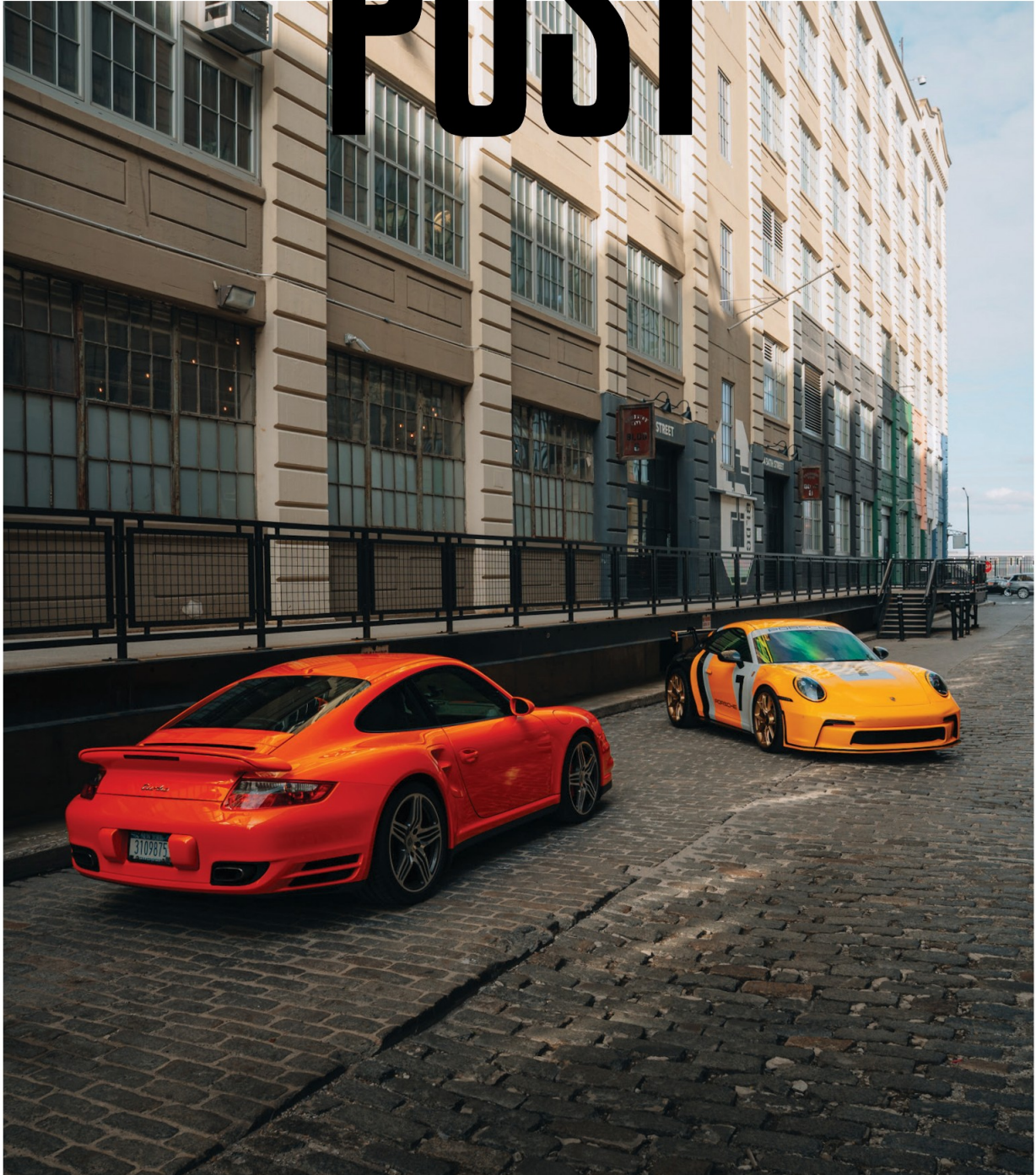


METROPOLITAN
NEW YORK REGION
PORSCHE CLUB
OF AMERICA

PORSCHE POST

VOL. 80, ISSUE 6
JUNE 2026
MEMBERS
NEWS & EDITORIAL





PORSCHE

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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 the Pegasus and the relationship with Porsche.



24-hour layover in LA to see the Air/Water show.

COVER PHOTOGRAPH

Zac Morawski
Instagram @zacmorawski.media

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Metro NY Region Calendar of Events



June

- 13**
Autocross
Nassau Coliseum, NY
- 13**
Seven Lakes Drive
- 20**
Nettesheim Museum
- 28**
Malcolm Pray
Achievement Center
Bedford, NY
- 27-28**
HPDE Track Day
Palmer, MA
- 28**
Sundaes On Sunday Trek

July

- 07**
Women's HPDE Virtual
- 11**
Penguins and Porsches
Riverhead Aquarium
- 12**
Vintage Rally to Osprey's
Dominion Vineyard
Peconic, NY
- 12**
Autocross
Nassau Coliseum, NY
- 19**
Keels & Wheels
Concurs & Show
Maritime Museum, West Sayville
- 25-26**
HPDE Track Day
NJMP Lighting, NJ
- 25-26**
Zone 1 - Zone 2
Autocross Challenge
Pocono Raceway, PA
- 26**
Vanguard Cars & Coffee
Orangeburg, NY
- 27**
Cars & Coffee
Hampton Classic Motor Cars
Westhampton Beach, NY

August

- 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 Concours & 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

One of the great things about this job as Metro President is that you get to carry the torch of a 70-year legacy of one of the largest and most active PCA regions in the country. Looking back through our clubs' archives, I've found a treasure trove of things that not only tell the story of our club, but of what things were like in what was the golden age of sports cars and sports car motorsports in North America...the 50's, 60's, and early 70's. The cool thing was that Metro was right in the heart of it all. In the coming months, my mission here is to tell the story of the early days, a time that, quite frankly, is slowly being forgotten as many of the players have gone and their stories have passed with them.



When I was a kid growing up in the late 70s and early 80s, not too far from Walters-Donaldson VW-Porsche Audi in Hicksville, I would often ride my bike over to catch a peek at one of the new, gleaming Porsches they had in their very modest showroom. At that period of time, most dealerships were small, family run operations, many of whose owners were deeply involved in motorsports. Every now and then, on one of those trips, I recall hearing the loud sound of a race car engine being tuned in the back garage of the dealership, the noise towering over the little buzz of the VW's coming in and out and the distinct air-cooled 911 sounds we all know so well. Little did I know, but this place was owned by none other than Phil Walters, who had won both the 12 Hours of Sebring and the Watkins Glen Grand Prix... twice. Oh, and the loud race car wasn't a Porsche; it was his son's drag-race car with a giant big block!



Before running the local VW-Porsche-Audi dealership, Walters, who went by the name Ted Tappet so his family would not know that he was a race car driver, was partners with a fellow named Bill Frick in a business called Frick Tappet Motors. Coincidentally, Bill Frick Motors originally resided on Sunrise Highway about a mile from my office here in Rockville Centre. Originally known for building and selling Fordillacs and Studillacs, early 50's Fords and Studebakers with big Cadillac engines stuffed into them, one of their customers just happened to be Briggs Cunningham, who campaigned his Fordillac at many venues in the US, including Daytona, besting some of the sports cars of the day. Cunningham had his sights on the 24 Hours of Le Mans, but the Fordillac was ultimately rejected by the snooty sanctioning committee, so he had Frick and Walters build him 2 Cadillacs to compete in, and he took 10th place. The relationship with Cunningham

eventually led to the development of the Cunningham Sports Car company of Palm Beach, which Frick and Walters were also involved in. Frick and Walters later opened Frick Tappet Motors, a VW and Porsche distributorship, down the road on Sunrise Highway, not far from the dirt track Freeport Raceway, where Walters cut his teeth as a race car driver before WW2.

Over the course of his racing career, Phil racked up numerous wins both here in the States and in Europe. One particular one to note was his win at the Floyd Bennett Field Cup in Brooklyn at the wheel of a Cunningham in 1954. Some of you might recall that Metro actually used this very same venue for autocrossing in the '70s and '80s. In 1955, just after receiving an offer from Enzo Ferrari to race for the Scuderia in F1, Phil abruptly walked away from racing after witnessing the horrible crash at Le Mans that killed 81 spectators. He would then focus on sailing and running his businesses, including the VW-Porsche-Audi Dealership in Hicksville. Phil was inducted into the Motorsports Hall of Fame and into the Legends of The Glen "driver of the decade" for the period 1948-1957 at Watkins Glen. So, the next time you are at The Glen, take note...he was the only racer to win both on the original open road course and on the track.

I am still trying to pinpoint the exact location of Frick Tappet Motors in Freeport, but today, the original Bill Frick Motors, 1000 Sunrise Highway in Rockville Center, a place where Le Mans racers were once built and racing legends born, is now a Ramada Inn. 430 Plainview Road in Hicksville, where Walters-Donaldson resided from the late 60s to the early 90s and where I was the kid pressing his nose against the glass, is now a Genesis dealership peddling tarted-up Hyundai's. My times have changed!! Stay tuned! In the coming months, as I dust off more of Metro's archives, there will be some more articles in the works about the early days.



PAUL CELENTANO
 President of
 Metropolitan New York Region
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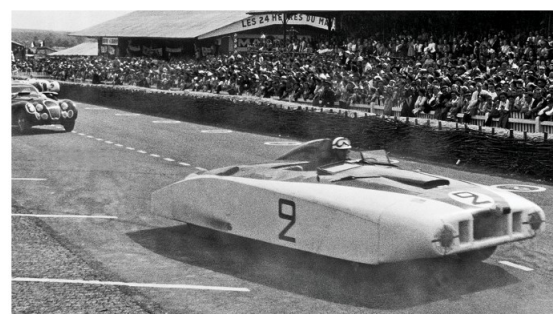
SPECIFICATIONS:
 Weight: 950 lbs.
 Height: 38 inches
 Wheelbase: 90 inches
 Top Speed: 130 mph
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Questions

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

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T H E R E I S N O



S U B S T I T U T E .

Membership Update

Metro NY Region Membership

Active Members 2,694	Affiliate Members 1,095
TOTAL Members 3,789	

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.

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MEMBERSHIP QUESTIONS

Email:
membership@metronypca.org

MEMBERSHIP ANNIVERSARIES

JUNE 2026

CONGRATULATIONS TO OUR
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40 Years

TOMMY RENDANO
LAWRENCE KAPLAN
JEFFREY APPELBAUM

35 Years

ERNIE FELEPPA

30 Years

BENJAMIN OHEBSHALOM
CORAL FERNANDEZ

25 Years

NICHOLAS WISE
PETER TENGERDY
FRANK SPADAFINO
BONNIE MASSATTI
DAVID LEONOFF
PATRICK CASSINO
BIARNI BURKE

20 Years

ELLIOT GLASS
ROBERT BIAGI

15 Years

JASON NIKIC
PABLO ORDORICA
RICHARD LAMBERT
DONALD LUPIANI
STEVEN PEDOLSKY
DAVID JACOBSON

10 Years

HUGH BABOWAL
CHRISTOPHER ZANINE
PAUL ANGELO
JUSTIN SMITH
KARL RUHRY
NAHEL YANNI
ERIC ZEGER

5 Years

PETER JULIANO
ANTHONY DEVINCENZO
MICHAEL SANTORI
SEI-WOOK KIM
ANTONELLA BERTELLO
PAUL ZACHER
OREN HAKIM
STEVEN GEIGER
EDWARD DONG
ALBERT WONG
ALON BASEL
JOSH LEONARDO
HOWARD MANSDORF
ROBERT DIETRICK
CHRISTOPHER TIBBETTS
MEL CORPUS

METRO NY WELCOMES OUR NEW MEMBERS TO THE CLUB

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

RAJAT DEVA
Brooklyn
2014 Boxster

MURILO FREIBERGER
New York
2019 911 GT3 Touring

KEVIN CHEUK
Forest Hills
2018 Panamera 4S



JOHN AUSTIN
New Rochelle
2018 718 Boxster GTS

TODD ROSENLICHT
Dix Hills
2008 911 Carrera 4S

DINO NIKITIADES
New York
2026 911 GT3 Touring

NICHOLAS REGA
Wantagh
2001 911 Turbo

PHILIP TOMAJKO
Croton-on-Hudson
2004 911 Targa

GIOVANI JARA
New York
2026 911 Targa 4 GTS

ADAM SZE
Long Island City
2016 Boxster Spyder

DEVON SACCENTE
White Plains
2003 911 Carrera

PETER KOUTROS
Astoria
2009 911 Carrera 4S

GARABED JAMGOCHIAN
East Northport
2004 911 Turbo

TODD FARBER
Bellmore
2026 911 Carrera 4S

ROBERT MCMILLAN
Brooklyn
2012 911 Carrera 4

EMMA PELL
Babylon
2000 Boxster

MATI LUIK
White Plains
2026 911 Carrera S

PITON THONGPANICH
Jackson Heights
2022 Macan

MICHAEL ADAMO
Manhasset
2007 911 Carrera S

JAMES AKHBARI
Croton-on-Hudson
2003 911 Targa



JACK PRINCE
Glen Cove
2001 911 Turbo

RAHMAN VAHABZADEH
Purchase
2021 911 Carrera 4S

TODD LUNSTEAD
Rye
2020 911 Carrera S

KATHLEEN TOW
Pound Ridge
2006 911 Carrera

HOOTAN YAGHOOBZADEH
Scarsdale
2024 911 GT3 RS

ANADREW TOW
Pound Ridge
2000 911 Carrera

JAKE PETERS
Brooklyn
2012 Cayenne Turbo



MAXIMILLIAN CACERES
New York
2023 911 Carrera GTS

ROBERT COULSON
New York
2020 718 Cayman GT4

MOISH PELTZ
New Rochelle
2021 Taycan 4S

KENNETH LOVETT
Rye
2025 911 Carrera S

BARRY OSHEROW
Pound Ridge
2004 911 Carrera 4S

COREY MCBRIDE
New Rochelle
2026 911 Carrera S

STEPHEN PAIER
Wantagh
2005 911 Carrera

SHAKIV KHAN
Mineola
2011 Cayenne Turbo

LAWRENCE BROCCHINI
Roslyn Heights
2024 911 Carrera GTS

OTARI GABELIYA
Brooklyn
2026 911 Carrera GTS

BRIAN MACK
Pleasantville
1988 911 Carrera Targa

JOHN DIXON
Hastings
2024 718 Cayman S

JEFFREY CRESPIN
New York
2008 911 Carrera

BEN HANNEMAN
New York
2007 Boxster

ALEXANDER GRINFIELD
New York
2026 911 GT3

BREANNA ROTH
New York
2019 911 Turbo S

KEVIN KLEAKA
Stony Brook
2015 911 Carrera GTS

RAYMOND MURATORE
Staten Island
2018 Panamera Turbo

KATHLEEN BUTLER
Bellport
2023 Cayenne Coupe



GRANT MITCHELL
Sleepy Hollow
2026 Macan GTS

NICHOLAS TERMINI
Rockville Centre
2023 Panamera GTS

JOSEPH CHIARELLI
Massapequa
2026 911 Carrera 4 GTS

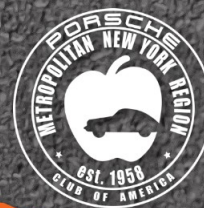
AJ TARRICONE
Hastings-on-Hudson
2014 Cayman

JEFFREY SNYDER
Mamaroneck
2015 911 Targa 4S

RICHARD BLEWITT
New York
2001 Boxster S

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
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For additional information please check
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Email Dan Fishkind:
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The Proving Grounds & Lime Rock Park



Some weekends remind you exactly why we do this. The Proving Grounds at Lime Rock Park was one of those weekends. It had everything. Learning. Seat time. Friends. Great food. Incredible cars. And maybe most importantly, a format that actually makes better drivers. Not just faster drivers... Better drivers.

Friday morning kicked off with everyone splitting into two groups. One group headed to the skid pad while the other went over to the autocross course. As the skid pad was soaked down, the fun started immediately! This was not about chasing lap records. This was about learning what a car feels like right at the edge of adhesion and understanding how to react when things start moving around underneath you.

There is something incredibly valuable about intentionally sliding a car in a safe environment. You can talk about oversteer and weight transfer all day long in a classroom, but until you actually feel the rear of the car rotate and learn how to calmly gather it back up, it is all just theory. The skid pad gave drivers the chance to explore those limits in a controlled setting without the pressure of traffic or walls.

At the same time, the autocross group was getting after it on a tight technical course that demanded



precision and patience. Quick transitions. Hard braking zones. Looking ahead. Smooth hands. Everything that translates directly to the racetrack later on. Autocross has a funny way of exposing bad habits immediately. If you are overdriving the car or looking too close to the nose, it becomes extremely evident.

We had instructors available for coaching the entire time. After the first session, we allowed drivers to go to whichever activity they wanted more seat time in, skid pad or autocross. Driver's choice.

The beautiful part of the morning was the amount of seat time everyone got. Four solid hours on the proving grounds meant repetition after repetition. Drivers weren't just given one or two chances to try something. They got to work on it over and over until it started becoming natural. That is where real progress happens. By the time we wrapped up on the proving grounds that afternoon, everyone already looked more comfortable behind the wheel. More relaxed. More confident. And then came the payoff... The big track.

Lime Rock Park is one of those places that just feels special the second you roll through the gate. The history. The scenery. The elevation changes. The flow of the circuit. It is iconic for a reason. After spending the morning building fundamentals, we headed onto

the main track and suddenly all those lessons started connecting together.

You could actually see drivers applying what they learned earlier in the day. Cars looked smoother through the corner entry. Corrections were calmer. Drivers were looking farther ahead. The confidence built on the skid pad and autocross immediately translated into better laps on the big track. That is what makes this format so effective... And honestly, it was an absolute blast!

Watching cars dance around on the wet skid pad and seeing giant rooster tails coming off the cars was awesome. Hearing people laugh after catching a slide they definitely could not have saved two runs earlier reminded everyone that learning how to drive well should also be fun.

Friday night, we headed out together for dinner, and that ended up being one of my favorite parts of the weekend. Great food. Great conversations. Funny stories and track experiences flying around the table. New friendships getting formed. There is something about spending an entire day driving together that brings people together quickly. By the end of dinner, it felt less like an event and more like a group of friends who had been doing this together for a very long time.



Before you knew it, we were right back at it Saturday morning... Four more hours on the big track. And this is where the format really shines. We started Friday with four hours of proving grounds exercises focused entirely on building skills and confidence. Then we transitioned into eight total hours on the big track between Friday afternoon and Saturday morning. I have learned there is something special that happens overnight. As you sleep, all that experience gets processed, and the next day everything just feels more natural. It is an incredible feeling.

Four hours on the Proving Grounds and eight hours on the big track is an enormous amount of quality seat time packed into a schedule that still gets you home in time for dinner Saturday night... That matters. A lot of people struggle to commit to a full three-day weekend. Family obligations. Work. Life. Money. This format gave drivers an incredible amount of track time while still making the weekend manageable.

The amount of learning that happens with this much repetition is hard to overstate. Drivers develop muscle memory. They start understanding how the car communicates. They learn how braking zones change with conditions. They become smoother with steering inputs and more intentional with weight transfer. Most importantly, they gain confidence through experience instead of luck.

The Proving Grounds at Lime Rock Park was more than just a fun weekend. It was one of the best examples of why foundational driver education matters. It gave drivers the chance to build skills the right way before applying them at speed on one of the most legendary racetracks in the country.

I would also like to thank our incredible group of volunteers. They paid for their own track time and selflessly gave their time and energy to help make this amazing event possible. Thank you very much!! This was our second year doing a Proving Grounds, and Big Track combo event, and it is absolutely something we will be doing again... Because if the goal is to create safer, smoother, more confident drivers, this format flat-out works.

Until next time... See you at the track.



BRANDON TASSO
DE Chair



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Autocross

Skid reMarks

There are few places better suited for a Porsche Club autocross than a former military airbase. Wide-open pavement, sweeping expanses of concrete and asphalt, and the unmistakable sense of history under your tires make Fort Devens in Ayer, Massachusetts, one of the most unique and exciting venues in the Northeast. On August 22 and 23, Zone 1 returns to this legendary site for another weekend of competition, camaraderie, and Porsche enthusiasm.

Originally built as an Army airfield, Fort Devens offers the kind of space autocross organizers dream about. The retired runways and taxiways provide enough room to create fast, flowing courses that reward precision, confidence, and smooth driving. Drivers can expect a layout that blends technical elements with high-speed sections, creating a challenge that keeps both seasoned

competitors and first-time participants smiling from helmet to helmet.

The weekend begins Friday evening as members arrive from across the Northeast. Before the engines fire up and the timing lights begin counting tenths of seconds, everyone gathers for one of the traditions that make Zone 1 events special – dinner together. It is the perfect opportunity to reconnect with familiar faces, meet new members, compare cars, and share stories from the road. By the end of the evening, the paddock already feels less like a competition venue and more like a reunion of friends brought together by a shared passion for Porsche.

Saturday morning brings the sound every autocrosser waits for: flat-sixes echoing across the old airbase as the first cars attack the course. Drivers spend the day chasing cleaner lines, later braking points, and those elusive final tenths of a second. One of the greatest attrac-

tions of autocross is that every car and every driver has a place. From classic air-cooled 911s to modern GT cars, Boxster's, Caymans, and daily-driven street cars, the field showcases the incredible diversity of the Porsche marque.

Adding another layer of excitement to the weekend is the popular team challenge. Participants are divided into teams that compete against one another throughout the event, creating an atmosphere filled with friendly rivalry and constant encouragement. Suddenly, every run matters not only for individual results but also for team pride. Drivers cheer each other on from the sidelines, celebrate standout performances, and look for every opportunity to help their teammates improve. The team format transforms the event into something even more engaging, blending competition with cooperation in a way that perfectly reflects the spirit of the Porsche Club.



Google satellite view of the track at Fort Devens, Moore Army Airfield.

What makes Fort Devens particularly memorable is the atmosphere surrounding the competition. Unlike larger motorsport venues where spectators are separated from the action, autocross places everyone close to the course. Competitors can watch runs from just feet away, hearing tires work at the limit and seeing each driver’s strategy unfold corner by corner. It creates an environment where learning happens constantly – whether through friendly advice in grid, walking the course with fellow drivers, or simply observing how different cars tackle the same challenge.

After the final runs on Saturday, the focus shifts from competition to socialization. The catered barbecue dinner has become one of the highlights of the weekend. Following a full day in the sun and behind the wheel, members gather once again to relax, laugh, and relive the best moments of the day. Stories of spectacular saves, unexpectedly

fast runs, and friendly rivalries grow a little more dramatic with each retelling. It is often during these evenings that lasting friendships are formed.

Sunday brings one more day of autocross action and one more chance to improve. By then, drivers know the surface better, confidence has grown, and the competition often tightens considerably. Some are chasing trophies, others personal bests, but nearly everyone leaves with the same feeling: a desire to come back and do it again next year. Zone 1 autocross weekends represent much more than timed runs through orange cones. They celebrate everything that makes the Porsche Club special – the passion for driving, the willingness to learn, and the friendships built around a shared enthusiasm for exceptional cars. Fort Devens, with its vast military history and uniquely challenging pavement, provides the perfect backdrop for that experience.

For those attending in August, expect a weekend filled with speed, skill, great food, teamwork, and the unmistakable sound of Porsches pushing hard across an old airbase in New England. Few motorsport experiences combine competition and community quite like this one.



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.

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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

THROUGH MY REAR VIEW MIRROR



PEGASUS... THE WINGED HORSE

James Dean on a race track in Palm Springs (1955).



Lee Raskin with the Pegasus on his 356 A coupe.

Some Porschephiles may have seen photos of a **Pegasus** decal displayed on James Dean's Porsche 356 Speedster during the 1955 California Sports Car races...and wondered what the heck does a **Pegasus** decal represent?

In March at Palm Springs, James Dean placed **Pegasus** decals on his Porsche Speedster...two at the top of each door...and two on the front hood on either side of his #23.

Later, at Santa Barbara in May, Jimmy placed a **Pegasus** decal on the left front and right front fender of his #33 Porsche Speedster. **Pegasus** decals on James Dean's Porsche at the Santa Barbara races became highly publicized images over these past seventy years.

How cool! The media portrayed actor / racer James Dean as a real trend setter—writing that he was sponsored by the Mobil Oil Company...and he displayed the **Pegasus** decal on his Porsche 356 Super Speedster to capture even more media attention.

I found that tale was incorrect...as there was more to the **Pegasus'** decal story: **Pegasus**, the flying horse, was born out of Greek mythology during the Dark Ages, circa 1200-800 BCE. **Pegasus** was depicted as a mythical winged stallion who was immortalized as a constellation of the northern hemisphere.

The origin of the modern-day **Pegasus** logo came from the Vacuum Oil Company, which first used the **Pegasus** in South Africa during 1911 --as a symbol of speed and power. After a corporate merger of Vacuum Oil with Socony Oil in 1931, the **Pegasus** logo was adopted as the U.S. trademark and a sign mark for thousands of Mobil gas stations throughout the United States.

During the early 1950s sports car racing grew in popularity, especially in Southern California where the California Sports Car Club (CSCC) and the national Sports Car Club of America (SCCA) hosted amateur weekend racing on make-shift road courses located primarily at municipal airport venues and on U.S. Air Force bases throughout the U.S.



The Pegasus decal displayed at Cars and Coffee (2026).

In 1954, Stanley “Wacky” Arnolt founded a motorsports entity in Chicago, offering the Italian Bertone designed Arnolt-Bristol competition roadster and Deluxe coupe to the public. It was the first American sports car to have a Pegasus winged horse design as its official emblem. Today, Arnolt-Bristol models have become a coveted and highly collectable sports car.

During the same year, Socony Mobil Oil saw a terrific opportunity for sponsoring amateur racing events and to market their ‘high test’ gasoline in Southern California.

They gave away FREE premium gas to all the drivers at these racing venues ...with the proviso that a Mobilgas Pegasus decal would be placed by the recipient driver in clear sight on his/her race car throughout the race weekend. It was genius!

James Dean saw this Mobilgas promotion as a nice gift – an opportunity to accept FREE racing fuel at the Cal Club and SCCA races.

He artistically placed Pegasus decals on his Porsche 356 Super Speedster for all to see and to photograph.

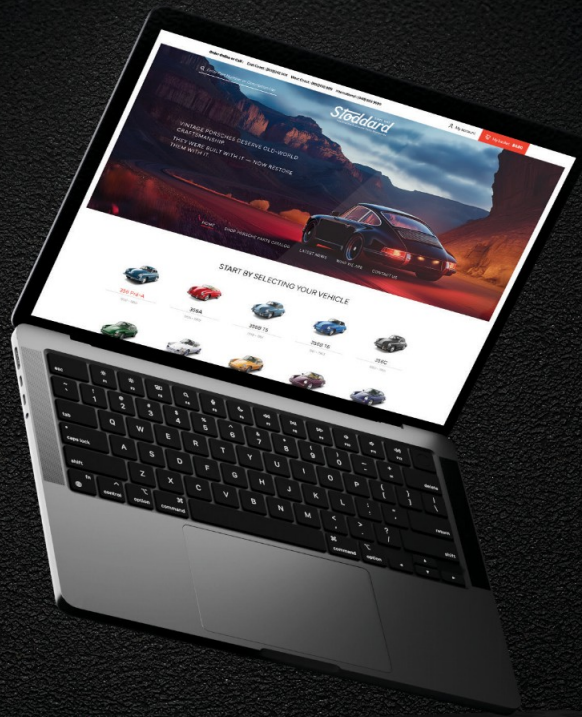
Decades later, I emulated James Dean’s motorsports endeavors when vintage racing my 356 Porsche Speedster and 356 Sebring coupe...my race cars also wore the Pegasus decal as far back as 1985.

Recently, Porschephiles were actively looking for reproduction Pegasus decals...and now they are available...as seen on vintage 356s and contemporary 900 series Porsches at local Cars and Coffee events...where their owners desire to be part of the nostalgic James Dean / Porsche era...Vroom, Vroom!

LEE RASKIN

Member Contributor

*Copyright Lee Raskin, 2026. www.LeeRaskin.com
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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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.

Tuesday, July 7 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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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)

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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



Taco Florio kicked off under beautiful blue skies and ended with extra guac – because what’s a Porsche adventure without a little indulgence? Sure, things got a little messy in the middle (more on that shortly), but if there’s one thing the day proved, it’s this: it’s never just about the cars. It’s about the people – the die-hard, early-rising, flat-six-loving faithful who will happily trade sleep for a sunrise start and a stretch of open road.

As a relatively new trek leader, I can’t say enough about how grateful I am for the encouragement – and good-natured laughter – I received after inadvertently leading our spirited convoy slightly... astray. Despite sending directions and confidently repeating “Exit 19” at the pre-Trek meeting, I somehow, inexplicably, took Exit 17 instead. What followed? An impromptu mini Porsche parade through a series of parking lots, capped off by a bold double U-turn that would have made any driving instructor proud. And yet – in true Porsche fashion – we recalculated, regrouped, and still rolled into our destination right on time. Precision, after all, is what we do.

Parkway Police, hikers, bikers, and more than a few wide-eyed onlookers seemed to agree: it was the

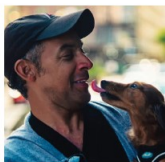
perfect day for a Porsche procession. Though the roads were a touch more crowded than we'd hoped, we shared them respectfully and soaked in every long-overdue ray of spring sunshine. The weather delivered, the engines sang, and the mountains gave us exactly what we came for – carving corners, unwinding corkscrews, and finding just enough straightaway to turn smiles into miles.



Participants in the original Targa Florio from more than a century ago would surely have approved. The adventure, camaraderie, and, in our case, “Tacos and Guacamole” made for a fabulous day.

Lunch at Bartaco gave us the chance to relive every twist, turn, and wrong exit over tacos and margaritas, laughter echoing just as loudly as our engines had earlier in the day.

I'm already counting down to the next Trek – and I sincerely hope you'll join us for whatever adventure (and exit number) awaits next.



BILLY STEWART
Member Contributor

Events

East Region Update

Here we are in June already! It's been a very cool spring, as we all know. Mother Nature hasn't been kind to us when it comes to hosting Metro Wednesday events so far this year. June events are shaping up nicely, though. Metro NY members are privileged to enjoy a multitude of events each month. Our chairs and various directors work hard to provide the membership with a great menu of events to attend, whether it be social, driver's education, autocross, rally, sim racing, concours, or treks/tours. There is so much to do and so little time in our busy lives to try it all, but pick something you might be interested in, and do it. Life is short. Embrace the fun times!

In June, the East region (excluding the East End) has 2 great events to enjoy. On June 20, we will tour the amazing museum curated by Peter Nettesheim in Huntington. If you haven't been there, this is a bucket list tour. Every Metro member has been in awe of what Peter has created. 12,000 square feet. 100-plus rare, classic, and modern BMW motorcycles. Rare Mercedes-Benz autos, including the 300 SL Roadster, 300SL Gullwing, 2 type A cabriolets, 1937 330, 1950 170S, BMW too, 2800, BMW M coupe, and a Porsche or two! Jay Leno and other notables loved it. Why not you?

I guarantee you will be amazed by the architecture, automobilia, and displays he has put together. He has curated, collected, and maintained this collection by himself. He does the cleaning, maintenance, and everything else that goes into a fine collection like this. Don't miss it. Register for the event at clubregistration.net. All proceeds collected for entry fees will be

donated to our charity, General Needs. Sign up early. The group is limited to 25 people, so you can personally enjoy Peter's narrative. This museum is not open to the general public. Peter has generously offered this to Metro Members only. Don't miss it!

But wait, there's more! On Father's Day, June 21, we have been invited to Belmont Village for a great cars and coffee. Located next to the UBS Arena in Elmont. Easy access from the LIE or the Cross Island Parkway. Located at 2601 Hempstead Turnpike. 10:00 AM until 12:00 PM. Free to attend, but please register on clubregistration.net so we can get a headcount in advance. Coffee, bagels, and pastries will be on hand. A special lot will be designated for Porsche cars. Note: the shops at Belmont open at 11:00 AM on Sunday. Plenty of time to drool over cars before shopping for the perfect Father's Day gift! (I need a new iPad, BTW). We hope to see you there. Let's get cars from all the Metro areas to attend!

That's it from me for this issue. New member? Try to attend something that interests you. You will meet great, friendly people. And you will find that often you have more in common than just Porsches. I hope to see you out there!



MITCH HACKETT
East Region Director



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West Region Update

Exhibit 9, our 3rd Annual Car Show, returned to Industry City in Brooklyn. This historic warehouse complex, with its cobblestone streets and industrial architecture, provided a spectacular backdrop for a fantastic Porsche gathering.

Attendees enjoyed an amazing range of cars – from 356 classics to modern GT3s. Owners displayed their cars inside Exhibit 9 in the Box Factory, as well as securing spots along the closed street outside. Madman Espresso was also on-site serving up great coffee all day long.

*Photos in this spread are courtesy of Zac Morawski
Instagram @zacmorawski.media*





A massive thank you to our incredible partner, Porsche Brooklyn, 1600Veloce, Ryan Friedman Motor Cars, Gabriel Sports Car, Brick City Restoration, and Dave's Ice Cream, for bringing such special display cars, providing great food, and helping make this event an unforgettable success!



**KASPER
LUDWIG-LARSEN**
West Region Chair

P: 646.263.8891
E: pcanystregion@gmail.com

*Photos on this page are
courtesy of Bob DeMotta*

KEELS & WHEELS

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Driver's Education (DE)



Track Ramblings

TO PCA MEMBERS WHO
HAVEN'T ATTENDED A METRO
TRACK DAY HPDE EVENT

Let's Get You on Track

HPDE stands for High Performance Driver Education, and I've been devoting most of my recent columns to YOU. This article is specifically devoted to getting you on track for the first time, because it is such a wonderful experience and a great hobby. The hurdle is to get you to that first track event.

I can see a number of reasons why you might not have tried one of these events yet – you might be worried that you would be too anxiety-filled or scared, or that your pride-and-joy Porsche might get hurt; or you might get hurt; or that it might be very expensive. These are all quite appropriate concerns, but the program is designed to handle them all.

To start off, I can remember as a beginner that I would sleep very poorly the night before a track event for all the above reasons. I fully empathize with your anxieties and concerns, and this article is my effort to put those concerns to rest.



Photo by Kasper Ludwig-Larsen

You might be worried that you would be too anxious or scared.

You will attend classroom sessions, which will prepare you for the track activities – you'll learn the underlying concepts of driving on a track; you'll learn about the colored flags which are displayed by the corner-workers to communicate with you as needed when you are on-track; you'll learn about how to go quickly and safely in a corner, and much more. These sessions equip you and get you ready to go out onto the track. As you advance in your skill and comfort, you will continue to attend classroom sessions designed to further develop your skills.

As a novice, you will always have a trained instructor with you in your car who will have a communicator that permits 2-way conversation between the two of you. (Metro has a comprehensive training program for its instructors.)

You might be worried that your pride-and-joy Porsche will get hurt.

Porsches are designed to be able to handle the stresses of track driving. Additionally, you are required to get a technical inspection of your car before each event to ensure that it is ready to go on-track. This inspection will determine if your brake pads are worn out, if your brake fluid and oil levels are ok, and much more – all to make sure that your car is fully track-ready. By the way, there is special track event insurance available on a per-event or periodic basis.

“

**AS A NOVICE, YOU WILL ALWAYS
HAVE A TRAINED INSTRUCTOR WITH YOU
IN YOUR CAR WHO WILL HAVE A
COMMUNICATOR THAT PERMITS 2-WAY
CONVERSATION BETWEEN THE TWO OF YOU.**

”

You might be worried that you might get hurt.

PCA HPDE events are very safe! Accidents are very rare, for a number of reasons, some of which are:

- It is almost unheard of that 2 cars collide at an HPDE, and this is because of the Prime Directive [I'm a Star Trek fan]: Cars only pass each other if the driver of the car being passed specifically gives a "point-by" signal to the approaching car, authorizing the pass. (Extensive details about this procedure are provided in the classroom sessions.)
- The "Run Groups" are composed of drivers of similar experience, and every car in the "Green Group" (the novice group) has an instructor on board, whose Prime Directive is to ensure safety.
- Green Group passing rules permit passing only on straightaway sections of the track, which greatly improves the safety level.

You might be worried that HPDE is very expensive.

I'm going to be fully honest here: Track driving isn't ping pong in terms of expense, but it isn't terribly costly. For one thing, you don't have to bring a Porsche to the track, though you really should if you want to

be amazed by your P-car's capabilities. I've owned 10 Porsches over the years, and my current track car is a Miata. You do need a "Snell Approved" helmet. These range in cost, starting at about \$250. They do have a 10-year lifetime, so it isn't a recurring expense. Metro also has a few helmets available on a no-cost basis to novices – check in with the track chair if you would like to borrow one for an event at metronypcatrackchair@gmail.com.

A final suggestion.

Long ago in the 1970s, there was a tagline in an advertisement that said, "Try it! You'll like it!" This saying became astonishingly popular. Everyone was saying it.

So, I'll end this article regarding Metro's HPDE program with "Try it! You'll like it!!"



FRED PACK
DE Instructor

Contact me at fhp911@gmail.com to discuss what I've written here or any other track-related issues.

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.

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Concours Corner

Events



The Metro members who attended the Concours & New Judges Workshop on April 26 at Ryan Friedman Motorcars are now fully prepared – manuals in hand – to compete or judge at the Keels & Wheels Car Show on July 19. I want to personally thank Ryan and his staff for going far beyond our expectations to create a truly memorable day. I actually arrived with a joke prepared, apologizing in advance for everyone having to stand during the classroom session in Ryan’s showroom. But as Adele and I arrived, the showroom doors were wide open, and a Porsche GT2, along with several other notable cars, was being moved outside to make room for our

group. Moments later, we watched staff members unwrap and assemble several tables and thirty chairs specifically for our session. Let me ask you – who does that? Needless to say, I saved the joke for another day. Several members arrived early and were warmly welcomed by Adele. Each attendee received a sixteen-page “Concours & Judges Workshop Manual,” and I even had the pleasure of autographing a copy for Ryan Friedman himself.

The classroom portion of the workshop covered everything from preparing your Porsche for concours competition to the finer details judges focus on during

inspections. I then had the pleasure of introducing Charlie Mekeel – long-time member, seven-time Parade winner, and my good friend from the days when a concours judge could make you cry. Charlie shared pages of notes from his private collection, offering invaluable advice on preparing for the Parade competition in Lake Placid. What he shared cannot be found in books or AI – it was truly a gold nugget moment for everyone in attendance. I concluded the classroom session with Ryan Friedman, giving us an overview of how he built his thriving business and his unique curation philosophy: low-mileage, Paint-to-Sample, and highly distinctive automobiles.

At that point, our hunger for knowledge turned into actual hunger. The day before the event, I called Ryan to discuss lunch plans and told him to charge everything to my card. He refused. Instead, he treated the group to seven varieties of delicious pizza and plenty of soft drinks – yet another unexpected gesture that confirmed Ryan is a very special independent dealer. I'm beginning to understand how Ryan is able to sell sixty to seventy cars a month while simultaneously expanding into a new 30,000-square-foot facility in West Palm Beach. He genuinely cares about customer experience, and we all saw that firsthand. Lunch also gave everyone an opportunity to socialize and meet members of Ryan's staff. I was introduced to Lenny, his master mechanic, who retired from Porsche of Huntington with no intention of ever turning a wrench professionally again. Ryan invited him in simply to provide setup advice for the operation downstairs – and six years later, Lenny is still there and couldn't be happier with the organization.

After lunch, we moved downstairs to the service area, where Lenny demonstrated what to look for when purchasing a previously loved Porsche while one sat on the lift in front of us. Once again, this was insider knowledge you simply won't find in books. We were also treated to several outstanding cars, either being prepared for shipment or recently acquired for sale. Our next stop was Ryan's warehouse, located about a mile away, where we held the hands-on portion of the concours cleaning and judges training session. Ryan generously offered us the choice of virtually any car to wash, wax, and critique. However, with the cars sitting in direct sunlight and many awaiting delivery, I decided not to risk touching one and instead moved to

"Plan B." Using a beautiful Aston Martin as our visual aid, I demonstrated a virtual wash, decontamination, and wax procedure.

I had excellent support throughout the afternoon. Steve Pedolsky brought an impressive collection of detailing supplies, including a portable leaf-style blower, to demonstrate how to safely dry a car without touching the paint. Steve is now in his second year as a judge, has won numerous events, and speaks from real-world experience. I also want to thank Jeff Rosen, another graduate of last year's judging school, whose experience preparing concours-level cars added greatly to the day. And of course, I can't forget Bill and Greg Merz, Bob DeMotta – our veteran judge and outstanding representative for the General Needs charity – and our master judge, Charlie Mekeel, whose practical comments and expertise elevated the entire workshop. Maybe we can even convince Jerry to host a future fundraiser for this terrific charity. Jerry, if you're reading this, you can find me in the Metro NY Porsche directory under "begging." From my perspective, this workshop exceeded my wildest expectations and set a very high standard for future events.

We ended the day with three new judges, countless valuable lessons, and many lasting memories. Thank you again to Ryan Friedman and his entire staff for truly giving us the red-carpet treatment. I hope to see many of you at Keels & Wheels on July 19th.



PETER PORTANOVA
Co-chair Concours

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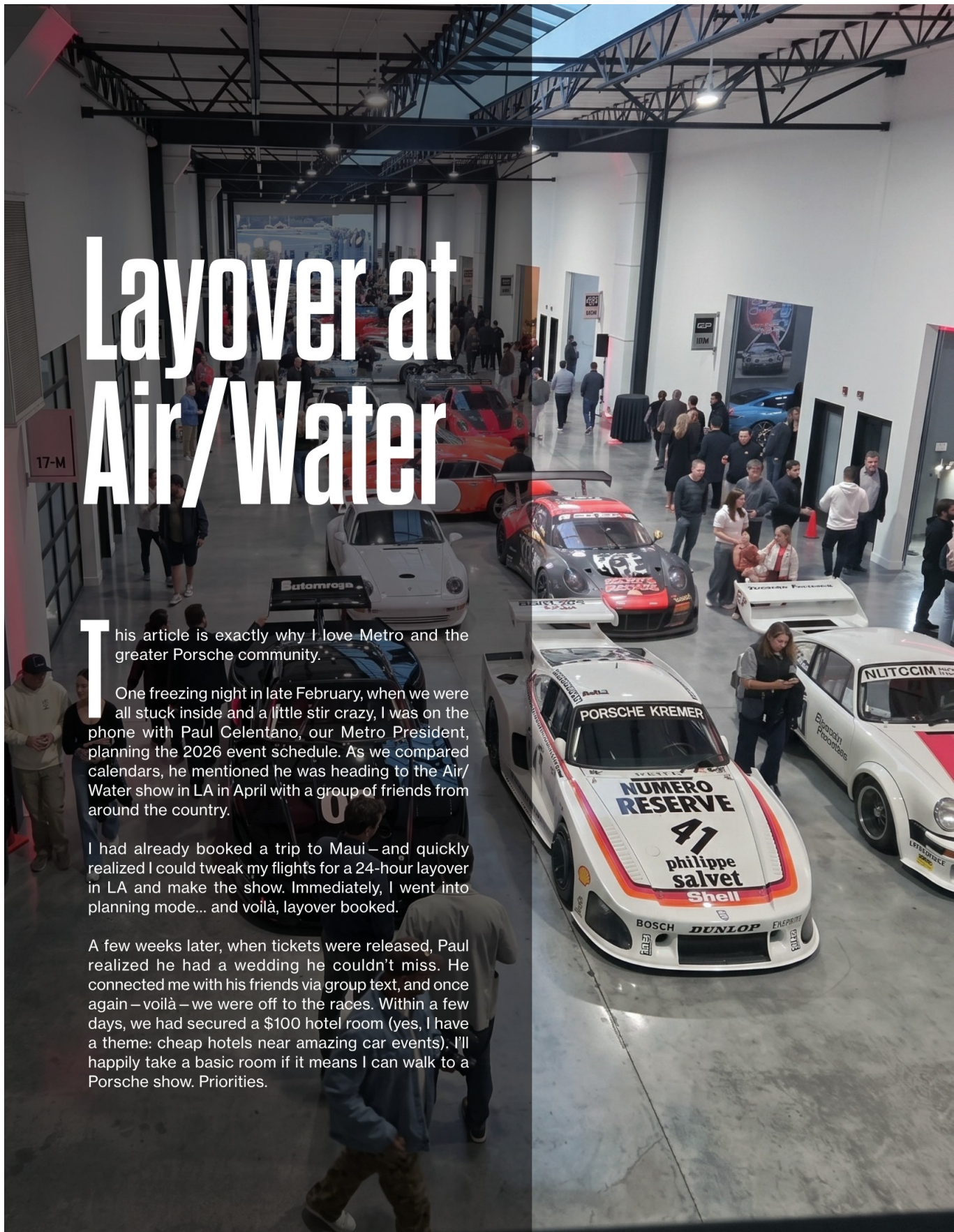
Layover at Air/Water

This article is exactly why I love Metro and the greater Porsche community.

One freezing night in late February, when we were all stuck inside and a little stir crazy, I was on the phone with Paul Celentano, our Metro President, planning the 2026 event schedule. As we compared calendars, he mentioned he was heading to the Air/Water show in LA in April with a group of friends from around the country.

I had already booked a trip to Maui – and quickly realized I could tweak my flights for a 24-hour layover in LA and make the show. Immediately, I went into planning mode... and voilà, layover booked.

A few weeks later, when tickets were released, Paul realized he had a wedding he couldn't miss. He connected me with his friends via group text, and once again – voilà – we were off to the races. Within a few days, we had secured a \$100 hotel room (yes, I have a theme: cheap hotels near amazing car events). I'll happily take a basic room if it means I can walk to a Porsche show. Priorities.





After four hours of very interrupted sleep on the Maui-to-LA red-eye, I landed in Costa Mesa at 7:30 am. Twenty minutes later, I was in a well-loved Subaru driven by Brian – a friend-of-a-friend who loves cars but is also very practical. I mean... Subaru's last forever, right?

We headed to the show, arriving early to join what looked like hundreds of equally eager attendees. The energy was immediate. It's a one-day event, and the guys I was with promised we'd stay all day. I thought, no chance it'll last six hours.

I was wrong. It was that good.

This was my first true experience with California Porsche culture – and it did not disappoint. I even got a mini history lesson from our own Adam Fox: California became a hub for Porsche culture in the '70s and '80s, thanks to its laid-back lifestyle, canyon roads, and love of open-top driving. The air-cooled 911 and the 914 defined the era. The 911 (1974–1989) stood as the ultimate sports car – especially with the introduction of the 930 Turbo – while the 914 offered a more accessible, open-air experience and went on

to become Porsche's highest-selling model of its time. So, what is Air/Water? Their tagline says it best: "It's everything Porsche."

And it really is. From vintage icons to modern supercars, race cars to daily drivers, and even tractors to cutting-edge EVs, the show brings together every facet of the Porsche brand. As Southern California's largest single-marque Porsche event, it's a full-scale celebration – complete with an incredible exhibitor hall, a live Broad Arrow auction, and some of the most passionate enthusiasts you'll ever meet.

Highlights? Meeting the CEO of Porsche during the GT3 convertible unveiling. Buying a piece of art that I still haven't revealed at home (my strategy is to slowly let it blend in – don't ruin this for me). And the auction – over 100 cars crossed the block. We wandered through beforehand and stayed for over an hour, soaking it all in. The energy was electric. Add cocktails to that environment, and I'm convinced one of us would have gone home with a new "car baby"... and possibly a spot in the doghouse.

Then came the afterparty.



Coming from New York, I thought I had seen great car clubs. I was wrong.

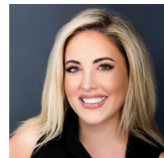
The Runway Reception, sponsored by Gunther Werks (be still my heart), was held at Finish Line Auto Club in Costa Mesa, overlooking the private jets at John Wayne Airport. It was one of those moments where the phrase “car lifestyle” actually makes sense – no cringe required.

The space is unreal: over 100,000 square feet across four acres, with private garage suites ranging from 1,000 to 6,000 square feet. Think soaring ceilings, custom builds, incredible collections, art, bars – these garages were next-level. And every inch of shared space and the parking lot was filled with stunning cars, many from Gunther Werks. Add in enthusiasts, collectors, and industry personalities, and it felt like the center of the Porsche universe for one night. We wrapped up the evening with a VIP experience – cocktails, late-night snacks, and a rooftop fire pit, watching private planes take off while talking cars with names like Patrick Long and the TECHART CEO. Not a bad way to end a day.

The next morning, waiting for my Uber at 7:30 am, I couldn't help but reflect on what made it all so memorable. In 24 hours, I had immersed myself in billions of dollars' worth of cars, met incredible people, bought art, and – perhaps most importantly – tracked down the manufacturer and part number for my 1977 Targa's passenger-side door handle (which, yes, had been living in my purse for months). Problem solved for \$16. Truly.

At the end of the day, it's not just about the cars – it's about the people. That's what makes this community so special.

Next year, join us.



JULIE REIMANN
Social Chair

Serving Our Homeless Veterans with Dignity

GENERAL NEEDS®




Metro NY Region PCA chose to support General Needs, Ltd for 2026, our second year working with this great organization. General Needs' programs for Veterans continue to evolve, so this update explains their existing and expanded services.

General Needs Ltd. is a volunteer organization that started by supporting one homeless veteran shelter on Long Island in 2008. In 2015, General Needs Ltd became a 501(c) (3), enabling General Needs to expand its support to veterans housed in emergency and transitional housing facilities throughout Long Island, Queens, Brooklyn, the Bronx, New Jersey, and Connecticut.

General Needs' mission is unchanged, to assist homeless veterans and veterans in need to live lives of dignity by providing new

Daily living clothing: underwear, socks, t-shirts, towels

Cold weather items: coats, jackets, hats, scarves, gloves, thermal underwear/socks, sweatshirts and sweatpants, blankets, pillows

Warm weather items: graphic tee-shirts, shorts

Footwear: winter waterproof boots, sneakers, summer sandals, shower flipflops

Toiletries: soap, shampoo, toothbrushes, toothpaste, deodorant, razors, powder, sunscreen

General Needs' mission has grown to aid veterans and their families moving into housing or transitioning to a new home by providing

New beds and other household items: This includes beds (frames, mattresses, box spring, and bedding), towels, small appliances, dishware, and other kitchenware, which grants formerly homeless veterans a fresh start and empowers successful independent living.

Average yearly beds and apartments furnished: 2024=82 Beds / 2025=80 Beds

Year-to-date 2026, General Needs has furnished 40+ apartments for veterans.

Some of General Needs' other initiatives include

Negotiated dental cost services with a local dentist, since many veterans lack dental benefits

The suicide rate for the military and veterans is 50% higher than for civilians. General Needs proactively promotes suicide awareness, prevention, and mental health benefits for veterans through community involvement and distribution of necessities, which has a positive impact on veterans' dignity and mental well-being.



These are just some of the ways General Needs Ltd has a positive impact on the veteran community. Scan the QR code to learn more.

BOB DEMOTTA
Vice President/
Publicity/Charity Chair

Technical

Six Strokes of Genius

A Porsche is famous for innovation. One of Dr. Porsche's earliest innovations was a hub-drive vehicle, an early front wheel drive hybrid that utilized gasoline-powered generators to provide electricity. Today, hybrids are common, and the electric hub-drive is often found on e-bikes, some 125 years later.

Whenever I hear the word "innovation," I get a little uneasy. I'm thinking about a few more recent innovations like margarine and DDT. 'Innovation' does not always mean better. We're all familiar with 'improvements' that are actually worse. Improvement is subjective.

Modern automotive innovations include cars that capture and share your data, intentionally stall at stop lights, and drive themselves. Regardless of what the polling might be among Porschephiles on these innovations, 'progress' can be hard to define. Conversely, modern automobiles are safer, handle better, are more comfortable, and are more efficient.

Many manufacturers, including Porsche, are learning the hard way that innovation without keeping

customer preferences central can bite you. Yet it seems manufacturers are racing to out-innovate one another. With the advent of AI, I don't think that trend is slowing.

On the brighter side, Porsche recently filed a patent for a 6-stroke engine. Their latest innovation is a groundbreaking concept that combines elements of a 4-stroke with those of a 2-stroke and a crankshaft profile that resembles a Spirograph from the 60s. This genius design promises more power and higher efficiency, featuring two power strokes per cycle. Whether or not they can make it work and where it fits in the market are open questions.

Along with its outstanding string of successes, Porsche has had its share of failed innovations. Racers understand the concept of 10/10ths and what it means to exceed that. Innovation is akin to that. It's often said that if you're not crashing once in a while, you're not going fast enough. But crashing is expensive and can be fatal.

I'm confident Porsche's racing philosophy extends to its engineering departments. 'Engine' and 'engineer'

share the same root, along with 'ingenious'. They each push the envelope and sometimes, regrettably, fall off the edge. I think that's healthy - if you can afford it.

If you're someone (or a company) who embraces innovation, are you willing to invest in it and potentially take the hit if it's not successful? It's what drives humankind. It's also what recalls are made of. Complicating matters, product innovations are often hidden from consumers. You won't even know they're there unless something goes wrong.

So, what's my point? Good question. I'm grappling with it myself. I think we need to take back control of the products being offered. Don't get me wrong - Porsche's product line is very impressive. Resale values continue to break records - for the products we want. Consumer demand is just that. We should demand the technology we want and reject what we don't. Manufacturers should hold consumer preference paramount.

Max Hoffman was central to the creation of the 356 Speedster because he knew what his customers wanted. The durability of that collaboration remains iconic, some 72 years later. We should be driving the future we want. We should expect excellence. I think Porsche's new 6-stroke engine design is amazing, and I hope it leads to exciting new products, or at least expands our thinking of what's possible.



CHRIS MANFREDI
Technical Chair



GENERAL NEEDS

BOOT, COAT & PILLOW
PROJECT RECOGNIZING
THE 22 PER DAY
THAT DIE BY SUICIDE

9 States
22 Locations in
72 Days

Final Count
2082 in 2024
74% in New York
(1542 = 74%)



Since 2014, General Needs has donated boots to veterans in need in honor of Veterans Day. This year, our mission is to call attention to the 22 veterans per day that will lose their life to suicide. We're planning the **General Needs Road Trip** from Maine to DC to distribute 2024 boots, coats and pillows in October, November and December. There are 92 days x 22 veterans per day equals 2024 veterans that will die by suicide during these months. For every successful suicide, there are 25 attempted suicides or 550 attempted suicides per day nationwide. Let's raise awareness, provide prevention and support our veterans in need!



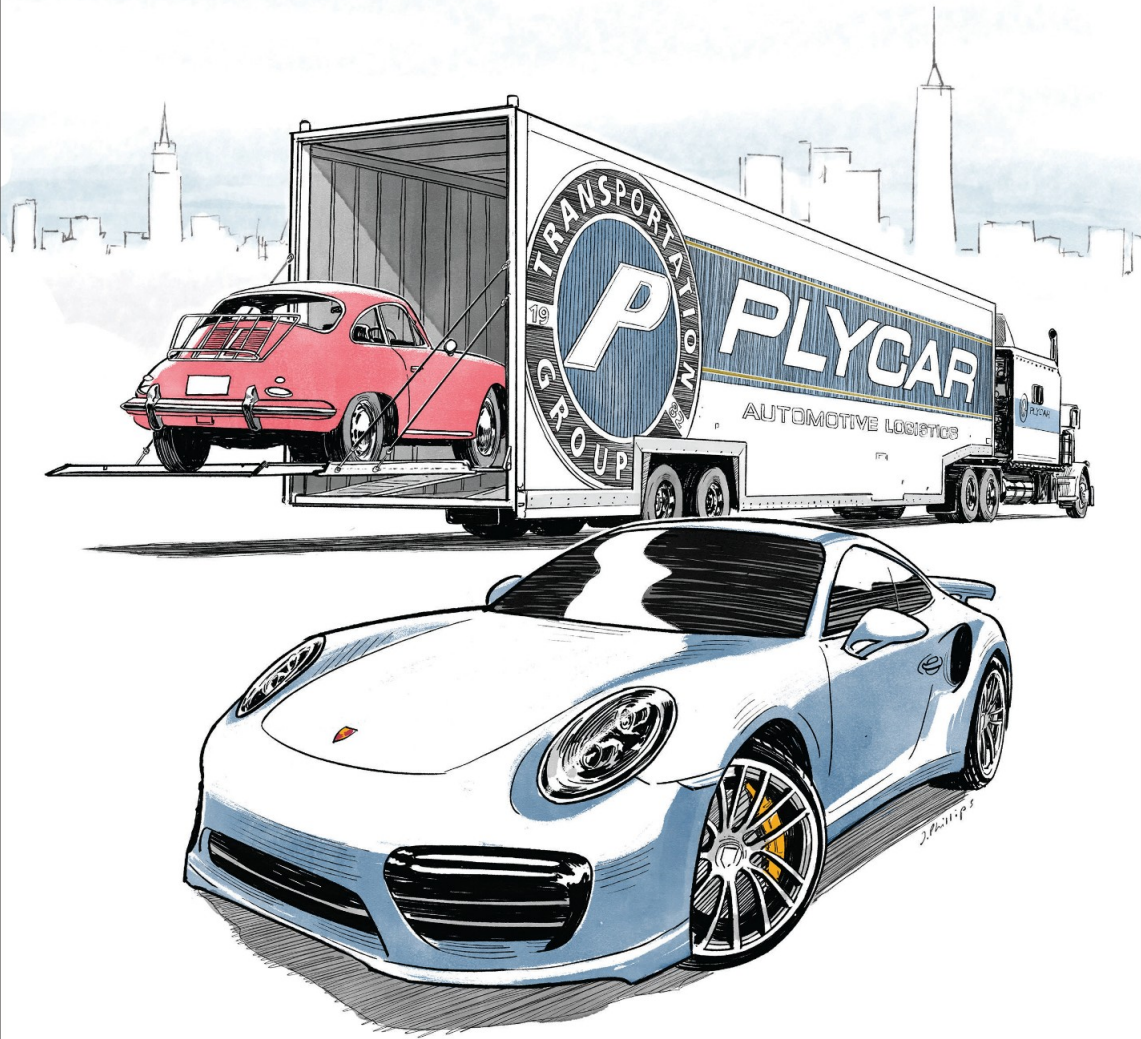
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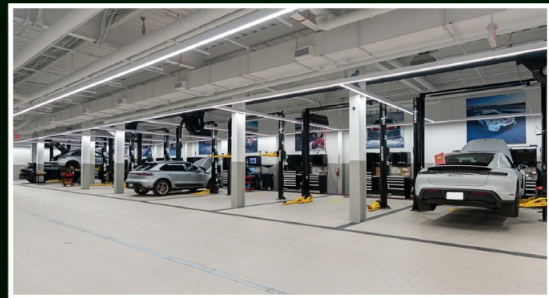
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Events

Rally for Fun

I hope everyone enjoyed the Charity Rally and the Concours at Pindar Vineyard. The results showed that the teams did an outstanding job following the route and staying on time. The goal is for everyone to do well, and the best way to improve is through practice. That is how I learned – it took more than a few rallies and some study.

I hope Metro members attending the Porsche Parade enter the Parade TSD Rally. Expert Rally Master Peter Schneider designed the rally using roads based on routes Metro member Ted Ohland used in past Parades. More than 50 Metro teams have registered for the weeklong event in Lake Placid. Watch for full coverage in upcoming issues of the Post.

On Sunday, July 12th, the annual Vintage Rally returns to the North Fork at Osprey’s Dominion Vineyard. This year’s event will be a question-and-answer Gimmick Rally. It will be a scenic drive featuring questions about things you may or may not see along the route. Route instructions will be distributed by the Rally Master and explained at the start the Long Island Expressway Exit 58 Park and Ride. Registration opens at 9:00 AM.

The rally will finish at Osprey’s Dominion Vineyard in Peconic, where the fun will continue. Bring a picnic lunch and join your fellow rally participants in our private reserved area at this beautiful vineyard. As you enjoy your picnic, sample the bottle of wine included with your entry, or visit the tasting room, you can also enter your car in the impromptu display we will arrange along the rows of grapevines.

Another option is to simply join us for the drive to the vineyard. On this pleasant trip, using the route instructions, you will enjoy the summer scenery of Long Island’s North Fork. The instructions will be easy for everyone to follow, and you may use GPS to help guide your drive. If you prefer, join us at the vineyard for the picnic and car display after an enjoyable drive.



RICH MOOERS

Rally Master

rally@metronypca.org (new email)

Vintage Rally 2026



A Fun Car Rally By PCA Metro NY Region

Vintage 2026 will be an easy rally. You may run it as a tour or compete by answering questions about things you encounter along the route. Low pressure, hard to get lost, and fun for all is the goal.

First car starts at 10:01 AM. Starting from **PARK & RIDE** at Exit 58 of the L. I. Expressway. West of Nichols Road on the North side of the service road. Finishing at Osprey's Dominion Vineyard. Do not clean your car! We will stage an **INFORMAL CAR DISPLAY** at the vineyard. **A FREE BOTTLE** of wine (Red or White) will be provided for each car.

Please bring chairs and a **PICNIC** lunch. Kids and friends are encouraged.

SUNDAY, JULY 12, 2025

Open to Everyone
Registration opens at 9:00AM
Space at the vineyard is limited to 50 cars, please register early.

Registration Link

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Market

Porsche Market Update

Four months in, and 2026's total dollar volume is already more than halfway to 2025's full-year total. March's strength carried right into April, giving us another record-setting month with 741 Porsches crossing the block, 76% of them selling, for a total of \$76,742,859. That compares to April 2025, when 664 cars crossed the block, also with a 76% sell-through rate, for a total of \$56,730,704. That makes two months in a row where dollar volume eclipsed the previous year by more than \$20m.

Leading the charge was a 2015 918 Spyder, the singular Paint to Sample Riviera Blue example with Weissach Package delivered to North America. Showing just 1,300 miles, it didn't quite top the Orange example sold at Mecum earlier this year, but its \$4,680,000 result firmly secured the number two spot for 918 Spyder sales over the last twelve months. Other heavy hitters at the top of the market came from the usual suspects at Singer Vehicle Design and RUF, but it was refreshing to see something from the golden era of Porsche motorsport crack the top ten. That honor went to a 1976 934 Race Car campaigned by Porsche-Kremer Racing in period, including a class win at the 1977 24 Hours of Le Mans. After several unsuccessful attempts to sell over the last few years, the historic racer finally changed hands at a final bid of \$1,000,000, which feels like a strong buy for such an important piece of Porsche racing history.

One model that has seen significant upside so far this year is the 911 Dakar. Throughout 2025, Dakars generally traded in the \$300,000-350,000 range, with only one example cresting the \$400,000 mark. April gave us two. The first was a 2,184-mile example finished in Paint-to-Sample Acid Green over a Black leather and Race-Tex interior featuring Shade Green stitching, matte carbon fiber trim, Racing Yellow seatbelts, and aftermarket Pascha seat inserts. It sold at a final bid of \$405,000. The second was another Paint-to-Sample car, this time finished in Stone Gray with "Rallye 1971" decals and showing just 346 miles. That example hammered at an impressive \$460,000. Two new twelve-month highs for the model, back to back, in the same month.

“
LEADING THE WAY WAS A HOFFMAN-DELIVERED 1957 356A SPEEDSTER THAT TOPPED EVERY OTHER 356A SPEEDSTER SOLD AT AUCTION THIS YEAR, WHETHER ONLINE OR IN PERSON.
 ”

Newer cars weren't the only ones setting records. One of the more surprising results of the month

came from the transaxle market with a 1988 944 Turbo S Silver Rose. Originally intended as a limited-run model, the Silver Rose package paired the uprated 250-horsepower Turbo S drivetrain and M030 suspension package with exclusive Silver Rose Metallic paint and the now-iconic Burgundy Studio Plaid interior. While Porsche ultimately built more Turbo S models than originally planned, true Silver Rose examples remain highly sought after today. This particular car showed just 7,500 miles and presented in phenomenal condition throughout, helping it hammer at an im-



Photo Credit Bring a Trailer

pressive \$95,550. Just shy of the \$100,000 mark, the strongest public Silver Rose sales we've seen to date.

Another surprise from April was the appearance of the first 992.2 Carrera T Club Coupe at auction. Introduced for 2026 as a 70-unit celebration of the Porsche Club of America's 70th anniversary, the Club Coupe is based on the enthusiast-focused Carrera T and pairs a 388-horsepower twin-turbo flat-six with a 6-speed manual transmission. Finished exclusively in Sholar Blue Metallic with PCA-specific detailing throughout, it follows in the footsteps of previous PCA anniversary Club Coupes and immediately became one of the most desirable special-edition 992s. Showing just 21 delivery miles, this example represented the first real public opportunity at ownership for those who missed out on an allocation. And bidders responded accordingly, pushing the final price to an eye-opening \$346,500.

As usual, the 356 market was a bit of a mixed bag. Thirty cars crossed the block in April with only 50% finding new homes. Speedsters dominated the top end of the market, accounting for four of the top five sales and posting a respectable 67% sell-through rate. Leading the way was a Hoffman-delivered 1957 356A Speedster that topped every other 356A Speedster sold at auction this year, whether online or in person. Originally finished in Red before being repainted Black under previous ownership, the car paired its striking exterior with a beautiful Red leather interior and Beige square-weave carpets. Backed by a rebuilt numbers-matching engine, it sold at a final bid of \$491,000, comfortably eclipsing previous highs for the model.

My favorite 356 of the month, though, was a 1959 356A Convertible D finished in Auratium Green over Brown leather. Although refinished from its original Ruby Red during a 2021-2022 refurbishment and powered by a replacement 1.6-liter flat-four, the color combination looked fantastic. It ultimately sold at a final bid of \$225,000, slightly below the twelve-month average, likely due to limited documentation surrounding the refurbishment work.

Overall, April was another exceptionally strong month for the Porsche market with strength at both the very top and across several enthusiast-driven segments. From record-setting modern special editions to strong results for analog-era cars, the market showed little sign of slowing as we head deeper into 2026. Looking ahead to May, we have the usual steady stream of on-line auction action along with two sales from Bonhams and one from Mecum. It will be interesting to see if the market can keep this incredible run going into the summer months.



DAVID K. WHITLOCK

Guest Contributor

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

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