40	Michael Germana	Sam Germana
5	249	3	Michael Weinbaum	Rodger Savell
6	283	20	Jose Cruz	Rebecka Cruz
6	283	9	Donald Lippencott	
7	332	6	Derek Burgess	Rob Harkey
8	342	37	Dimitrios Tomboris	Rob Burbridge
9	350	18	Mark Douemias	Phillip Frisco
10	358	41	Estrin Essemer	Amanda Gabrull
11	383	27	Raymond Renault	Kathleen Renault
12	374	19	Bob Mott	Laurieann Nott
13	394	31	Richard Klein	Risa Klein
14	396	11	Anthony DelBroccolo	John Anthony
15	409	28	Donato Guardavaccaro	Nicki Harrigan
16	426	14	Junior Mahabir	Reniea Mahabir
17	443	21	Ted Kramer	Dave Weinstein
18	446	35	Vinny Ferrara	Julie Ferrara
19	461	4	John Faulkner	Rich Prigano
20	584	22	John Bird	Patty Bird
21	598	38	Jean-Marc Plisson	Anne Plisson
22	628	1	Michael Capaldo	James Capaldo
23	689	23	Dan Fishkind	Julie Reiman
24	768	2	Brad Simon	Jeff Applebaum
25	924	39	Vlad Prutsky	Boris Landau
26	1062	43	Jeffry Rosen	Elaine Epstein
27	1073	29	Steven Chisolm	Christine Givens
28	1094	16	Al Scasi	Nick Zaino
29	1594	7	Constantine Megaris	Georgia Megaris
30	1599	13	Kasper Ludwig-Larsen	Steve Bashore
31	1676	17	Robert DeMotta	Karen DeMotta
32	1734	34	Mark Cimino	Barbara Cimino
33	2182	12	Paul Celentano	Bill Rudtner
	Touring	5	Sean Bailey	
	Touring	8	Massimiliano Bartoli	
	Touring	42	George Gianauopolos	Lissette Gianauopolos
	Touring	44	Marc Lemchen	
	Touring	15	Steven Pedolsky	Elaine Epstein
	Touring	24	Tommy Rendano	
	Touring	42	Lissette Tomboris	George Gianauopolus
	Touring	30	Steven Torres	
	Touring	26	Lance Margolin	
	Worker		Mitch Hackett	
	Worker		Erick Ohland	Lise Ohland
	Worker		Peter Portanova	Adelle Portanova
	Worker		Richard Mooers	Karen Ohland



Photos by Bob DeMotta



Driver's Education (DE)

Beginner's Guide to Track Day 101

THIS ARTICLE IS FOR YOU, THE NEVER-EVER WHO IS INTERESTED IN GETTING THEIR CAR ON A RACETRACK

Readers of this column must know of my passion about Metro's DE program, and my desire for more Metro members to get on track with their wonderful Porsches. I suspect that many of you never-evers have concerns about the danger of track activity and/or damage to your precious P-car as much of the reason you haven't tried Driver Education.

I want to immediately cast aside the 'damage to the car' concern: for more than 75 years the Porsche company has been making cars which are designed to be driven on race tracks. As long as you perform the standard maintenance tasks on your Porsche, it will happily serve you on road and track.

The other concern – the danger of track activity – is a very real one, but it is mitigated by a set of conduct rules which have evolved over decades of experience. These rules must be learned and adhered to by all the participants, and they are repeatedly covered in the classroom meetings which precede every track day.

Novices to track driving DE days attend a series of classroom sessions which teach the fundamentals of safely driving your car on a racetrack, as well as reviewing the conduct rules

Intro To Track Driving

It will come as no surprise that you can go faster on a straightaway than you can in a corner – your regular driving experience on the road has taught you that. But you likely have never had the underlying physics described to you. Here is a simple explanation: It all comes down to one word – Traction, often called Grip. This grip is provided by your rubber tires. If your car had metal tires it would be sliding all the time, right? But rubber tires make a bond with the road surface which keeps the car stable. That bond, though, can be broken – the tire can only provide a certain amount of grip. If you ask it to give more than it can – by going too fast in a corner – it will start sliding (aka skidding) across the track surface.

Anatomy of a Corner

Corner Phases

The correct path around a track is called the racing line, which cuts directly through the apex in the middle of a turn.

A Turn-in
B Apex
C Track-out

Max Speed at 1G Cornering Speed

Physics proves that the maximum speed in a corner is proportional to the square root of its radius. [Trust me!] Increase the radius to increase the speed potential.

R₁
Inside 36' = 23 mph

R₂
Outside 79' = 34 mph

R₃
Out-in-out 178' = 51 mph
MUCH BIGGER RADIUS and SPEED!!!

Diagrams © Chuck Edmondson
Used with permission.
From his book *Fast Car Physics*.
(available at Amazon)

If you take a moment to think about it, you'll realize that the sharper the corner is, the slower you must go; the less sharp the corner is, the faster you can go. "That's useless information to me", you might say. "The corner is the shape it is; I can't make it be any different than it is." Ah!!! But you can make it be different than it is!

Intro To Anatomy of a Corner

In street driving we "stay in our lane", but in track driving we want to make our path as wide as possible to "straighten out" the turn. We do that by starting the turn on the outside edge of the track – the "turn-in point", then arcing towards the inside edge at the "apex", and finally letting the car complete the turn at the "track-out point". This path is called the "Racing Line", or simply the "Line". By making the path "as straight as possible", we have increased the potential speed available to us.

Understanding the idea of "using the whole track" while cornering is the Prime Directive of track driving. Here are some actual numbers illustrating the value of using the entire width of the track.

When you get on track as a novice you will always have trained instructors sitting in the right seat, explaining and guiding you through your session. Pay attention and all will be well.

On a lighter note: I had a student once in his 60s, who, it seemed, just couldn't use the whole width of the track. I would say to him as we approached a right hand corner, "Stay to the left", and he wouldn't – he would be on the right-hand side of the pavement. After the apex, I would say "Get over the left", and he wouldn't. He would remain on the right side. We went through two sessions like that and then I took him aside and asked why he wouldn't use the entire width of the track. He replied that when he took Driver-Ed in high school, he had been taught to stay in his lane and he had great difficulty in not doing so now.



One More Concept

BE SMOOTH

On track make the “transitions” on track be as smooth as possible: When you use the controls – steering, braking and accelerating – don’t jerk the car around. Turn the steering wheel, don’t flick it; Push the brake pedal, don’t jam it; Press the gas pedal, don’t stomp on it. These give the car a moment to “digest” what you are asking it to do.

The Flags

There is another element of track driving which is of fundamental importance: the Flags! The flags are colored flags which are displayed at “flag stations” which are arrayed around the track at each corner. Each flag station has worker(s) in it and they will sometimes display a colored flag to the cars within view of their station. Each of these flags has a different meaning which will be explained to you at your Classroom Sessions. What makes your understanding of the different flags’ meanings so important is that the flags are the only way the outside world can communicate with you when you are driving on the track. Please pay attention and learn the meanings of the various flags.



FRED PACK

DE Instructor

I hope to see you at the track
and you can always contact 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.

Over the past three decades, we've seen tremendous growth. With our newly expanded 36,000 square foot Danbury facility, we can expertly service every Porsche that rolls through our doors. From a priceless four-cam 550, to the electric Taycan, to the new benchmark in performance, the exhilarating GT3 RS.

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

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



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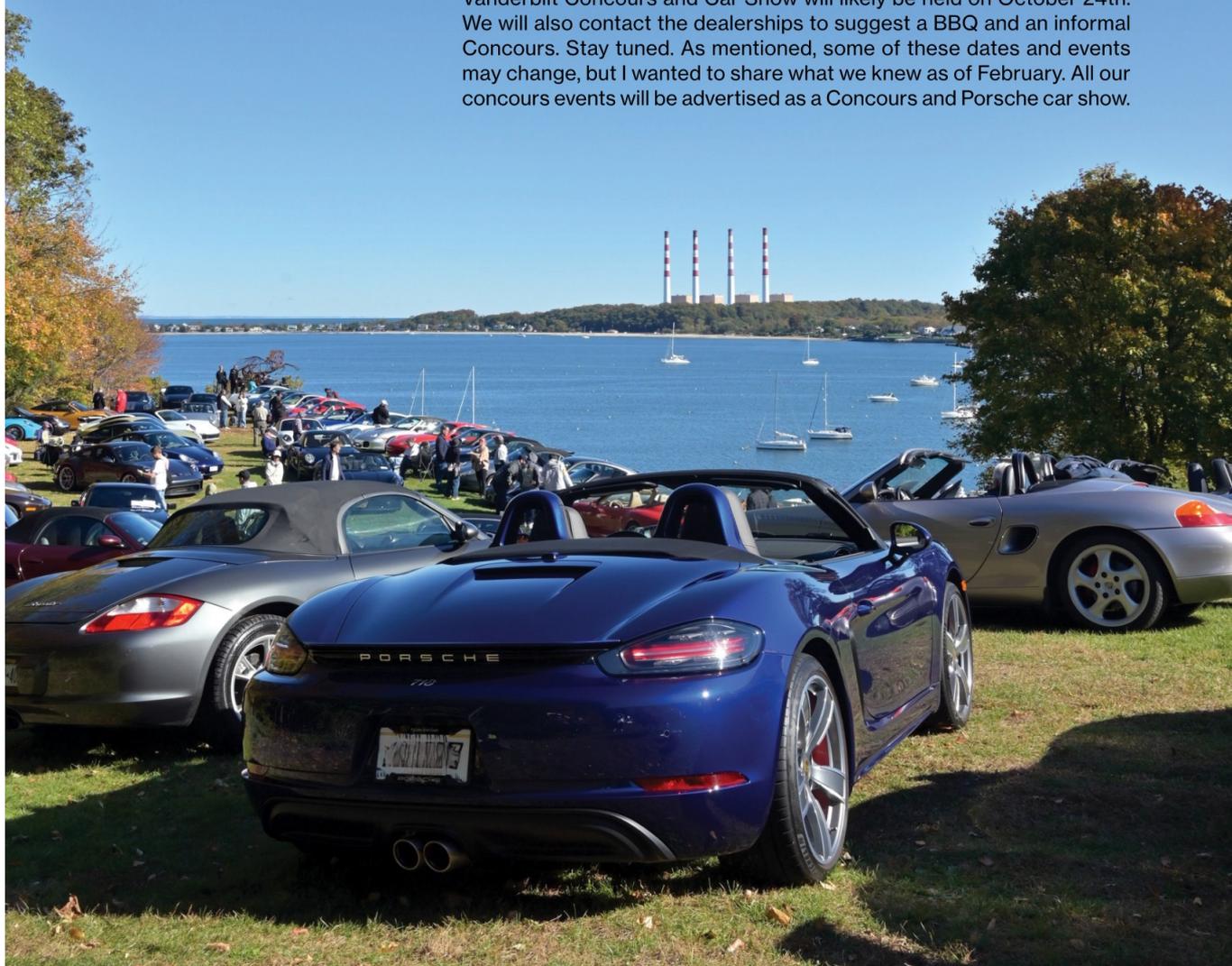


You Tube

Concours Corner

Events

Okay, Concours people, put down your Microfiber Towels. It's time to pencil in some projected concours events for 2026. We will have a Concours/Intro/Judges Workshop. It will be held at Ryan Friedman Motorcars. See a nice write-up in the January/February Post. The date will be April 26th. View the flyer in this Post for details. The "dust off" will kick off the season at Pindar Winery on May 30th. We also hope to have "Concours meet the Trek" at the Malcolm Prey Achievement Center in June. Our next event will be at the Long Island Maritime Museum in Sayville, LI, on July 19th. With a gentle breeze from Great South Bay and lots of activities for the entire family to enjoy. The Vanderbilt Concours and Car Show will likely be held on October 24th. We will also contact the dealerships to suggest a BBQ and an informal Concours. Stay tuned. As mentioned, some of these dates and events may change, but I wanted to share what we knew as of February. All our concours events will be advertised as a Concours and Porsche car show.



If the idea of using Q-tips, dental-type instruments, special towels, and chemicals isn't your style, you can display your car and maybe add it to the concours someday soon. Regarding bringing your Pcar to an event, we all know some of our members have some very special Porsches, some are in storage units, garages, or even hangars. In fact, one of our members has recently restored 907 long-tail that has a significant history. I recall seeing some very unusual Porsches driven to America. Thanks to David Jacobsen's events, he curated some very special cars. The point is, please consider adding that special car that few of us will never see. We promise the cars will get all the attention. In addition to special Porsches, we also need Concours judges, similar to track events with limited instructors. If we don't have enough judges, we might be forced to limit the number of cars to be judged, which is currently a problem. If you're interested, contact me at metronypcaconcoursgroup@gmail.com. I will be happy to do an informal workshop and offer you a jelly donut.

If you are considering entering one of Metro NY's concours events, you can be assured it will not be an intimidating venture. We have three classes of entry: Full concours, Street, and Display. If you enter the full class, you will be judged on the exterior and the interior. The street class is judged on the exterior, and the display class is a people's choice judging. The score sheets are listed on the Metro NY PCA Concours Group, on Facebook, <https://www.facebook.com/profile.php?id=61581162230600>.

You may ask, I wash my car, what can be gained, other than sore hands, to spend more time detailing

my car? Well, you would be surprised what you can learn about your Porsche when you get intimate with it. As an example, you might notice swirl marks or imperfections in the paint that you didn't notice by a quick wash and wonder why, after waxing, the finish didn't look mirror-like. When you see an event that you want to participate in go to www.clubregistration.net.

I can't leave you without covering at least one item on your Porsche that needs cleaning. Let's begin with the tires/wheels. We often will spend more time on the shiny parts, and the wheels get no respect. I assume by now you have invested in a pressure washer and a foam cannon, and that you have also taken my suggestion. They are the P&S Brake Buster, tire brush, wheel cleaning mitt, and tire dressing. Our first step is to sit on an adjustable roller seat, about a foot away from the wheel, and spray the surface dirt for a minute. Then spray on P&S brake buster, let it sit for a minute, agitate with your lambskin mitt, and wash off. Spray Brake Buster on the tires, agitate with your tire brush, then spray off. Pay attention to cleaning your calipers; they will thank you. That was a quick review of wheels and tire cleaning. As always, if you have any questions, please contact me. I'm usually in the garage.



PETER PORTANOVA
Co-chair Concours



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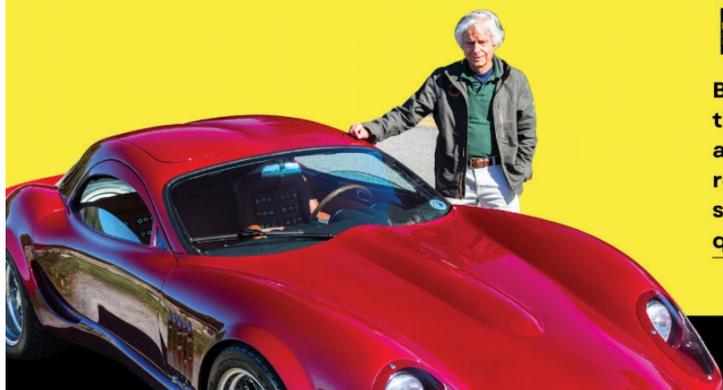


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Social

Winter Won't

As I write this in mid-February, winter feels like it's dragging its heels – but this is the magic moment. This is when the dreaming starts. When we picture open roads, apexes, long sweepers, and engines singing at full song. Not just starting the car to keep the battery alive. Not just dodging road salt. Real driving.

And while we wait for the thaw... we plan.

This year, I'm thrilled to take an even bigger role in shaping the fun ahead. We've got an incredible team of returning board members who keep our signature experiences running strong. Our autocross and DE programs are already live and ready for you. Don't just

scroll – commit. Lock it in. Early registration doesn't just secure your seat; it fuels the programs that make this club thrive.

We're also welcoming fresh energy to the board with our new East Coordinator and Trek Master. They're bringing bold ideas and the kind of enthusiasm that makes you want to grab your keys and just go. Expect relaxed, unpretentious events that are pure fun – perfect for meeting new faces, reconnecting with old friends, and collecting the kind of stories you'll still be telling months later.

On the social side, we're turning it up. Our annual holiday party is back – and if you missed last year, you missed a room buzzing with car talk, laughter,

Photo by Taylor Kim on Unsplash



Last Forever

and yes... epic raffles. This year? Bigger. Better. Still rooted in the traditions we love.

Our September new-member meeting returns, and we're adding a spring edition to kick things off early. And we're expanding in New York City – because a little NYC glamour pairs perfectly with a great car. We've all been cooped up long enough. It's time.

One event I'm especially excited about: a women's-only gathering during our October Lime Rock Park DE. Plans are already in motion, and I can't wait to share more soon.

If you've got an idea, a connection, or a spark we should know about – reach out. We love collaborating.

And as always, we need volunteers. Whether you've got a few hours or a whole season to give, there's a place for you. We're great at matching passion with purpose.

Winter won't last forever. The roads are waiting.



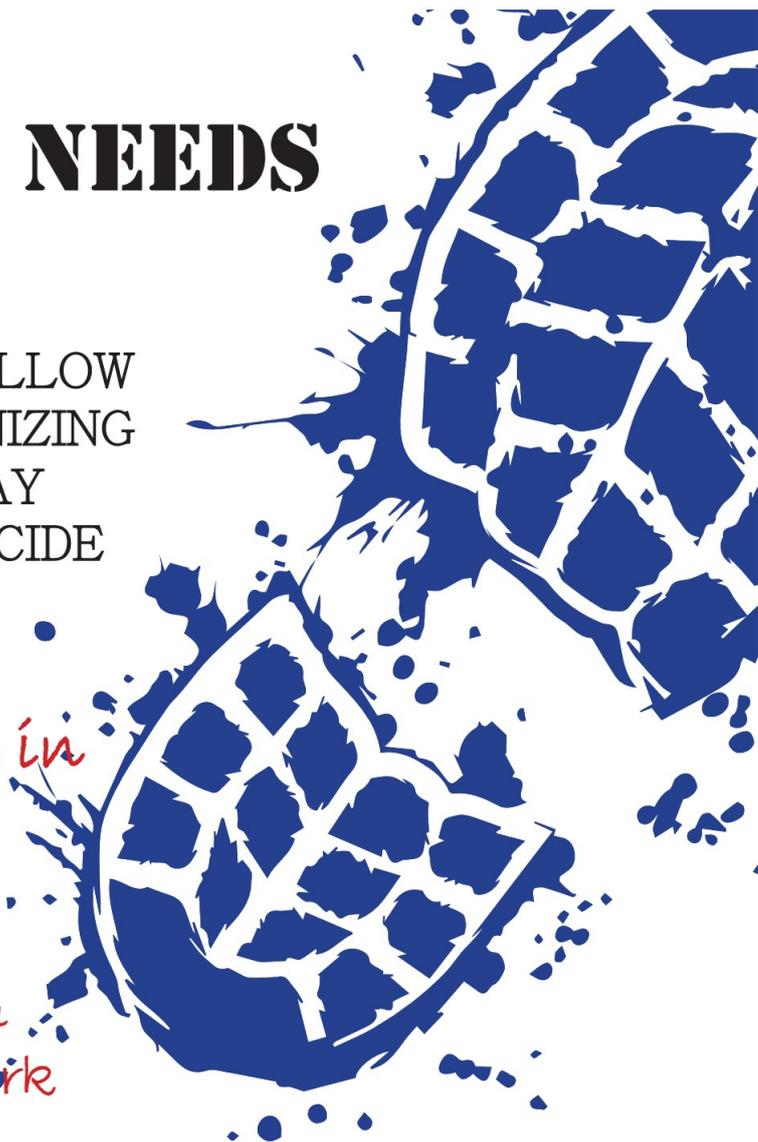
JULIE REIMANN
Social Chair

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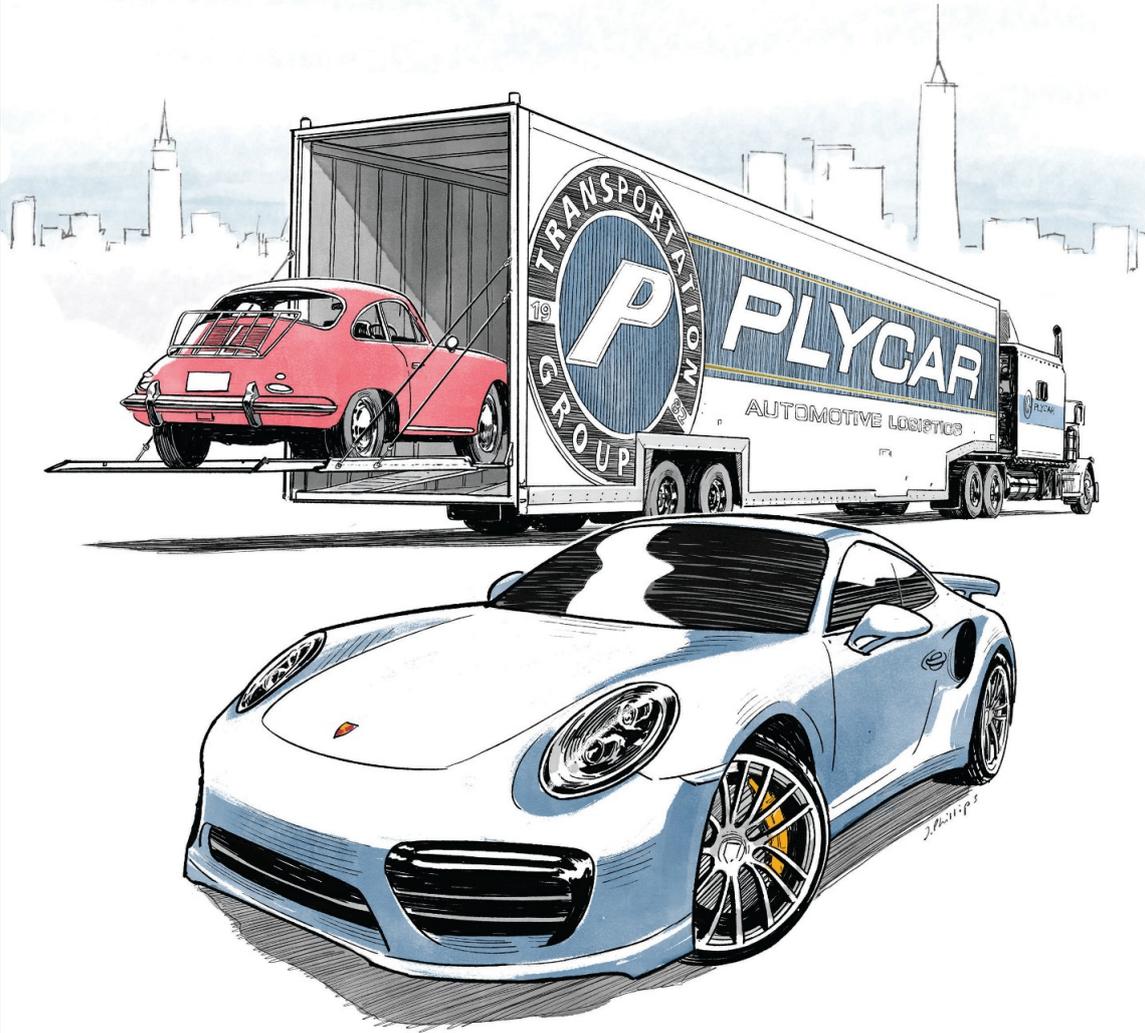
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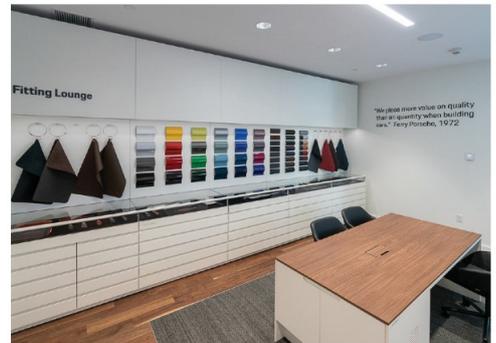
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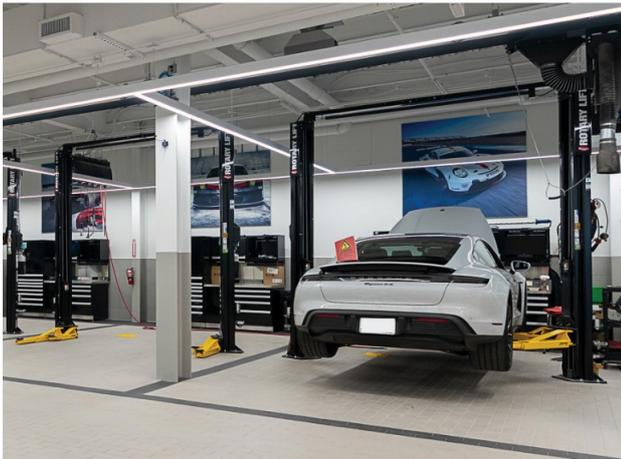
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Sell Your Car

Technical

The Art of the Bleed

This topic has broad application across all models, years and uses of Porsches and other marques. If you have hydraulic brakes in your car you'll need to deal with replacing your brake fluid and bleeding the system, either as routine maintenance or as part of a hydraulic system repair.

It's important to first assess your own skills. If you're not confident, do not attempt repairs to your own hydraulic brake system, for your sake and those around you. This article is intended to convey general information. It is not a substitute for mechanical training and experience.

The process of brake bleeding is intended to replace the fluid and/or eliminate air from the system. The general rule of thumb is to replace your brake fluid every two years regardless of mileage. This is because (most) brake fluid is hygroscopic, meaning it absorbs moisture from the air. That moisture (e.g. water) is heavier than brake fluid and eventually settles to the bottom the system and its components where it causes corrosion. That's why brake calipers are frequently a casualty of contaminated fluid and master cylinders are most often corroded at the bottom of their bore. Moisture also reduces the boiling point of brake fluid.

Before attempting this service, assemble the right tools and equipment. This includes a way to lift and safely secure your vehicle, and remove and reinstall

your wheels and properly torque their fasteners. Tools should include properly sized wrenches for the bleed screws. Corrosion and frequent use of dissimilar metals (covered in June 2025) often play a role in loosening your bleeder screws, which are located generally on the top of each caliper. Many calipers found on Porsches have two bleeders per caliper, an inner and an outer. 6-point box wrenches are best for bleeder screws. 12-point wrenches tend to damage the screws making them difficult or impossible to remove. Bleed screws are hollow valves and therefore break relatively easily. Seized bleed screws must be approached with patience and skill. There is a certain 'feel' experienced mechanics develop when operating bleed screws. Occasionally, the surrounding material requires heating with a torch. Again, there is a 'feel' to this process. If a caliper is overheated its internal seals can be damaged, requiring overhaul or replacement. Use of penetrating oil is also a good idea.

You'll also need a bleeder device. There is a broad spectrum of bleeding devices utilizing pressure or vacuum. Many cars with ABS will require a scan tool to activate the ABS pump. Different applications and preferences will drive these choices. Our overview will focus on the use of a simple bleeder bottle and human assistant. A bleeder bottle can be sourced commercially, or you can make one with a clear plastic bottle with brake fluid in the bottom into which a length of clear hose is inserted and submerged in the fluid. The other end attaches to your bleed screws.

I like to first remove the old fluid from the reservoir with a syringe or turkey baster and fill it with fresh fluid. This method introduces fresh fluid immediately, rather than pumping contaminated fluid through the system. Be careful not to drip brake fluid on your paint. After you've lifted and secured your car, removed the wheels, drained and filled the reservoir and positioned your assistant in the driver's seat, located your bleed screws, and affixed your bleeder bottle it's time to begin. It's best to start at the furthest point from the master cylinder. For US cars that's the right rear. Proceed progressively toward the master cylinder. Typically: RR, LR, RF, LF. This is especially important after a brake system repair in which air has been introduced. This is also a good time to inspect brake pads and rotors for wear and brake lines and hoses for cracks, damage or corrosion and replace as necessary.

Instruct your assistant to pump the pedal slowly a few times and hold the pedal down while you open the bleed screw. Observe the fluid in the clear hose of your bleed bottle. Repeat until the fluid runs clean and free of bubbles, then move to the next wheel position and repeat the process. Check the fluid level often to ensure you don't empty the reservoir and introduce air which will require restarting the process.

Older cars with a worn master cylinder will benefit from NOT pressing the pedal to the floor. The internal piston of the master cylinder, under normal use, travels in a limited portion of its bore, keeping it more or less polished. When bleeding a well-worn master cylinder, if the piston is thrust into an area of the bore where it doesn't typically travel, the internal seals can be damaged. If you have a system that operated normally before bleeding, and you're unable to achieve a firm pedal after, and there are no leaks, this is often the cause. I also like to tap the calipers with a rubber mallet after a repair to encourage trapped air bubbles the rise to the top of the caliper where they can be removed. I also like to gravity bleed the system without pressure after a repair to save time, effort and stress on the master cylinder.

When all wheel positions run clear, the reservoir is full, you observe no leaks, your assistant reports a firm pedal, the wheels are reinstalled and torqued to spec and the vehicle is lowered, it's time for a road test. If for any reason, things don't go to plan, you need to properly diagnose and address the problem, which may include consulting a professional.



Photo credit
pelicanparts.com

Ideally, track cars should have their brake fluid replaced before each event and always after your pedal goes soft from boiling the fluid. Boiling brake fluid causes gas bubbles to emerge, causing vapor lock and a soft pedal. Pedal quality will often return somewhat after cooling, but typically not to the degree of fresh fluid.

Track cars should use brake fluid designed for racing. These have a higher boiling point. Street cars should use fluid specified by the manufacturer. Silicone fluid became popular for use in classics because it doesn't absorb moisture nor damage paint. I don't use it because of soft pedal-feel and unwitting technicians and owners often cross contaminate it with conventional fluids making a general mess of your hydraulic system.

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



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Market

Porsche Market Update

January wasted absolutely no time humbling me. In my year-end recap for 2025, I predicted that unit volume would pull back modestly, noting that early January had produced the lowest number of Porsches for sale across the three major online auction platforms that I could remember seeing. That observation held true for about a week. Then the floodgates opened. January 2026 went on to become the biggest January on record since I began tracking the market, posting a 73% sell-through rate on 605 cars for a staggering \$72,122,544 in total dollar volume. For context, January of last year closed at a 69% sell-through rate, \$41,125,442 in sales, and 561 units. Much of this outsized dollar figure can be traced back to a number of heavy hitters crossing the block at Mecum's Kissimmee sale, paired with strong action out of Arizona and online, setting an unexpectedly aggressive tone for the year ahead.

Leading the charge in January was the 918 Spyder, with five examples crossing the block and three finding new homes. The headline sale was a 2015 918 Spyder showing just 845 miles, finished in Paint-to-Sample

Pure Orange and optioned with the Weissach Package, along with Color-to-Sample Pure Orange interior piping in place of the more common Acid Green. While it was described as a one-of-one color, there are in fact a handful of other Pure Orange cars known. Even so, the combination of low mileage and eye-catching spec proved irresistible, resulting in a new auction

record at \$6,050,000. The other two cars to sell did so strongly as well, hammering at \$3,575,000 and \$3,205,000. The two remaining examples failed to meet reserve, both stalling just short of the \$3m mark.

Not to be outdone, January also delivered a new auction record for the Carrera GT. This one came as a bit of a surprise, as it was not the lowest-mileage example we have seen, showing just over 2,000 miles, nor

was it a particularly exotic specification, finished in Seal Grey Metallic over Dark Grey leather. Even so, it became the first Carrera GT to cross the \$3m mark at auction, selling for \$3,085,000. Staying with the Porsche supercar theme, we also saw a strong result for a 959 Komfort, which sold at \$2,535,000. Showing just 1,000 miles and modified by Canepa with their Phase II specification, this example featured a claimed

“
THE COMBINATION OF LOW MILEAGE AND EYE-CATCHING SPEC PROVED IRRESISTIBLE, RESULTING IN A NEW AUCTION RECORD AT \$6,050,000 FOR A 918 SPYDER... AND THE FIRST CARRERA GT TO CROSS THE \$3M MARK AT AUCTION.
 ”



Photo credit Mecum Auctions

640 horsepower along with Canepa's suspension upgrades. That result landed squarely between the roughly \$2m we typically see for standard 959s and the \$3m territory occupied by full 959 SCs Reimagined by Canepa.

Another one of my predictions for 2026 was that Boxster and Cayman values would begin to level off for standard variants, while the special cars would start to separate themselves. So far, that thesis is holding up well. January delivered the first 718 Spyder RS to cross the \$200k mark since May of last year, with a 1,700-mile example selling for \$214,000. Finished in Paint-to-Sample Gulf Blue and well optioned with the Weissach Package, Magnesium wheels, and PCCB brakes, this result suggests buyers are once again willing to pay up for the right spec. Digging further back into the Boxster catalog, we also saw a new auction record for a 987 Boxster Limited Edition. Showing just 3,000 miles, it sold for \$53,666, a figure that even eclipses recent Boxster S Limited Edition results. Rounding things out was a Boxster RS 60 Spyder with 22,000 miles that brought \$48,000, topping recent mileage comps and reinforcing the strength of the special-edition Boxster market.

993 Turbos carried their late-2025 momentum straight into January, highlighted by a 37,000-mile 1997 example that hammered at \$395,000. Finished in Black over Black, the car was lightly modified with Bilstein PSS9 dampers and RS adjustable sway bars, changes that appeared to be well received rather than penalized. Condition was strong, service history was well documented, and factory options such as Sport Seats and

carbon-fiber interior trim helped round out the package. At \$395,000, the result topped recent mileage comps that have largely lived in the \$340–350,000 range.

Looking ahead, the calendar doesn't offer much time to catch our breath. RM Sotheby's Miami sale lands at the end of February, followed closely by the Amelia Island auctions in March, both of which are poised to bring another wave of high-quality cars to market. After an opening month that already rewrote the January record books and validated more than a few early predictions, 2026 is shaping up to be a strong year. If January is any indication, bidders remain engaged, selective, and willing to pay up when the right cars appear.



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

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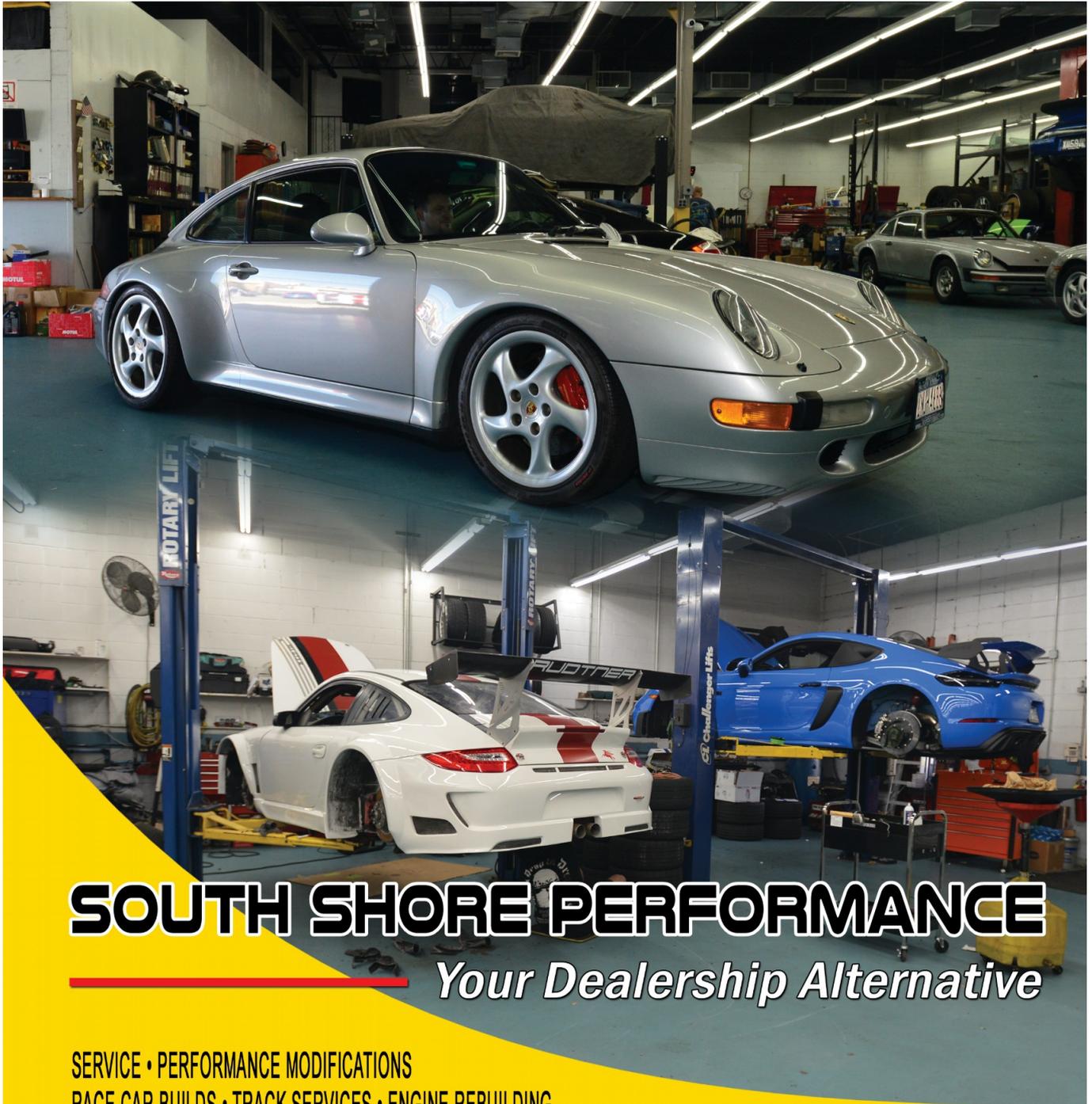
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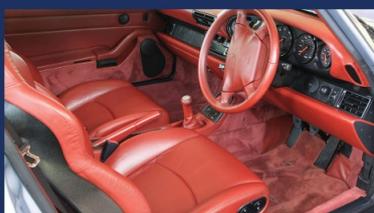
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