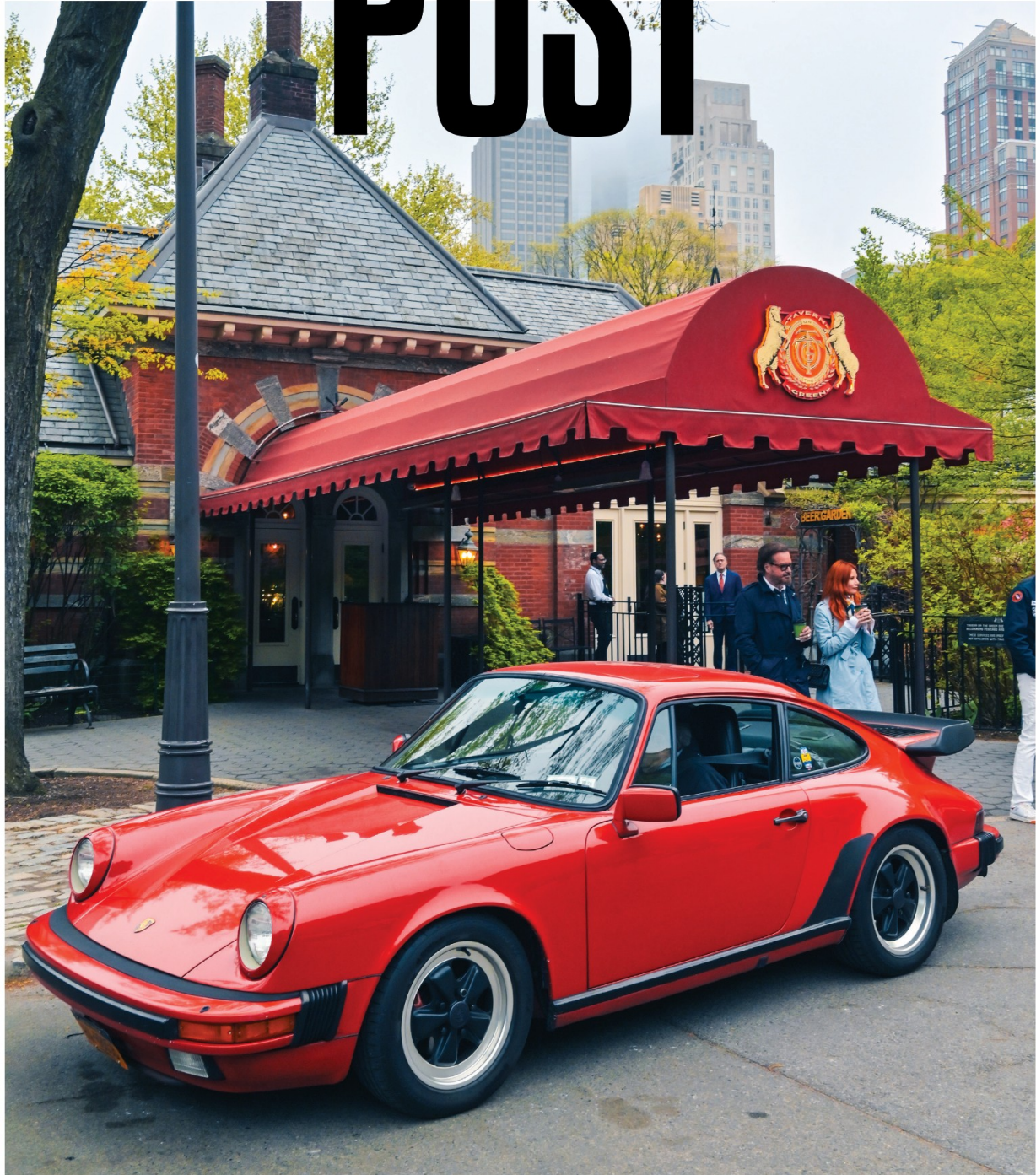


METROPOLITAN
NEW YORK REGION
PORSCHE CLUB
OF AMERICA

PORSCHE POST

VOL. 79, ISSUE 5
MAY 2026
MEMBERS
NEWS & EDITORIAL





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



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

Wednesday, May 20 7:00-8:00 PM (Virtual)

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

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

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

Event Questions? Email Julie at jreimann10@gmail.com

Search & Sign Up for Events at [Metrouppca.org/events/upcoming-events-list](https://metrouppca.org/events/upcoming-events-list)



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Linda Annicelli-Rudtner

CREATIVE DIRECTOR
Stephen Bashore

**ADVERTISING
RELATIONSHIP MANAGER**
Bill Merz

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

LANNICELLI993@GMAIL.COM



The story behind Herbert Von Karajan and his relationship with Porsche.



What judges look for and how to get ready for the next concours.

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Please send address change to 1149 Douglas Pl, Seaford, NY 11783.

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Metro NY Region Calendar of Events



May

03
Exhibit 9 at Industry City
Brooklyn, NY

16
Taco Florio Drive

17
Vintage Wings and Wheels
Bayport Aerodrome

20
Women's HPDE Virtual

25-26
HPDE Track Day
Watkins Glen, NY

30
Rally & Concours
Pindar Vineyards, NY

June

13
Autocross
Nassau Coliseum, NY

13
Seven Lakes Drive

20
Nettesheim Museum

28
Malcolm Pray
Achievement Center
Bedford, NY

June continued

27-28
HPDE Track Day
Palmer, MA

28
Sun Dawson Sunday

July

12
Vintage Rally to Osprey's
Dominion Vineyard
Peconic, NY

12
Autocross
Nassau Coliseum, NY

19
Keels & Wheels
Concurs & Show
Maritime Museum, West Sayville

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

27
Cars & Coffee
Hampton Classic Motor Cars
Westhampton Beach, NY

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

10
Haunted Hayride Drive

18
Autocross (TENTATIVE)
Tobay Beach, NY

23-25
HPDE Track Day
Virginia International Raceway, VA

24
Oktoberfest Concurs & Show
Vanderbilt Museum, Centerport, NY

25
Autocross (TENTATIVE)
Tobay Beach, NY

November

07
Ferry Porsche Ferry
(TENTATIVE)

08
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.

President Letter

I'm back! Well, not like I ever really left. How could I? Honestly, I just couldn't resist a little April Fool's prank to kick off our spring. Once the April Post went live online and paper copies started hitting mailboxes, my phone started blowing up, and my email inbox filled. "What happened?" "Why did you resign?" "Who's this new President Doug Grewer? We've never heard of him." After I had my laughs, my response was pretty much the same: "Did you read the rest of the column?" And about 99 percent of the time, no one got past the first paragraph before reaching out. Doug, rest his soul, while he was indeed Metro's first president, is not coming back. No, we aren't ditching this recently revamped post that our creative director and editor work so hard on each month, even though I do miss that old mimeograph smell. Gymkahna's are no longer covered by PCA insurance, and our most beloved Bridgehampton racetrack will remain history and a distant memory of the glory days of sports car racing on Long Island. So, while I am pretty certain of two individuals who probably got really excited to hear I was gone, I have to disappoint them and say, "April Fool's!"

Speaking of fools, some of you may have seen or heard about an effort to carve out the New York City area from the Metro NY Region PCA. This is real Mensa candidate stuff... OK... let's disrupt 70 years of history in one of the most active regions in all of PCA because we are a self-absorbed wiener trying to be a social media influencer. That's it in a nutshell. Oh, and let's not say anything about this jester breaking a bunch of club rules. We won't waste any more oxygen on this half-baked effort other than to say this numbskull should stick to playing with his selfie-stick at cars and coffee events.

As I wrap up this month's column after returning from one of our first kick-off events of the season at Tavern on the Green in New York City, I just have to say how proud I am of all the hard work and effort our team puts in. They just don't get enough credit. It isn't easy, and no, we don't just wave a magic wand and "puff"; these events just happen. Just as is the case with putting this magazine together each month (kudos to our Editor and Creative Director!), hours are spent, in many cases, months of planning, coordinating with venues, getting permits, securing deposits, and developing marketing. This is a volunteer gig, folks, and without volunteers, the club just can't function.

I leave you with a couple of quotes from members who have moved south and are now in other regions. "Metro is and remains the best, even if I moved to ## and get 20% off at Porsche of ####. There's no autocross, no DE, just drive to lunch or go to the dealer". "I moved to ##, driving events are few and far between. No region beats Metro!" Enough said.



PAUL CELENTANO

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

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T H E R E I S N O



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Membership Update

Metro NY Region Membership

Active Members 2,674	Affiliate Members 1,088
TOTAL Members 3,757	

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

MEMBERSHIP QUESTIONS

Email:
membership@metronypca.org

MEMBERSHIP ANNIVERSARIES MAY 2026

CONGRATULATIONS TO OUR
LONG TERM MEMBERS

45 Years

TERRY RITSOS

30 Years

THOMAS VIEWEG
JOHN KUITWAARD
STEPHEN DIVINS

25 Years

MICHAEL SMITH
STEPHEN SMITH

20 Years

JOSEPH CANONACO (APRIL)
MARCO TALAMO
BRIAN MCGRATH
ATRI BHALLA
ANDREW PERETZ
IAN DRACHMAN
DON DEMARCO
RANDY ZELIN
ROBERT BIONDO
ANDREW GUSMAN
STEPHEN SANTINELLI

15 Years

JOHN NATHENSON
JOHN GIORDANO
JOHN SOTIRIOU
HARRISON SUTTLE
PHILLIP STIMPSON
WILLIAM YOVINO

10 Years

ALEX KRASNER
KELLY SLAVIC
TIMOTHY LEAHY

5 Years

RONALD MYERS
LEONARD LAROCCA
ROBERT FERNANDEZ
BARRY ZONE
GAIL REISER
MICHELLE CONGO
JOHN SBAGLIA
JAMES BASTIAN
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FRANK GIAMBRONE



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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.

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- 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
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Questions

Autocross Chair: Dan Fishkind
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WE HANDLE EVERY DETAIL - SO YOU DON'T HAVE TO

METRO NY WELCOMES OUR NEW MEMBERS TO THE CLUB

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

DANIEL DRUBIN*
Cortlandt Manor
2007 911 Carrera S

DANIEL GOLDMAN
New York
2026 Macan 4

REHAAN RAFI
Syosset
2026 Cayenne Turbo



ANDREW JOHN ATTARA
Brooklyn
2026 911 GT3

DAVID CHAN
Scarsdale
2024 911 Carrera S

JOSEPH HOOPES
New York
1966 911

MICHAEL GARGIULO
Saint James
2013 Panamera GTS

DANIEL MENDELOW
New York
2026 911 Carrera 4 GTS

EITAM WEISS
Scarsdale
2026 911 GT3 Touring

EMMANUEL GALANIS
Port Washington
2017 911 Targa 4S

EDWARD SCALA
Roslyn Heights
2024 911 Turbo S

MICHAEL RUSSO
Dix Hills
2015 911 Carrera

RORY WHALLEY
West Islip
1984 911 Carrera

CHRISTOPHER MILLS
Bay Shore
1992 911 Carrera 2

HARRISON SCHRAGE
New York
2023 911 Carrera GTS

AJITH SUKUMAR
Brooklyn
2026 911 Carrera 4 GTS

MATTHEW BAVAL
Seaford
2020 911 Carrera S

JASON LAI
Hawthorne
2022 911 Turbo S

MAXIMILIANO CACERES
New York
2023 911 Carrera GTS

BRETT KLEIN
Bellmore
1995 911 Carrera

PAUL APRIGLIANO
Garden City
2010 911 Carrera



PAUL GENZALE
Hicksville
2005 911 Carrera

JARED MCKINNEY
Brooklyn
2015 911 Targa 4S

PAUL SABAJ
New York
2021 Macan S

JOHN ARATO
Syosset
2016 911 Targa 4S

LUKE WEINSTEIN
East Hampton
2006 911 Carrera 4S



GEORGE GERTNER
White Plains
2026 911 Carrera S

PEDRO LOPEZ
New Rochelle
2015 911 Carrera 4S

AUSTIN PETICCA
New York
1986 911 Carrera

CHAYANGKUI TAN
Bohemia
2017 911 Carrera S

ROBERT ANDERS
Long Beach
2019 911 Targa 4S

IAN FRANKEL
Brooklyn
2023 Macan S

STUART MATZ
Brooklyn
1990 911 Carrare 2

ROBERT CORONA
West Babylon
2016 Cayenne Turbo

JOSE CASTIBLANCO
Rye Brook
2020 911 Carrera 4S

WILLIAM SCHEIBELER
Bellmore
1986 944 Turbo

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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
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www.metronypca.org

Email Dan Fishkind:
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HPDE

Goal Setting at HPDE

Stop Just “Going Faster” and Start Getting Better

Let's be honest for a second. If I asked ten drivers in the paddock what their goal is for the event, at least seven of them would say some version of “Go faster.” Cool. Love the ambition. Big fan of speed... But that's not a goal. That's a vague hope wrapped in good intentions and a right foot that's about to write checks your skillset might not be able to cash.

HPDE isn't about going faster. It's about getting better. The speed shows up as a side effect of doing the right things consistently. The drivers who improve the most aren't the ones chasing lap times. They're the ones showing up with a plan.

So, let's talk about how to actually set goals that move the needle... whether it's your first event or your hundredth.



Beginner Drivers

Build the Foundation and Your Confidence

If you're new, your job is not to be fast. Your job is to be predictable, smooth, and coachable. That's it. You don't need hero laps. You don't need to impress anyone. Nobody in the paddock is giving out trophies for "Most Aggressive Turn-In While Ignoring Their Instructor." Here are goals that actually matter:

- 1**
Hit your marks consistently
Brake points. Turn-in. Apex. Track-out. If you can hit the same marks lap after lap, you're already ahead of half the field.
- 2**
Smooth inputs
Steering, braking, throttle, everything should look boring. Fast drivers look calm. Jerky drivers look busy...and slow.
- 3**
Listen to your instructor
Like, actually listen. Not the "yeah yeah I got it" listen. The "I'm going to try exactly what you said" listen.
- 4**
Eyes up
If you're staring at the hood, you're already behind. Look where you're going next, not where you are.
- 5**
Manage your pace
Drive at 7/10ths. Leave margin. Build confidence. You're not here to find the limit... you're here to understand the process. If you leave your first weekend feeling like the track slowed down instead of sped up, you're doing it right, and you likely went faster.

Intermediate Drivers

Clean It Up and Connect the Dots

This is where things get interesting. You're comfortable. You know the line. You're starting to carry speed. And now...you plateau. This is the danger zone. Because this is where most drivers start chasing lap time instead of fixing problems. Your goals need to shift from 'faster this lap' to 'better this lap'.

- 1**
Eliminate mistakes, don't chase speed
Missed apex? Early throttle? Over-slowng entry? Pick ONE issue per session and fix it. Not five. One.
- 2**
Work on braking technique
This is the biggest separator at this level. Focus on: Threshold braking (firm, controlled)... Smooth release (don't just dump the brake)... Introducing basic trail braking where appropriate... There are seconds here. Real ones.
- 3**
Be intentional with passing
Don't catch the car ahead on entry to a corner. Catch them on exit. You're faster, lift early, accelerate through the apex, and catch them on track out where they can give you the point by.
- 4**
Start using data (even basic)
Lap timers, apps, video overlays. You don't need a NASA-level setup, but you do need feedback beyond "felt fast."
- 5**
Build consistency under pressure
Anyone can run one good lap. Can you run five within a few tenths? That's the goal. This is the level where discipline beats aggression every single time.



Advanced Drivers Precision, Efficiency, and Honesty

Now we're splitting hairs. You know the track. You know your car. You can hustle. So why aren't you faster? Because at this level, it's not about trying harder... It's about being brutally honest.

1

Refine inputs to remove excess

Every extra steering correction, every unnecessary throttle lift... it all adds up. Smooth isn't just fast anymore. Efficient is fast.

2

Optimize corner priorities

Not every corner matters equally. Sacrifice entry where needed to maximize exit onto long straights. This is where lap time actually lives.

3

Analyze your habits (and call yourself out)

We all do these... Turn in too early... Get greedy on throttle...Overdriving entry. Find your pattern. Fix your pattern.

4

Use data seriously

Overlay laps. Compare sectors. If your best lap isn't repeatable, it's not useful.

5

Drive at the limit...with control

You should be close to the edge – but not falling off it. The best advanced drivers look almost casual. Like they're not even trying. They are... They're just not wasting anything.

The Real Goal For Everyone

Here's the part nobody talks about enough. Your goal isn't lap time. Your goal is progress. Measured, repeatable, confidence-building progress. Because that's what makes this whole thing addictive. It's not the one fast lap. It's the moment the track clicks. The moment a corner finally makes sense. The moment your instructor goes quiet because...you nailed it.

Set goals that give you that. Not ego goals. Not paddock bragging rights. Real goals. The kind that stack session after session, weekend after weekend, until one day someone asks you what your goal is... and you don't say "go faster."

You just smile, buckle up, and go to work. Until next time... see you at the track.



BRANDON TASSO

DE Chair

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Autocross

Skid reMarks

The Metro New York Region PCA autocross season continued with Event #3, the Tax Season Autocross at Tobay Beach on April 12. We had 48 drivers out there, and overall it was a really solid day – good conditions, smooth flow, and plenty of fast runs. Rich Wayne, our resident course designer, set up another masterful course, perfect for all skill levels. Too bad Rich can't control the weather. Despite the beautiful weather on the mainland, we were treated to cold, windy Tobay weather. It did get a little nicer in the afternoon, but that might have been because of the heated competition.

I'm happy to report that the First Time Autocross Package has been a big success. New participants are taking advantage of it and, more importantly, are coming back for future events. If you're not familiar with it, the First Time Autocross Package is designed to create a welcoming

and supportive environment for new drivers. When a first-time participant arrives at the venue, they're invited to join a guided course walk with our instructors. During this walk, instructors explain how the day works, what to expect, what to look for on course, and share tips on how to approach driving it – all while answering any questions along the way. At check-in, new drivers receive a windshield sticker so we can easily identify them. This allows the starter to give them extra space on course, so they don't feel pressured by cars behind them. Another key part of the package is in-car instruction. An instructor rides along to guide them through the course, offer feedback, and help build confidence. Once the driver feels comfortable, they're able to run solo. We also offer rental helmets at a nominal fee, so there's no need to invest in your own equipment until you know this is something you want to continue. And the best part? The First Time

Autocross Package is completely free – no charge. So now you have no excuse not to try autocross, so sign up and see how much fun you can have with your car.

But I digress...now for the results of the Tax Season Autocross:



Results

In S2, Manuel G was the only driver in class and took first with a 37.465. S3 had two drivers, with Mitch H leading the way at 33.811 over Pinella M at 39.077. In S5, Jo Ann F ran solo and put down a strong 33.737. S6 was another two-car battle, with Vaino N taking the win at 32.677 ahead of Daniel M's 35.767.

The P classes were where things got tight. P2 came down to just 0.024 seconds, with Todd R taking it at 32.878 over Andre C at 32.902. In P3, Richard W set the pace with a 31.578, followed by Michael K at 32.705 and Graham M at 32.903. P4 saw Dan F take the win with a 32.451, ahead of Mark H (33.356) and Saverio M (35.406). In P5, Nick S ran a 32.891 to beat Benny C's 33.780. P6 had one of the standout runs of the day, with Michael C putting down a 31.371 to take the win over Frank M. In Imp, Tom P was the only entry and finished with a 35.582.

The X classes had the biggest fields as usual. In X1, Elliot W took the win at 33.956, followed by Aaron A at 34.157 and Derek W at 34.835. X2 was tight up front, with Demetrios M winning at 32.887 over Ryan W (33.097) and Eric C (33.302). In X3, Edward B led with a 31.919, with Brenden B right behind at 32.069 and Luis M in third at 34.301.

Fastest Time of the Day went to Michael C in P6 with a 31.371 – an impressive run and the mark everyone was chasing. Fastest PAX was taken by Rich W, whose adjusted time put him ahead of the pack with a 29.746 second PAX time. In Raw time, this was only .2 seconds behind Michael. Great job, guys!

Three events in, things are starting to settle in, and the competition is getting tighter across the board. Next up, we switch venues and head to Nassau Coliseum on May 31, which should bring a completely different feel and layout. You have a month and a half to get ready. If you've driven with us, you know what to do. If you have been thinking of trying autocross, you have plenty of time to get your nerve up and join us. If you're unsure, get in touch with me, and I will be happy to answer any questions you might have. I guarantee you won't be disappointed. Hope to see you all soon!



DAN FISHKIND
Autocross Chair

[NEW YORK] [**BREAKING NEWS**] [Nº48]

CAR CLUBS COME TOGETHER TO MAKE LUIS' DAY!



Date: June 28th 10am-2pm
Malcolm Pray Achievement Center, Banksville NY



Join Metro New York PCA, along with neighboring regions, together with the Malcolm Pray Achievement Center and the Make a Wish Foundation as we make Luis' wish to be surrounded by some of his favorite cars come true as he fights bone cancer.

Luis doesn't just like cars, he loves them, and while his favorites are Porsches, he is a huge fan of other exotic and classics cars.

That's why we are all going to come out on June 28th to the Malcolm Pray Achievement Center and make his wish come true.



The Day's agenda begins with Luis getting picked up by a very generous member who will escort him and his mom to the MPAC.

- Porsches and other car clubs participating arrive between 11:00am and 11:30.
- 11:45 Luis arrives and is given a warm welcoming cheer as he comes up the driveway.
- 12:00 Opening remarks and Luis can begin checking out all the cool cars. Owners can share their stories with him and take photos.
- 12:15 onward, enjoy the show, peruse the museum, mingle with fellow participants and of course grab a bite to eat. Metro and other regions who register will have a catered lunch. Other attendees will be able to grab food from a local food truck Wrappers Delight.
- 1:30 Luis chooses and awards his top three favorites the Luis PCA/MPAC Day award.
- 2:00 the day comes to a close.

Join us for an unforgettable day celebrating this courageous young man and let's make his wish come true!

Metro Members can register at clubregistration.net
Have Questions?
malcolmprayachievementcenter@gmail.com

We look forward to being part of making Luis' wish come true!

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



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

May 30 **Spring Dust Off**
Pindar Vineyards

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

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

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Member Contributor

Portrait of the Month **Herbert Von Karajan**



Herbert von Karajan, Berliner Philharmoniker performing Beethoven's Symphony no. 2.

As a Porscheophile, Herbert von Karajan was as passionate about the marque as he was about his professional life – being the most-renowned philharmonic conductor to emerge from Europe during the post-war era.

Von Karajan possessed the legendary status of being one of the earliest Porsche celebrities...along with actors James Dean and Steve McQueen – to get behind the wheel of a TYP 540 Speedster. Small in stature; however, he was regarded by the European motorsports' media as an aggressive Porsche pilot, albeit with a very quiet and unassuming manner.

The Maestro's first Porsche was a white 356 pre-A 1500 Normal Speedster, VIN 80481, that he personally picked up from the factory at Stuttgart in April 1955. For several years, he drove the Speedster everywhere, even during the European winters – in the freezing cold and snowy weather.

In 1957, a fellow Porsche owner, Gottfried Koeschert, suggested to von Karajan that he could probably order a new TYP 550A equipped for public driving directly from the Factory. So, von Karajan called his friend, Ferry Porsche, and asked to purchase a TYP 550A. After some deliberation, Ferry agreed to sell him a used 550A racer. Von Karajan accepted the offer. Porsche 550-0131 was personally delivered to von Karajan by the factory driver and editor of Christophorus, Richard von Frankenberg, at Stuttgart Zuffenhausen. Von Karajan was elated!

As part of the sale agreement with von Karajan, Ferry told him that the Salzburg Porsche dealer would service and maintain the 550A. The dealership also agreed to store the 550A during the winter months. To von Karajan...that sounded Super!

Researching the race history of Vin 550-0131, I found it was entered by the Porsche Werks at the 1957 Le Mans and driven by Hans Herrmann and Richard von Frankenberg. Unfortunately, the 550 A #33 became a DNF with ignition problems after being solidly in 13th place at hour eight.

After owning the 550A, von Karajan became the caretaker of other Porsche racers. In 1959, he replaced 550-0131 with a 1958 TYP 718 RSK. In 1964, he acquired a Porsche 904 GTS, and then a very rare 1975 Porsche Turbo (TYP 930) 3.0 RS.

The 1975 Porsche Turbo was built by Porsche's Special-Order Department for von Karajan using a Carrera RS body with an RSR racing chassis. The Turbo was painted in the Martini-esque livery, and it had an exclusive 'von Karajan' script affixed onto the body just under the whale tail.

Von Karajan remained a close friend with Ferry Porsche, and he was one of the first private clients whom Ferry called when an early-production Guards Red 959 became available. Interestingly, von Karajan's wife, Elliette, expressed her concern about the expensive purchase price of this 959. Presumably, she told Herbert, "You'd better sell more records," and it is said that von Karajan responded by increasing his



concert ticket prices. During his lifetime, von Karajan was estimated to have sold 200 million records!

Herbert von Karajan loved his 959 so much so that he later purchased a second 959 for his collection. In addition to the two 959s, he owned several 911s.

Doing a backflip, von Karajan's early life is worth noting. He was a young Austrian native studying music at the Mozararium University in Salzburg during the 1920s. His professional conducting debut took place in 1929. He was appointed to a conducting position in Ulm, Germany, and was then appointed Kapellmeister at Aachen, Germany, in 1934, where he remained until 1941.

Maestro behind the wheel of his 550A.



1975 Herbert von Karajan's Turbo 3.0 RS at speed.

Von Karajan had been persuaded to become a Nazi party member in the 1930s. During the early years of the war, he opposed the ideology of the Third Reich and fled Germany with his family to Milan, Italy. He was exonerated by an Allied tribunal after the war ended in 1945. Von Karajan returned to Austria to become the principal conductor of the Vienna Philharmonic for the next four decades and performed regularly with the London Philharmonic and Berlin Philharmonic, until his death in July 1989 of a heart attack at age 81.

In 2015, at the Los Angeles Literature and Toy Meet, I was talking with a long-time 356er friend, George Kehler, II of Johnson City, Tennessee. We were conversing about celebrities who owned 356 Porsches, and George mentioned that the legendary European philharmonic conductor, Herbert von Karajan once owned an early 356 pre-A Speedster around the same time as actor James Dean.

George also recalled: "My father, George Kehler, studied piano in Salzburg, Austria, with the same piano instructor as Herbert von Karajan, the late and legendary Berlin/Vienna conductor. The professor teaching piano at the time was named Franz Ledwinka...whom I met in 1969. I recall that Professor Ledwinka taught at the Mozarteum in Salzburg, Austria from which both von Karajan and my father graduated."

A Renaissance man, von Karajan inspired the best of his orchestras and desired the best in life: his

Porsches, houses, clothing styles, etc. My father always spoke highly of him."

I was fascinated by George Kehler's recollection... which led to this amplified storytelling.

Herbert von Karajan was a unique individual – controversial but a dominant figure who shaped the perception of sound for an entire generation of musicians and music devotees during the 20th Century.

Wilfried Strehle, the principal violinist under von Karajan recalled, "You can still hear this incredible passion, this thrust, this force, which might also explain –in metaphorical terms – his fascination for Porsche."

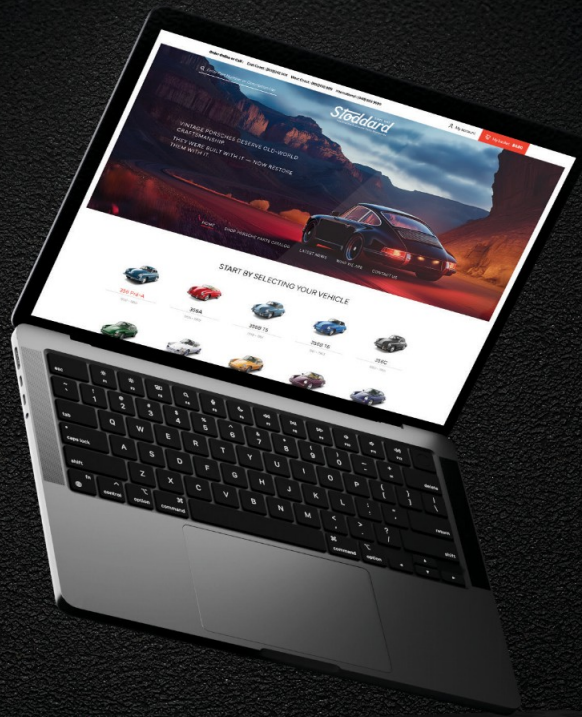
A committed Buddhist, von Karajan was a believer that death did not mark the end of a life. I would like to imagine the Maestro is still passionately conducting in front of all his cherished Porsches – which are performing at 'redline' with distinctive and resounding exhaust notes...Vroom, Vroom!

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 PINDAR CHARITY RALLY & CONCOURS SATURDAY MAY 30, 2026



Metro New York Porsche Club of America together with Dan's Papers once again present the Pindar Charity Rally & Concours at Pindar Vineyards.

Spend the afternoon viewing some of the finest cars, featuring Porsche, Classic VW, Jaguar and Ferrari, at one of Long Island's premier Vineyards. The Rally portion, is open to all makes and models and will rendezvous at a location set by our rally master and conclude at the vineyard. The event is to benefit the non profit, General Needs who have been supporting Long Islands veterans since 2008.



The event opens to the public from 11am to 3:00pm. If you are interested in participating in the rally and concours or have questions please contact Metro President Paul Celentano mobile 516-297-5356 metronypresident@gmail.com

register at [clubregistration](http://clubregistration.net)

<https://clubregistration.net/events/signUp.cfm/event/17131>

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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)

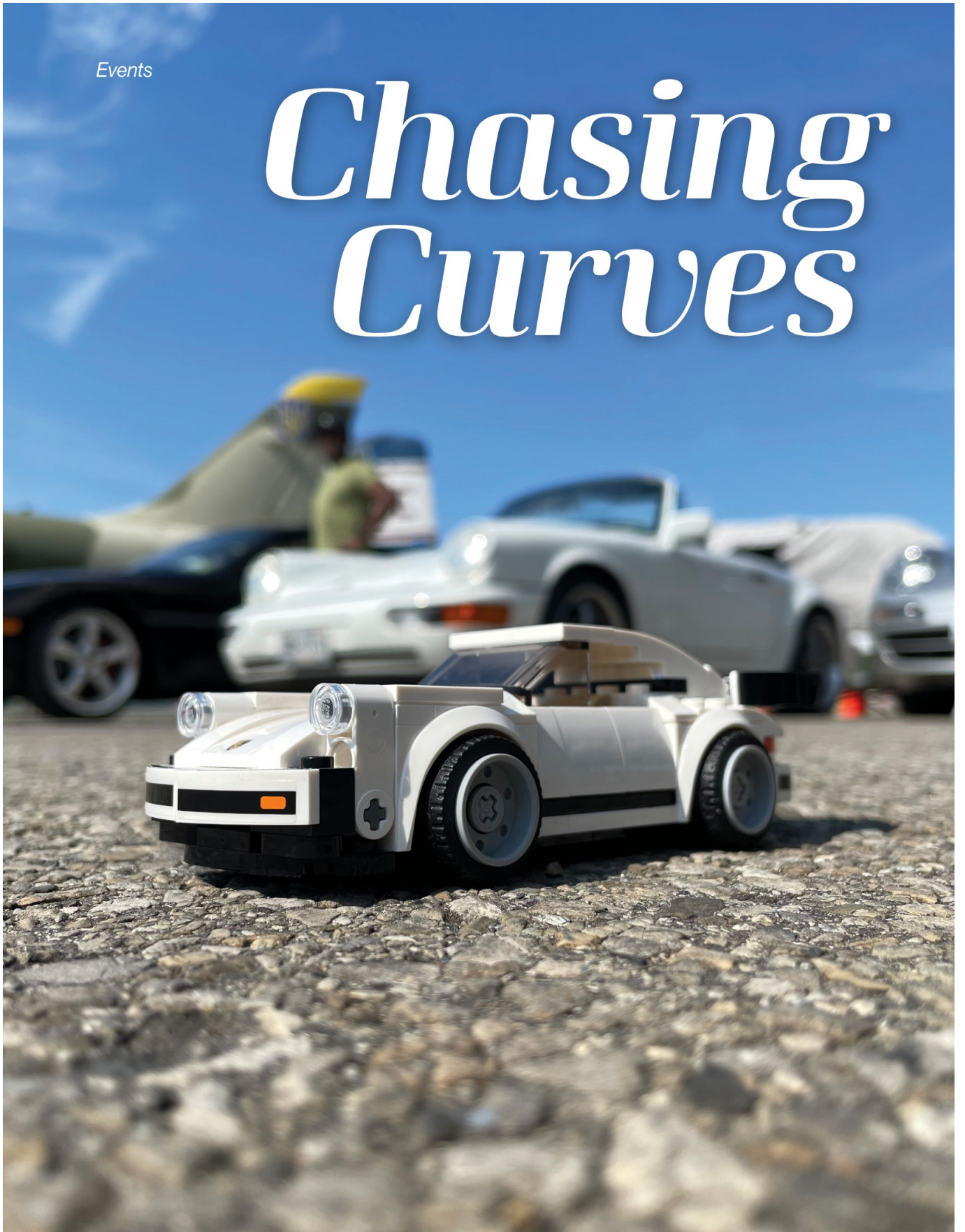
**LIME ROCK PARK
(All Day Unshared)**
Oct 5 (Mon)

**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

Chasing Curves



When I was young and super impressionable, there was a commercial on TV. "Imagine you were a car, what would you be?" the announcer began. Suddenly, a two-lane black top literally leaped forward – a car's-eye view of the road. "You'd be a sports car," the engine roared, "you'd be quick, agile... you'd be turbocharged..." Suddenly, the sound of turbo spools tickled my eardrums. The announcer ended with "... and of course you'd be a Porsche."

I was sold, right then on the spot, that very minute. I wanted one. I HAD to have one. I immediately told my mom, and she responded with, "If you want a car, you have to buy it yourself."

Ever the optimist, I saved every dime, every penny, and when I finally had enough, I bought this beautiful metallic blue 928 with a white interior, bucket seats, fresh chrome wheels, a sunroof ... the works. I was smitten. And given that I was obsessed, we were inseparable -it was with me wherever I went.

One tear-filled afternoon, sad but true, my pride and joy, my first love... was gone. I couldn't believe it - it had vanished without a trace. I searched everywhere for it, leaving no stone unturned, but alas, like a pair of socks, it was lost.

If it weren't for the fact that it was a toy, my love affair may have stopped right there as a young boy. The

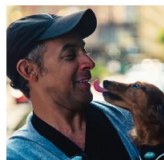
problem was I had a taste, I was driven... I was on a mission.

"And what will you do once you get your car?" my mom used to ask. The answer was obvious, "Drive!"

A perennial daydreamer, I used to envision my real experience: top-down, sun kissing my skin, wind rushing by, and a delightful flat-six soundtrack as the trees and surrounding scenery blur.

The infatuation was so extreme that I took German classes so I could ask for directions if I got lost while exiting the autobahn. It wasn't a question of if, it was a question of when.

With this in mind, I am excited and delighted to lead the next trek, Seven Lakes on June 13th - Countless Curves, sharing some of my favorite roads with fellow members. In the words of Kermit the Frog's " The Rainbow Connection, "The lovers, the dreamers, and me..."



BILLY STEWART
Trek/Touring Chair

Events

East Region Update

Welcome to the (hopefully) merry month of May! Metro's calendar is filling up. Don't forget to remember mom, on May 10th, Mother's Day! Metro has already held 3 autocross days; the 4th will be May 31st. This year, Memorial Day is celebrated on May 25th; therefore, we avoided planning anything for that entire weekend. Normally, the Jones Beach Air Show – officially titled the FourLeaf Air Show – will take place on Sunday, July 5, and Monday, July 6, and has been moved from its traditional Memorial Day weekend to coincide with our great nation's 250th-anniversary celebrations (Semiquincentennial) – I'll be there. If you haven't seen the U.S. Navy Blue Angels performing in person, you're missing a spectacular show.

In April, we were offered invitations to several events, Cars and Coffee with the NoFo car club at Borghese Vineyards on April 19th. Sponsored by Metro member Vaino Narma. AutoSport Designs in Huntington Station invited us on April 25th. Lastly, we went to Richie Romano's shop, Rich Details, on April 26th, before the Concours workshop at Ryan Friedman Motorcars. All these events are open to Metro members. Try to attend to see old friends and meet new ones!

Although not a Metro NY-sponsored event, the fabulous Bayport Aerodrome is hosting 'Wings and Wheels' on May 17. The Aerodrome was a Metro favorite event last year, enjoyed by kids of all ages.

We will hold a Metro-only event there later in the year at a date TBA. See the flyer for more information. Don't want to show your vintage Porsche? Go for the pancake breakfast served by the Aerodrome pilots and members.

Looking ahead to June, on the 20th, there will be a tour of Peter Nettesheim's jaw-dropping museum in Huntington. More details will be available in the June issue.

Metro Wednesday's started firing up in April as temperatures warmed. We will be visiting new venues this year, as well as old ones. This is a nice midweek break, apart from the frenzy of weekend obligations, and usually starts at 6 PM. Come out and meet fellow members, have some car talk, and a bite to eat. I hope to see you out there. New members encouraged to attend. April is over, come get your feet wet in May!



MITCH HACKETT
East Region Director



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Events

West Region Update



Photo by Justin Konda

May 3 Exhibit 9 – Industry City Car Show

Our 3rd Annual Car Show returns to Industry City in Brooklyn. This historic warehouse complex, with its cobblestone streets and industrial architecture, provides a spectacular backdrop for a Porsche gathering. Expect an amazing range of cars – from 356 classics to modern GT3s. Display your car inside Exhibit 9 in the Box Factory or get a spot along the closed street outside. Special display cars will be brought by our partners: Porsche Brooklyn, 1600 Velocee, Ryan Friedman Motor Cars, and Gabriel Sports Car. And, Madman Espresso will be there serving great coffee.

NYC PCA Meetings

The NYC group continues to meet on the first Wednesday of each month. The winter meetings were remote, but with the warmer weather, we're planning to return to some in-person gatherings.

If you're in the city and would like to join, send me an email.



**KASPER
LUDWIG-LARSEN**
West Region Chair

P: 646.263.8891
E: pcanywestregion@gmail.com



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

Driver's Education (DE)

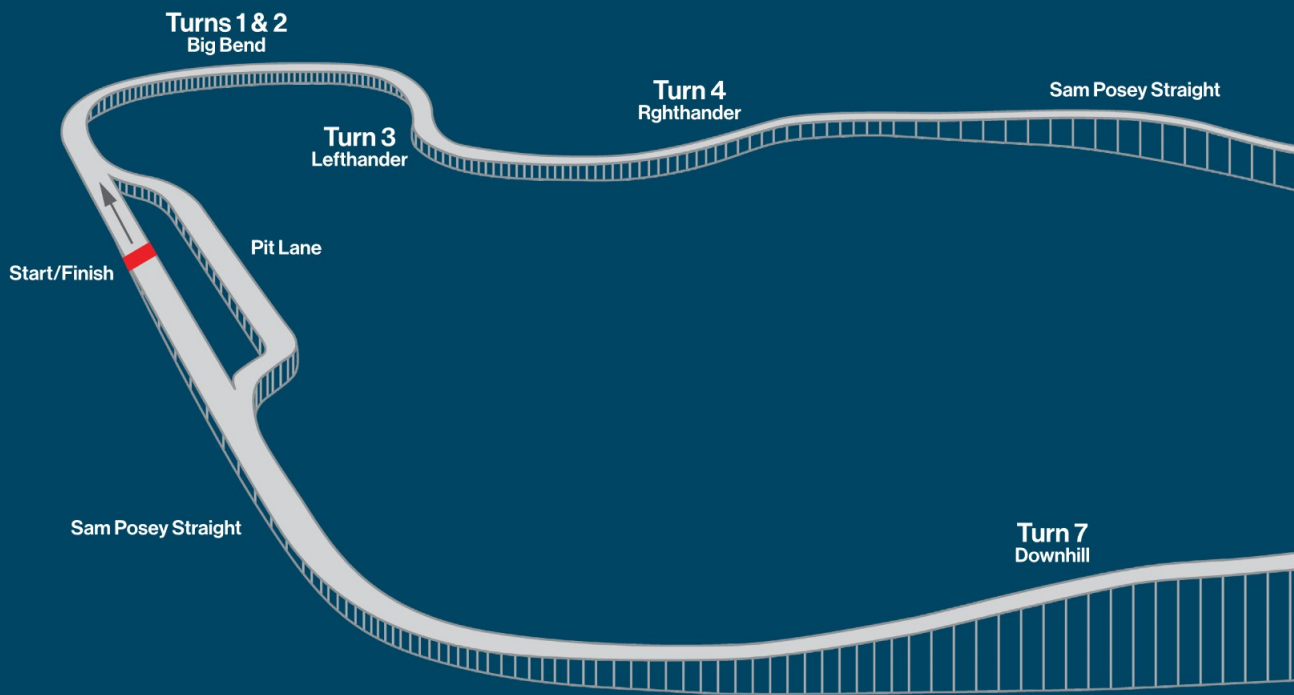
Track Ramblings

I wrote this a few days after Metro's visit to Lime Rock Connecticut in mid-April.

The occasion was a 2-day Drivers Education – DE – event. The weather was chilly in the mornings, warm in the afternoons, along with glorious bright sunlight. The event had 2 unusual aspects – it was broken into two half-days, with the first being Friday afternoon and the second Saturday morning. The other was that on Friday, Metro people had the opportunity to drive the 'FCP Euro proving grounds.' This is a section of the property including the skid pad (which has been there for decades) and a newly connected car control section with a range of different turn types. I didn't participate but people I spoke to really loved it.

The traditional Lime Rock track is fascinating in numerous respects. It is quite short – only 1.5 miles in length, with 7 turns. Since it is so short, the next turn is always only a few seconds away, so there is little time to relax.

Also, many of the turns have tricky elements to them. Turn 1, for example, has a decreasing radius which



blends immediately into #2, whose radius decreases even more. They must be taken with great precision; if not, you either have to slow drastically or go off-track. The tiny following bit gives you only a moment to set-up for #3, which itself is very tricky: your car wants to finish #3 on the right side – but to get a decent exit from Turn 4 you need to exit #3 on the left side – and all this is going by in just a few seconds!

After Turn 4 you have a brief period of peace as you aim for Turn 5, a serious uphill – which provides you with more grip so you can enter it quite fast. BUT .. you only have a moment to get the car straightened out before you get to the top of the hill. Many a car has crested the hill while still turning and spun out and/or shot off into the barriers. hint: Make Sure Your Car Is Going Straight At The Top Of The Hill.

You then have the only ‘normal’ turn on the entire track – Turn 6 (‘West Bend’). It is a textbook ordinary constant radius turn, but the normality ends abruptly because a few seconds later you plunge into Turn 7 – the ‘Downhill’. This is a very fast righthander leading onto the Main Straight, which requires great precision to do properly since if your line is too wide or you are

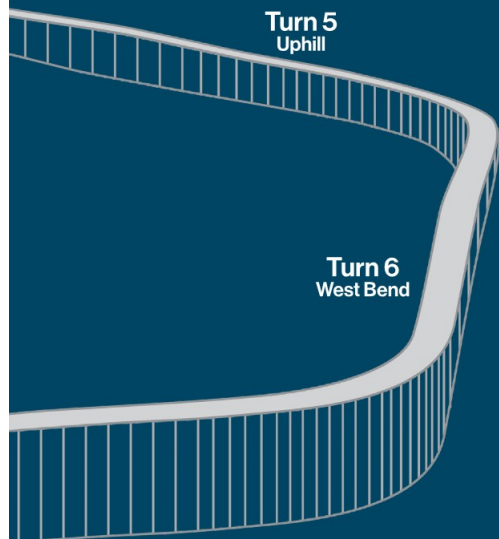
going too quickly you may go off the pavement on the left side and bang into the Armco barriers, or you may spin and shoot off to the right and get introduced to the barriers on the right.

You then have about 10 seconds of peace before you confront Turn 1 again.

Historical Note: I attended Porsche Rennsport Reunion #1 at Lime Rock in 2001, where Paul Newman drove a full-race 935. I next saw him at the Daytona 24 2 years later where he was driving a TRG 996 GT3 RS, along with Cort Wagner (a pro driver who once coached me at Lime Rock!) I was part of the Chip Ganassi entourage and was in the pit next to Newman’s at 3am, when Paul pulled into the pits for a driver change. As he got out of the car and took off his helmet he looked like an utterly wiped out 78-year-old.

I must admit that I am now 78, but I still love DE events and attend as many as I can each year -- I’ll be leaving tomorrow for Summit Point WV.

Below is a list of Metro’s remaining 2026 DE events. I’ll attend as many as I can squeeze in.



FRED PACK
DE Instructor

I hope to see you at the track and you can always contact me at fhp911@gmail.com.

METRO NY PCA 2026 TRACK EVENTS

- 5/25-28** Watkins Glen (NY)
- 6/27-28** Palmer (MA)
- 7/17-19** Mid-Ohio (OH)
- 7/25-26** New Jersey Motorsports Park (NJ)
- 8/21-23** Watkins Glen (NY)
- 9/14-15** Watkins Glen (NY)
- 10/5** Lime Rock Park (CT)
- 10/23-25** VIR (VA)



PCA Treffen at Sea 2026

Six-Day Pacific Wine Country Cruise

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More information: pca.org/events/treffen-at-sea-2026-pacific-wine-country



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Life at full boost



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

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

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

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

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

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

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Events

Here Comes the



The Pindar Vineyards Concours event will be held on May 30th and will be our first judged event of the year. We are calling this our Club Level of Competition.

Club-level concours judging is generally the most relaxed form of competition. Cars are judged primarily on appearance and cleanliness, and minor imperfections usually do not carry a heavy penalty. Judges will use a one-page score sheet with a maximum of 100 points.

This year, only the exterior of the car will be judged. In past years, this was known as our Street Class. The biggest change for this season is that judges will now be allowed to touch the car and deduct points for dirt found on any exterior surface of your Porsche.

We will continue to offer a Display Class. However, instead of separate Street and Full Concours classes, we will now have only two categories:

Judged Display

I would enjoy returning to our former Full and Street class standards, but at the moment, we simply do not have enough judges to spread the workload.

Preparing your Porsche for a concours event is very different from preparing it for a Cars and Coffee gathering. Give yourself a few weekends to prepare the car as thoroughly as possible.

What Judges Look For

When your car is ready to be judged, make sure your info card is displayed on the windshield and that you remain near your car. As the judge reviews your Porsche, you may follow at a respectable distance. After the judging is complete, feel free to ask questions. Most judges appreciate an owner's involvement, and the process gives you a valuable baseline for improving your score in the future. Every car begins as a 100-point car when the judge first walks up. From that point on, the judge is simply looking for imperfections that justify point deductions. Usually, it is the small details and overlooked areas that make the difference. Many owners prepare their cars in a garage, where it is almost impossible to see the "small issues" from a judging perspective.

You have two good options:

**Roll the car outside and inspect it in natural light.
Use an automotive detailing light.**

A detailing light will quickly reveal:

**Paint swirls
Water spots
Excess wax
Unrepaired paint chips
Smudges and fingerprints**

These are all areas where valuable points can be lost. I often see first-time concours entrants spend 80 percent of their effort polishing and waxing, and only 20 percent on the small details that actually lead to deductions. Over the years, I have reviewed thousands of score sheets. Yes, some judges even added dirt from their fingers to the score sheets; thank goodness we do not do that anymore!

A Judge's-Eye View

Imagine that I am judging your beautifully prepared Porsche. I shake your hand, introduce myself, and begin by looking over the entire car. I am checking the overall condition of the body to see whether anything immediately stands out. Next, I move to the front of the car. I inspect the hood and lower valance for paint chips or anything else that should not be there. In many cases, the owner has already corrected those imperfections and perhaps only loses one

point. Although I can judge only the visible exterior surfaces, I can still reach inside certain areas. For example, I may run my fingers inside the headlight trim – and suddenly I find dirt. The next area is around the windshield, including the wiper arms and blades. This is one of the most commonly overlooked areas, and it often costs several points because very little time is spent cleaning it thoroughly. Then there are the exhaust tips. Are they clean? Do you know where they are? Just kidding – but judges are allowed to touch the outer edges, and dirty exhaust tips can easily cost additional points. Finally, there are the wheels and tires. While owners often clean them, many do not spend enough time on the details.

This year, judges may probe around:

**Wheels
Brake calipers
Lug nuts
Tire sidewalls**

Very often, those areas still leave a judge's fingers dirty. I could spend much more time describing other commonly neglected areas, but by now you probably have a good roadmap of the little things that can add up to a disappointing score. We all lead busy lives and only have just so much time to prepare our Porsches. So, what if the judge finds a little dirt in some hidden area? The most important thing is to participate, make friends, enjoy the food, and appreciate how fortunate we are to be together and enjoy these cars.



PETER PORTANOVA
Co-chair Concours

Events

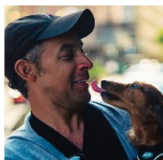
Tavern on the Green



April showers knew better than to steal the spotlight!

On April 19th, the skies held off just long enough for club members to make a grand entrance at Tavern on the Green – and what an entrance it was. Coupes, cabs, and more came together in a stunning rainbow of colors turning heads and taking Central Park by storm.

The energy was just as vibrant. Guests sipped on Limerock lemonade, Taycan tea, Cayman coffee, and Lava orange juice, perfectly paired with an irresistible spread of Porsche pastries. And while there wasn't a flat-six soundtrack echoing through the trees, we listened to a road-trip-ready playlist packed with Porsche anthems. This Metro NY PCA exclusive, intimate event sold out in just days – proof that when the community comes together, magic happens. Buckle up... there's plenty more exciting events ahead this year.



BILLY STEWART
Trek/Touring Chair



Photography by Bob DeMotta and Billy Stewart

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Technical

Respect for the Tech

An endearing PCA slogan is “It’s not just the cars, it’s the people.” In the spirit of that credo, I’d like to pay homage to the technical people who make our cars run, and keep running, often at a high level.

The auto mechanics industry is declining. Mechanics have been stigmatized for so long that relatively few are entering the field. The promise of grease and sweat, dirt under your fingernails, and being diminished by the social hierarchy are understandably unappealing.

As a society, we’ve done it to ourselves. Automotive technology has vastly “progressed” in recent decades; in some ways, outpacing the labor force that supports it. Performance has increased along with complexity. Manufacturers have developed a service system in which the mechanics are isolated from their clients. In a modern service scenario, you express your complaints to an intermediary (aka service advisor) who types them into a computer for resolution in the workshop. The technician reads the transcribed complaint and often uses another computer to better understand the problem. This environment has become antiseptic. If all goes well, your car will be repaired properly and returned to you. You pay the bill. What about the people doing the physical work? What’s their life like? Many dealerships use the “flat rate” pay system in which technicians are paid based on what they produce. This system was designed for larger shops to operate with less supervision and to keep mechanics motivated. The more they produce, the more they get paid. Operations, including diagnostics, are distilled into fixed labor times and

allocated to the technician based on best-case scenarios. Labor times often vary for warranty work versus customer-pay. While this system solves some problems for the business, it creates new ones. Fixed labor times are often insufficient to complete the job. The technician is incentivized to rush through his work, and if he makes mistakes, it’s reflected in his paycheck and the quality of the work you receive. Contingencies are frequently omitted for tricky diagnostics, frozen or stripped hardware, or correcting mistakes made by previous techs. Many skilled technicians or would-be candidates shy away from this environment. It’s a grind. Morale suffers.

Smaller, independent shops often pay their technicians a fixed hourly rate. These specialty shops don’t rely entirely on published labor guides for much more than rough estimates. In this scenario, you’ll often know who is working on your car. Communication, in this sense, is often more concise, which can help facilitate diagnostics, but independent shops struggle to stay current on proprietary information, equipment, and software.

While there are exceptions to all of the above, I think it’s important for Porsche owners to understand the ‘supply chain’ of human capital behind their ownership experience.

Many owners lament what they consider high costs. If you’re one of them, consider the following. Modern mechanics must possess the skills of an electrician, a plumber, an engineer, and a computer programmer. Good ones have the hands of a surgeon. They must keep abreast of new technology, techniques,

materials, and quality issues relating to poor design and manufacturing. They need strong communication skills that can overlap into the realms of legal, accounting, and regulatory affairs.

Professional mechanics buy their own tools, often incurring serious debt - all in the pursuit of serving you better. Race drivers get all the glory, but they couldn't make it to the grid without their mechanics. Especially within the universe of high-performance cars - you're putting your life in their hands. We should want to give them the best chance of success in an industry in which nothing can be left to chance.

When thinking about this, consider which of the professionals you know are more likely to mow their own lawn. Just as a veterinarian is called to cure a cat, dog, horse, lizard, and fish, a mechanic has a wide array of cars and systems in which his proficiency can lead to success. And for many mechanics, success is the feeling of accomplishment from solving a difficult

problem, satisfying their clients, and spending their days doing what they enjoy. The ultimate enthusiast. Few are getting rich, and that takes us back to the beginning. Fewer young people are entering the field, and if we don't honor them, we won't turn the tide, and our cars will become either disposable or far removed from the rich ownership experience we've come to enjoy.

For comments or questions about this topic or another you'd care to address, please contact me at chris@easternmotorworks.com.



CHRIS MANFREDI
Technical Chair



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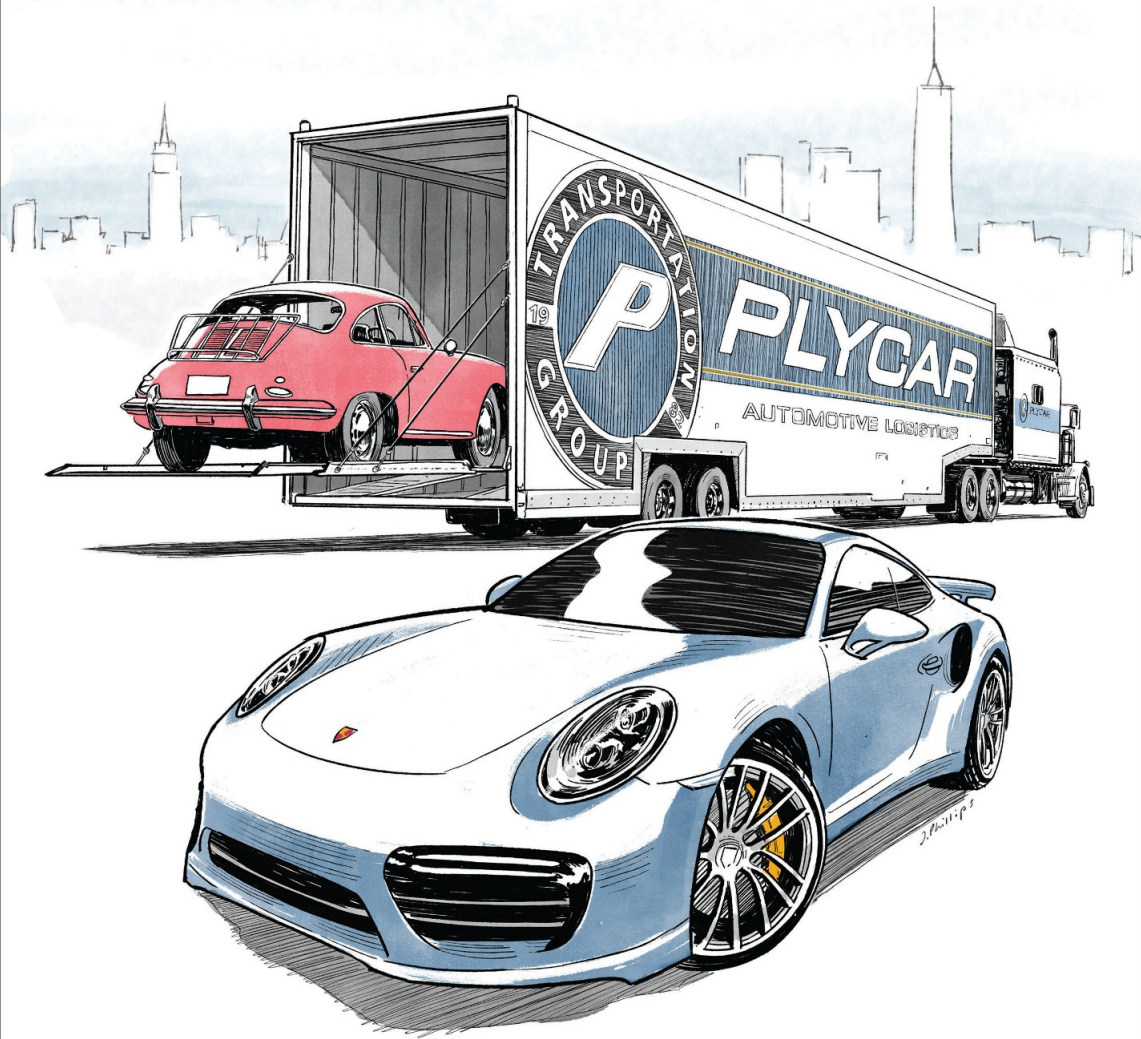
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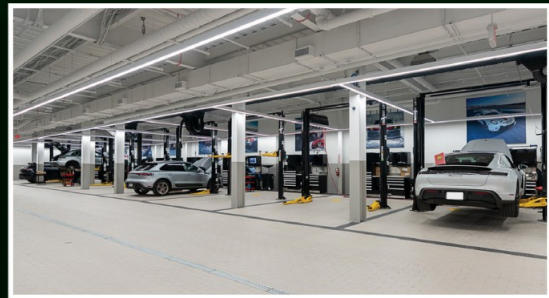
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Learn More



The next Rally will be the Pindar Rally to the car show on May 30th. The Pindar Rally will follow the same TSD (Time Speed Distance) format as the Snowflake Rally. You will follow a course and try to maintain the speeds given in the Route Instructions. The Richta Smartphone APP tracks your time and matches it with the official checkpoint times as you move along the route. The closer your timing is to the actual time, the better your score will be. You can also simply follow the course, enjoying the drive at your own pace.

To get the Richta APP, go to the App Store on your smartphone and search for "Competitor Richta Checkpoint." Download the app. There is no cost to you for this app. Open the app. Choose "Pindar Rally." Please input the car number you have been given. Create a password and enter it. Press "Done." Press "Continue." Press "Submit Info." You do not have to enter any info in the other fields.

The Competitor APP has ALL the timing data you need to participate in the Rally:

- It shows the official time of day
 - It shows the time that you leave a restart (the beginning of a Timed section)
 - It records the time when you pass a checkpoint
 - It shows the difference between the time you passed the checkpoint and the time calculated if you had maintained the speeds perfectly.
- Your score is early or late.

That takes care of the "Time" in TSD, but what about the "Speed"? The Route Instructions indicate the speeds at which you should travel. The Route Instructions direct you to the Vineyard. We will take some interesting roads to the North Fork of Eastern Long Island. Traveling on the LIE gets boring. I often drive east, but heightened police presence restricts me.



The Last thing to consider in TSD is the distance. If you know the exact mileage you have traveled to and the speed you are supposed to maintain, you can calculate the exact time you are supposed to pass each point. Yes, I know it is getting a little complicated now, but it is simple math. For example, if you start at 9:00 and travel 30 miles per hour it will take 2 minutes to go one mile. So, to be exactly on time, you must be at one mile at exactly 9:02. You will usually need to maintain a speed of 30 MPH for simple calculation. However, it's important to keep in mind that any delay requires you to compensate for the time lost. If anyone would like more explanation, I will gladly help one-on-one. One last detail: the more accurate the mileage is, the closer your time will be to perfect. There are many free smartphone apps that will record the mileage you travel. I use GPS Odometer which shows your mileage to .000 miles and is accurate to 10 feet. Just remember, DO NOT use the same smartphone as Richta.

Well, now you have all the information you will need to compete in a TSD Rally. Just remember, following the instructions is more important than being on time. I remember being on one rally and thinking we were on perfect time, only to realize we had made a wrong turn and found ourselves in a different state!



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Market

Porsche Market Update

O February set a strong tone for the year, with 522 cars sold for \$47.9m, marking a 13% increase in unit volume and a 31% jump in dollar volume year over year, all while holding a healthy 75% sell-through rate. March continued that trend. With the same 75% sell-through rate, the market expanded as 687 Porsches crossed the block for a total of \$78.1m, representing a 12% increase in units and a 36% surge in dollar volume compared to last March. Perhaps more telling is the step up from February to March this year, with unit volume increasing by 165 cars and dollar volume jumping over \$30m, signaling strong momentum as we head deeper into the spring market.

Last month we discussed Florida Car Week, which spanned the end of February and the beginning of March, with record after record set at the very top of the market. While the remainder of March didn't quite reach those same heights, the top end remained strong. Singer's Classic Study 911s are now firmly back above the \$1m mark, with the "Fillmore" commission, a gorgeous example finished in Pure Gunmetal over Turmeric, hammering at \$1,275,000. We also saw another twelve-month

online high for the 991.2 GT2 RS, as a Paint-to-Sample Cobalt Blue Metallic example with just 571 miles sold for \$660,000. 911 S/Ts, on the other hand, appeared to soften slightly, with both examples to cross the block trading below the \$648,000 floor we had seen over the prior twelve months.

As you know, I've been keeping a close eye on the Boxster and Cayman market as Porsche has sunset the 718, with any potential ICE replacement still a few years out, if it comes at all. The Boxster GTS 4.0 market took a clear step up this month with back-to-back twelve-month highs. A 1,500-mile example sold for \$109,000, followed shortly after by a 271-mile car bringing \$112,000 after failing to sell at that same number back in February. The rest of the mid-engined lineup appeared largely flat, including the Cayman GT4

RS, which has been trending downward for some time. That said, we did see one standout, a Paint-to-Sample Black Olive example with 2,400 miles and all the right options, which became the first online auction result to exceed \$200,000 since September of last year.

“
PERHAPS MORE TELLING IS THE STEP UP FROM FEBRUARY TO MARCH THIS YEAR, WITH UNIT VOLUME INCREASING BY 165 CARS AND DOLLAR VOLUME JUMPING OVER \$30M, SIGNALING STRONG MOMENTUM AS WE HEAD DEEPER INTO THE SPRING MARKET.
 ”



Photo Credit Bring a Trailer

One standout worth calling out from the broader Boxster market was a 2008 Boxster S Limited Edition 6-Speed, finished in Orange over Black leather and Alcantara, showing 14,000 miles. One of just 250 units produced, this was a well-kept example with recent service and strong presentation. Coming into the sale, twelve-month comps averaged \$44,400, with a prior high of \$48,000 for a 1,800-mile car, albeit in Alaska. Despite having more miles, this one reset the market, selling at a final bid of \$49,999. A strong result, and one that suggests there's still upside in the right limited-run Boxsters when they check the right boxes.

Looking at the air-cooled market, we saw a surprising number of 993 Carrera S examples cross the block. Seven in total, with all but one finding new homes, averaging \$242,600, and all but one clearing the \$200,000 mark. Leading the way was a 15,000-mile 1998 example finished in Arctic Silver Metallic over Black leather. An excellent car throughout, it set a new twelve-month high at a final bid of \$275,000 after failing to sell in February at \$242,000. Another standout came from a 1989 911 Carrera Coupe 25th Anniversary Edition, formerly owned by Jerry Seinfeld. Showing just 11,000 miles, it was the lowest mileage example we've seen by a wide margin and presented accordingly, hammering at a final bid of \$172,000.


With strong results across multiple segments and momentum building through the first quarter, all eyes now turn to April. Headlining the month is Broad Arrow Auctions' Air|Water all-Porsche sale, which has quickly become one of the more anticipated single-marque events on the calendar. If the first three months of the year are any indication, expect more of the same, strong results, competitive bidding, and a market that continues to show depth across both modern and vintage offerings.



DAVID K. WHITLOCK

Guest Contributor

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

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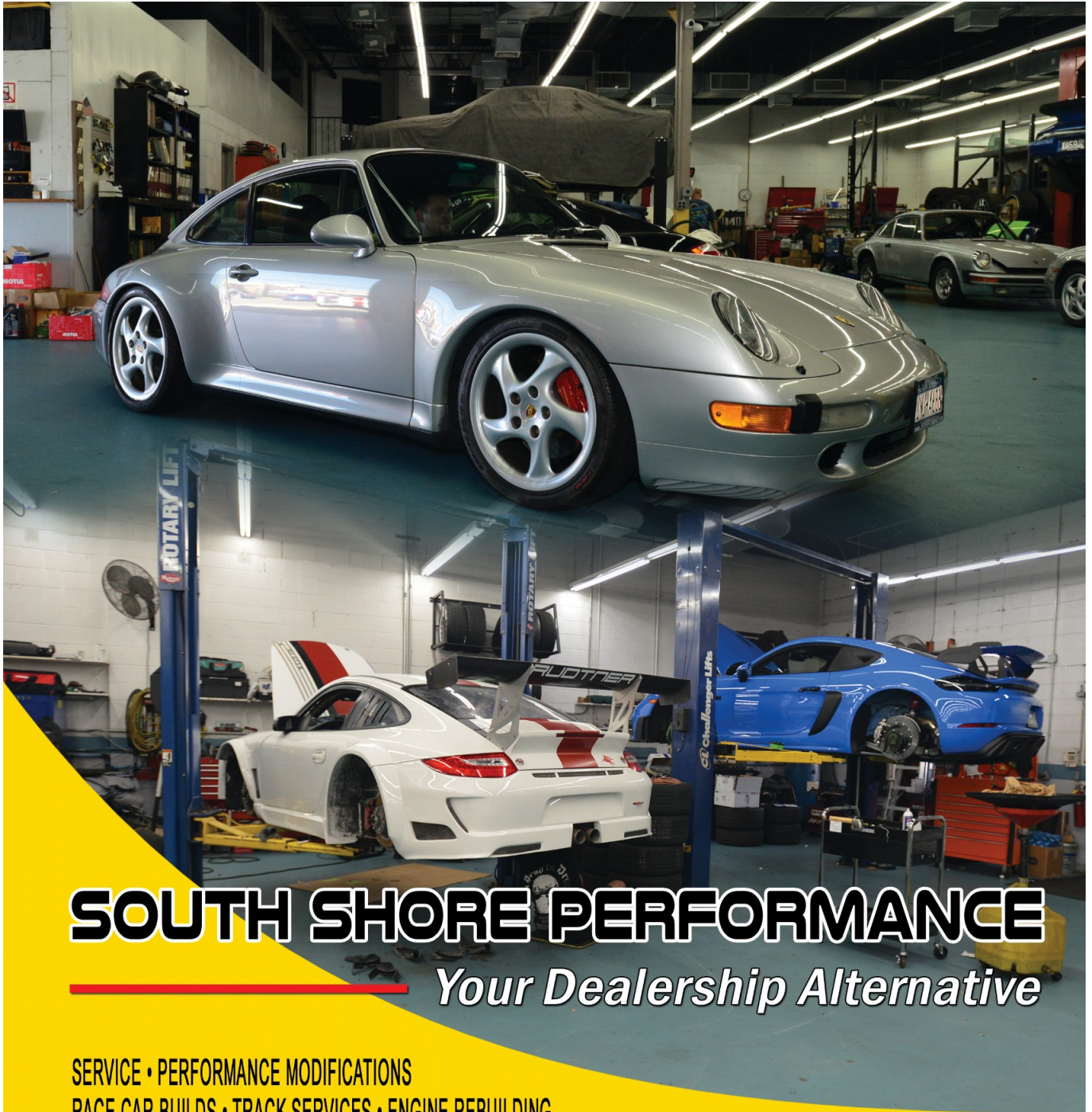
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