

METROPOLITAN  
NEW YORK REGION  
PORSCHE CLUB  
OF AMERICA

# PORSCHE POST

VOL. 81, ISSUE 7  
JULY 2026  
MEMBERS  
NEWS & EDITORIAL





PORSCHE

# The body you've always wanted.

THE NEW 911 TARGA 4 GTS.

Hearts will race. Hair will blow. With the new T-hybrid, the Targa 4 GTS adds more horsepower and all-wheel drive performance to the iconic body style sports car experience.

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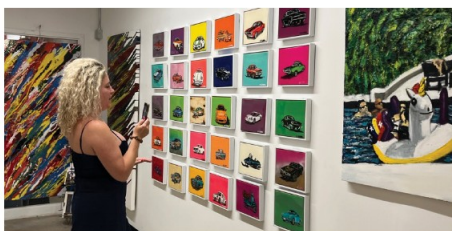
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**EDITOR**  
Linda Annicelli-Rudtner

**CREATIVE DIRECTOR**  
Stephen Bashore

**ADVERTISING  
RELATIONSHIP MANAGER**  
Bill Merz

Bio of Mithell Schorr.



A bucket list trip to German.

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

**LANNICELLI993@GMAIL.COM**

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# Metro NY Region Calendar of Events



## 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](http://metronypca.org)



We are now using [clubregistration.net](http://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](http://zone1.pca.org) and [pca.org](http://pca.org).

# President Letter



It's 3 am on Monday, the 15th of June, and I'm tiptoeing across the bedroom, desperately trying not to wake the wife or the sleeping dog at the foot of the bed, as I gather my last bits of things for my journey up to the Parade at Lake Placid. The week prior was spent preparing the 58-year-old car and my 59-year-old body for a total of 700 miles round-trip. Full tune-up, oil and filter change, up on the lift for a pre-flight inspection, the whole nine. The car is ready, I am ready. In the near pitch-black room, I struggle not to trip over the shoes that are strewn across the floor like land mines. I've learned over the years that the only thing worse than stepping on one of your kid's Legos is stepping on one of your wife's high-heeled shoes. While both are painful, one packs a punch that lasts longer; you guess which one. Anyway, I manage to make it to the bedroom door, and at that very moment, my four-legged not-so-guard dog pops up his head and does his usual morning shake-off. You know the one? Where they get up and shake their head/body and make a racket, flapping all around. I'm busted, and the wife is now up to. It's going to be a spectacular morning! Damage control at 3 am, just what I need... no time for coffee, I've got to go!

Out into the early morning darkness, it is eerily quiet other than the hissing sound of the neighbor's sprinklers. In the driveway, there she sits (the car, that is... not the wife), 58 years of German metal and patina. All fueled up, the frunk loaded with tools, some spare parts, 4 quarts of oil, and a huge old blanket, just in case I need to lie on the ground and do some sort of roadside repair. This is the way folks traveled not very long ago, a time before our cars became an extension of our mobile devices. No backup cameras or sensors, no Apps, no CarPlay, the only modern touch being my use of Google Maps on my phone, not a wrinkled old Hagstrom map. Firing up the old four-banger, I have to refrain from goosing the throttle and making more noise; the original Leistriz muffler, having lost most of its internal baffles, is a bit loud, and while it is making sweet flat 4 music, I run the risk of waking up two of the kids whose bedrooms are right above me.

Out of the driveway and down the road, to wiggle my way up to the Southern State Parkway, it starts sprinkling rain. That's when I discovered the one thing I missed was replacing the wipers that are now just schmearing the water back and forth rather than whisking it away, oh, and how crappy old sealed beam headlights are versus today's super bright LEDs. It is now 4 am and I am actually pretty surprised by the



number of cars on the road at this hour. Saved a bunch of pot holes I hit in the Bronx ,due to my inability to really see very well with those dim bulb sealed beams, I am up and over the GW Bridge in what is near record time of 45 minutes. If it could only be like this all the time, and not the grueling 2 hours it usually takes to go a whopping 20 miles. On to 287/87 and the open road, a straight shot all the way to Placid...now the fun begins!

Some people like to refer to driving cars like this as "analog"; frankly, I think that's just a fancy way of saying "old school". Cruising through the Adirondacks in a nearly 60-year-old car truly embodies what the Porsche driving experience was and is all about. Heel and toeing through the curves on the "Alpine-like" Route 73 toward Lake Placid in a nimble car with a little over 100 horsepower, soaking wet, was Zen-like. Sure, the technology of a PDK most certainly would make for an enjoyable experience, and sure, it takes some cajónes, as some of you suggested to me, to drive a car as old as this on such a journey. But think about this for a minute: the oldest Boeing 747 still in service was built in 1973; the fleet of the US military's B-52s was built between 1961 and 1962, with retirement set at maybe 2040, possibly 2050; and the average age of American Airlines' fleet is 14.5 years old. Periodic updates, improvements, and meticulous service along the way have contributed to these aircraft's long service history; the same applies to our cars. Service them, update them (tastefully), and treat them as the great machines they are, and they will treat you well.

The good Doctor and his company engineered his cars to be driven, not garage queens or speculative commodities traded like the latest Wall Street IPO.

Lately, you hear all this chatter about the Porsche "lifestyle," that it is a "lifestyle brand," an "experience" blah, blah, blah. Sort of makes me miss the days when their marketing pitch was "There is no substitute." This, all to say, that my "experience" tooling along at 65 to 70 MPH (and getting 27 MPG to boot), in a little 4 banger that ran flawlessly on its 700-mile journey, put an ear-to-ear smile on my face virtually the whole way (until I was slammed with traffic upon crossing the Cuomo Bridge on the way back). Yes, "there is no substitute" in my book, and that is what it is all about.

Folks, Metro has a bunch of driving events lined up in the coming months. If you haven't done one... sign up... meet some of your fellow members, and, importantly, enjoy the drive!



**PAUL CELENTANO**

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



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**New Member Coupons** are accepted for this program!

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---

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

### **Questions**

---

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

# Executive Committee 2026

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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<br><b>2,697</b> | Affiliate Members<br><b>1,102</b> |
| TOTAL Members<br><b>3,799</b>  |                                   |

If you have any questions regarding your membership or events, please reach-out to the email below and we will direct you to the right person in the club for any special interests you might have, such as track, social events, cars & coffee, drives etc.

Download your digital PCA card  
[pcadigitalcard.org](http://pcadigitalcard.org)

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

### MEMBERSHIP QUESTIONS

Email:  
[membership@metronypca.org](mailto:membership@metronypca.org)

# MEMBERSHIP ANNIVERSARIES

## JULY 2026

CONGRATULATIONS TO OUR LONG TERM MEMBERS

### 50 Years

---

WILLIAM VAN PALA

### 35 Years

---

MICHAEL GINDEL

### 30 Years

---

ANTHONY DOMINICK

### 25 Years

---

ANTHONY VANATTA  
ROBERT MATLUCK  
JOSEPH HUTCHINSON  
JOHN FICCO  
JOHN CASEY  
MICHAEL BANGE

### 20 Years

---

MICHAEL MENATIAN  
JOHN MONTGOMERY  
SEAN SEIDMAN

### 15 Years

---

LARRY LIPTSCHER  
JAMES COOKE  
ANTHONY CARBONE

### 10 Years

---

BERKAN GUNEL  
JOHN LIBRE  
DEREK DALLY  
MARK BRADSHAW  
KEVIN FRASER

### 5 Years

---

FRANK PACIONE  
RALSTON MIGHTY  
DAVID OURIEL  
TENG LIN  
FRANK KINGSTON  
STEPHAN FUCHS  
JOHN BATTISTINI  
DAVID BLACKWELL  
JOSEPH CAVATONI  
RICK GARZON  
JOHN KUHR  
MARK MACLAY  
THOMAS CARINO

# METRO NY WELCOMES OUR **NEW MEMBERS** TO THE CLUB

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

**EMILIO EDWARDS**  
Laurelton  
2024 911 Carrera

**THOMAS HEALEY**  
Pound Ridge  
1980 911 SC

**EDWIN RODRIGUEZ**  
Tuckahoe  
2025 911 Carrera 4 GTS



**CHRISTOPHER BORGET**  
Valley Stream  
2013 Boxster S

**KHALED SALHAB**  
Roslyn  
2012 911 Carrera S

**KYRIKOS KLIMIS**  
Bellmore  
2015 911 Carrera 4S

**THOMAS SPERBER**  
Scarsdale  
2001 911 Carrera

**JOSEPH CLIFFORD**  
Coram  
2013 Boxster S

**RAMON DURAN**  
Ridgewood  
2024 911 Turbo S

**BENOIT MILLET**  
Scarsdale  
2010 Cayenne S

**ANTHONY SCALISE**  
Garden City  
2013 911 Carrera

**DAN PETERSON**  
East Islip  
2023 718 Cayman GT4

**STEPHEN WRIGHT**  
New York  
2011 911 Turbo S

**FREDERICK AXELROD**  
New York  
2025 Cayenne Coupe

**JOHN LAPOLLA**  
Southold  
1989 911 Speedster

**MICKEY CHENG**  
Brooklyn, NY 11214  
2005 911 Carrera



**RHASAAN AUGUSTIN**  
Valley Stream  
2010 Cayenne GTS

**GREGORY LEWIS**  
Merrick  
2009 Cayenne GTS

**CHARLY FONTAINE**  
New York  
2017 911 Carrera

**MIKE PAPADOPOULOS**  
Astoria  
2024 911 Turbo S



**JEFFREY CRESPIN**  
New York  
2008 911 Carrera

**ISAK BENGİYAT**  
New York  
2026 911 Targa 4S

**DAVID BRADLEY**  
New York  
2010 911 GT3

**IGOR KOLPAKCHI**  
Atlantic Beach  
2026 911 Carrera GTS

**YVES PICOT**  
New York  
2026 911 Carrera T

**DAN SCHEFFER**  
Scarsdale  
2012 911 Carrera 4S

**ANDREW LAOUTAS**  
New Hyde Park  
2016 911 GT3 RS



## Interested in Porsche market trends?

*Sign up for PCA's free monthly e-newsletter, Mart Fresh News!*

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

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**PORSCHE CLUB OF AMERICA**

# 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  
[clubregistration.net](http://clubregistration.net)

For additional information please check  
the autocross section of the website:  
[www.metronypca.org](http://www.metronypca.org)

Email Dan Fishkind:  
[autocrosschair@gmail.com](mailto:autocrosschair@gmail.com)

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Events

# Chasing Curves



**S**haring is caring. I can't stress that enough.

When I first started organizing treks, I made a simple decision: I wanted to share some of my favorite roads – the stretches of pavement that never fail to put a smile on my face – with friends, both new and old.

My best friend Brian was in town from the West Coast, and I somehow convinced him that sacrificing several hours of sleep was a fair trade for a seat in the passenger seat. Our twenty-car caravan rolled north beneath the warm glow of a summer morning sun. By 7:00 a.m., it was already obvious that the day was going to be spectacular.

"Where are the tunes?" Brian asked.

Instead of reaching for the radio, I switched the car into Sport mode. The engine's gentle purr deepened into a refined growl. Brian tilted his head, listened for a moment, and immediately understood.

"Ooooh... That sounds good."

I smiled and nodded knowingly. At that very moment,

I'm fairly certain I convinced him to buy a Porsche.

The route featured one of my favorite sections: a seemingly unremarkable left exit that opens onto miles of twisting two-lane blacktop. Dips, sweepers, and perfectly linked corners unfolded ahead of us. Lush green scenery blurred past the windows, occasionally giving way to sparkling lakes and quiet ponds where sunlight danced across the water's surface. The air itself seemed alive. Sweet grass, jasmine, and the rich scent of the forest drifted through open windows as our convoy wound through the woods like Hansel and Gretel following a trail into adventure.

I should mention that serving as Trek Chair is truly a labor of love. It's a volunteer role, but one that comes with a surprising amount of responsibility – and worry. Will people show up? Will they have fun? Is the weather going to cooperate? Am I driving too fast? Too slow? Am I about to lead twenty cars into yet another accidental U-turn?

By the time we reached our pit stop, all those concerns had vanished. The parking lot erupted with energy. Drivers climbed out of their Porsche's grinning from ear to ear. Smiles, hugs, fist bumps, and stories were exchanged. The dogs that joined us for the drive added their own enthusiastic yelps and happy chaos to the celebration.

Then, completely spontaneously, applause broke out.

"That was awesome!" Someone shouted.

"I'm glad you had a great time," I replied.

"My car did too!"

Laughter followed.

And in that moment, surrounded by friends, beautiful machines, winding roads, and the shared joy of a perfect drive, it felt like something more than just a trek. It felt magical.



**BILLY STEWART**  
*Trek Chair*

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Autocross

# Skid reMarks

## Results

---

**T**he Metro NY PCA “Almost Summer Autocross” lived up to its name, giving drivers a picture-perfect day of competition with clear skies, bright sunshine, and ideal conditions at Nassau Coliseum. With 31 timed entries, competitors enjoyed another great day of driving, improvement, and close battles. Ryan Wayne is following in the steps of his father and designed another great course that was enjoyed by all. Thanks to Ryan for stepping up. And now, for the moment you have all been waiting for, the results:

In S2, Manuel G took the class win in his Boxster S with a fastest run of 54.655 seconds. In S5, Thomas P captured first place in his Cayman with a strong 48.839 second run. The S6 class featured a tight fight at the top, with Alex P taking the victory in his 911 with a fastest time of 45.952 seconds. Vaino N kept the pressure on in his Boxster Spyder, finishing second with a 46.480, only 0.528 seconds behind. Kathleen P completed the class in her Boxster S with a 50.393.

In P2, Andre C drove his 968 to the class win with an impressive 45.376 second run.

P3 was won by Corinne L in her Boxster with a fastest time of 47.456 seconds. Amir J finished second in his Cayman with a 53.953.

The P4 class delivered one of the closest battles of the day. Mark H claimed the win in his Cayman S

with a 45.203 second run, narrowly edging out Dan F, also driving a Cayman S, who finished second with a 45.422 – only 0.219 seconds separating first and second place. Mitch H rounded out the class with a 46.605, with the entire podium separated by just 1.402 seconds.

P5 saw Andrew L set the pace in his 911, winning the class with a quick 43.771 second run. Benny C took second in his Carrera 4S with a 46.754, while Jake C was right behind in third with a 46.819 – an incredibly close 0.065 seconds separating second and third.

In P6, Michael C drove his Spyder RS to the class victory with a fast 44.381 second run.

The Modified class was won by Ho-wayne D in his 911 K24 with a best time of 49.226 seconds.



X1 provided another close competition, with Peter T taking the win in his Miata with a 49.625 second run. Karl S finished second, also driving a Miata, with a 50.051 – just 0.426 seconds behind. Jack M placed third in his Cooper with a 51.727.

The X2 class battle was decided by less than half a second at the top. Ryan W drove his Miata to victory with a 44.095 second run, while Richard W finished second in his MX5 with a 44.551, only 0.456 seconds back. Barrington H took third in his 1M with a 45.699, followed by Jim C in his 325Ci with a 46.192.

X3 delivered another competitive group, with Edward B taking the win in his WRX Wagon with an excellent 43.847 second run. Harry D finished second in his Corvette with a 45.635, followed closely by Egor S in his Mustang GT with a 46.106. Anthony R was right there as well with a 46.202, only 0.096 seconds behind third place.

Congratulations to all the drivers who came out and competed. Whether chasing a class win, a personal best, or just improving with every run, the Almost Summer Autocross showcased what makes this sport great – competition, learning, and a great community of drivers.

The Metro NY PCA Autocross season continues with our next event on July 12. After that, the competition gets even bigger as we head to Pocono for the Zone 1 / Zone 2 Challenge, bringing together drivers from multiple regions for a great weekend of friendly rivalry. This takes place in July 24 and 25th.

Then comes the highlight of the season – the legendary Zone 1 Autocross at Fort Devens in Ayer, Massachusetts. Celebrating 41 years of Zone 1 autocross history, this event has become a must-attend weekend featuring two days of competition, some of the best driv-

ers from throughout the Zone, great courses, and the Saturday evening BBQ that brings everyone together off the course. It is more than just an autocross – it is a celebration of the friendships, competition, and passion that have built the Zone 1 autocross community. Flyer is in this issue so check it out and sign up. Event to take place August 22nd and 23rd.

I look forward to seeing everyone back behind the wheel!



**DAN FISHKIND**  
*Autocross Chair*

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# 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  
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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



# Metro NY PCA 2026 Concours Events

## **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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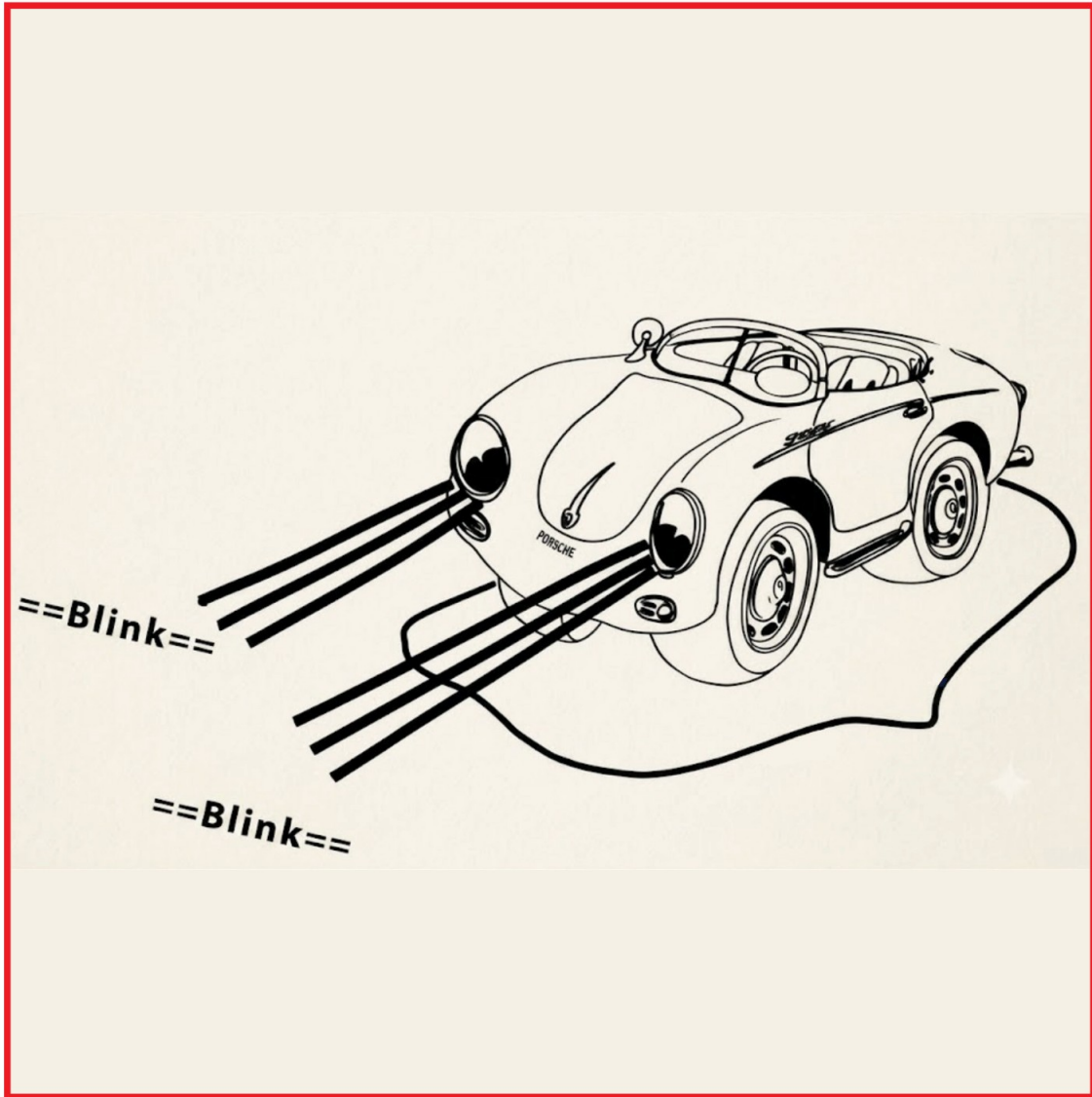
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Member Contributor

# THROUGH MY REARVIEW MIRROR



**Blink...**

**Blink...**

*Illustration: Porsche Patter / Lee Raskin collection*

**S** 1964. I took my first Porsche test drive in a used 1960 356 B Normal coupe. It was in amazing condition...Condor Yellow with rare coupe seats that were black with yellow inserts and decorative aluminum side trim along the body. The odometer read 38,269 miles. The sale price was \$1,350.00.

I was an 18-year-old freshman in college...home for the winter Holiday break. The salesperson asked if I could drive a manual shift car. I replied, 'Yes.' He explained the four-speed shift pattern and asked if I knew what a tachometer was. I replied, 'No.' He said that's OK...he'd show me the 'dead center' gauge and how it worked. I was a little nervous, but very excited to actually be driving a Porsche.

As we drove off the used car lot into traffic, he told me there were three things to ALWAYS remember:

**1.** "A PORSCHE is a two-syllable word...it's a family name. Not a Porch...Not a Porshee...It's a Por-sha." "Glance at your tachometer when upshifting and downshifting. If the needle was at "20"...you need to shift into a lower gear to get the engine revs higher where there would be more torque and power. 'Keep Your Revs Up'...he said in a meaningful voice

**2.** He then instructed me to accelerate in 3rd gear as we approached a winding down hill curve to feel the grip of the Porsche through the turns. "This is what a 356 is all about! "As we entered a flat stretch of road --he said, "now get on the gas...take the rpms up to 4,500 and shift quickly into 4th gear." I was now very nervous...already doing about 60 mph when the speed limit was 40! I went to shift into 4th and accidentally grabbed his left knee which was next to the shifter! Boy, was I embarrassed! I managed to recoup from my 'faux pas' and made the shift...then accelerated up to 80 mph. What a blast! We turned around and drove the exact route back...while I tried to keep my 'rev's up' through the gears.

**3.** About a mile from the dealership, he looked over at me, as if to say...you're doing great! He then laughed and said, "While you're driving and you see another 'Por-sha' approaching on the road...pull straight back on the turn-signal stalk for several seconds--and the high beam head lights will come on. That's called: 'die Scheinwerfer aufblinken.' It's a tradition among Porsche owners -- as your Porsche is saying "Hello" to another Porsche. A hand-wave of the driver is optional. There aren't that many Porsches on the road, but when you see one...you'll know what to do."

We arrived back at the dealership. I told the salesman I wanted to buy this Porsche. I gave the dealership \$25.00 in cash to "hold the 356." My father lent me \$1,400 for the purchase. One week later, I was driving my Porsche 356 B coupe down Route 11 toward Tuscaloosa, Alabama...looking for oncoming Porsches to 'blinken lassen' while I was concentrating on keeping my revs up! I never saw another Porsche during the entire trip back to school.

**Spring 1964.** I was home from college...and driving my 356 on the brand-new Interstate 95 North through Maryland heading to New York...and a fantastic summer job at the New York World Fair in Flushing Meadows. I happened to glance across the grassy median filled with hundreds of sprouting daffodils -- and saw a red 356 cabriolet heading south on the Interstate-- 'die Scheinwerfer aufblinken'--at my Porsche. I was so excited, I blinked twice! The driver and passenger in the cabriolet waved as we passed each other...I was able to get a wave back--It was my first Aufblinken!

Some things have changed over the years. I suspect today, many new Porsche owners don't know about the multiple use of the signal stalk when they take delivery from the Porsche dealer. Owners might think that flashing the headlights might be a signal that danger exists on the roadway or perhaps the 'cops' are using radar ahead...Slow Down!

Out of curiosity, I did some online research to see if anyone was mentioning 'blinking.' To my surprise..."blinking" and "flashing" has generated a lot of comments. Here's a sample of what some Porsche owners have noted:

1. "Use the 'flasher'...pull back on the stalk to trigger the high beams...it's a way of saying 'Hi.'"
2. "Whatever happened to the 'flashing or blinking' of headlights at other Porsches to say hello? Back in the 60s, 70s, and 80s all Porsches as a courtesy 'blinked' at each other and waved. Now, nobody acknowledges each other."
3. "The 911 drivers that I've seen almost always flash or wave. The other model Porsche owners --not so much."
4. "Let's bring back the blinking of the headlights...Let's educate the new Porsche owners!"
5. "Most Porsche owners don't know about this flashing tradition...it's a great sign of comradery."
6. "I always flash and wave but the newer Porsches...don't flash or wave back."
7. "Porsche SUV's almost never respond to my flash and wave."
8. "I would blink and wave --if another Porsche greeted me first."
9. "There needs to be more blinking and thumbs up in general amongst fellow Porsche owners."
10. "If you have never tried it --go ahead --it's fun to let your Porsche, say "Hello" to another Porsche."

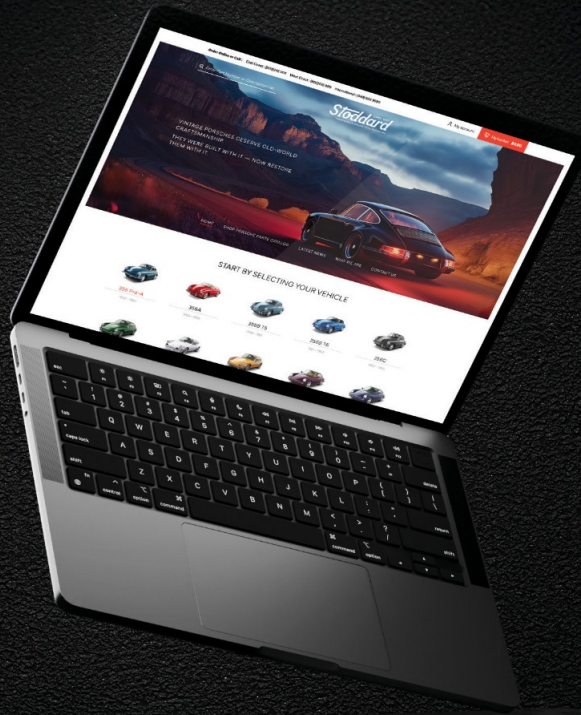
October 2025. I was driving north on Interstate 95 in my 1999 986 Boxster heading for the Sixth Annual PCA Ocean City, New Jersey Boardwalk Reunion...and at the exact location 61 years later -- I glanced across the grassy median --looking for that red 356 Cabriolet.  
Blink...Blink

#### **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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*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](mailto:jreimann10@gmail.com)

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



# DRIVER ED CARS MUST PASS TECH BEFORE EVENTS

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

**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](mailto:metronypcade@gmail.com)

**Palmer**  
June 27-28 (Sat/Sun)

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

**MID-OHIO  
(Three Days,  
NNJR PCA Co-host)**  
July 17-19 (Fri/Sat/Sun)

**VIRGINIA  
INTERNATIONAL RACEWAY  
(Three Days, NNJR PCA Co-host)**  
Oct 23-25 (Fri/Sat/Sun)

Events

# East Region Update



**O**n June 20th, a lucky group of 25 members got to experience the absolute bucket-list destination that is Peter Nettesheim's museum. Walking through that 12,000-square-foot space is an awe-inspiring experience. Taking in the pristine vintage BMW motorcycles, the stunning 300SL Gullwing, and the incredible automobilia Peter painstakingly curates and maintains himself leaves you practically speechless.

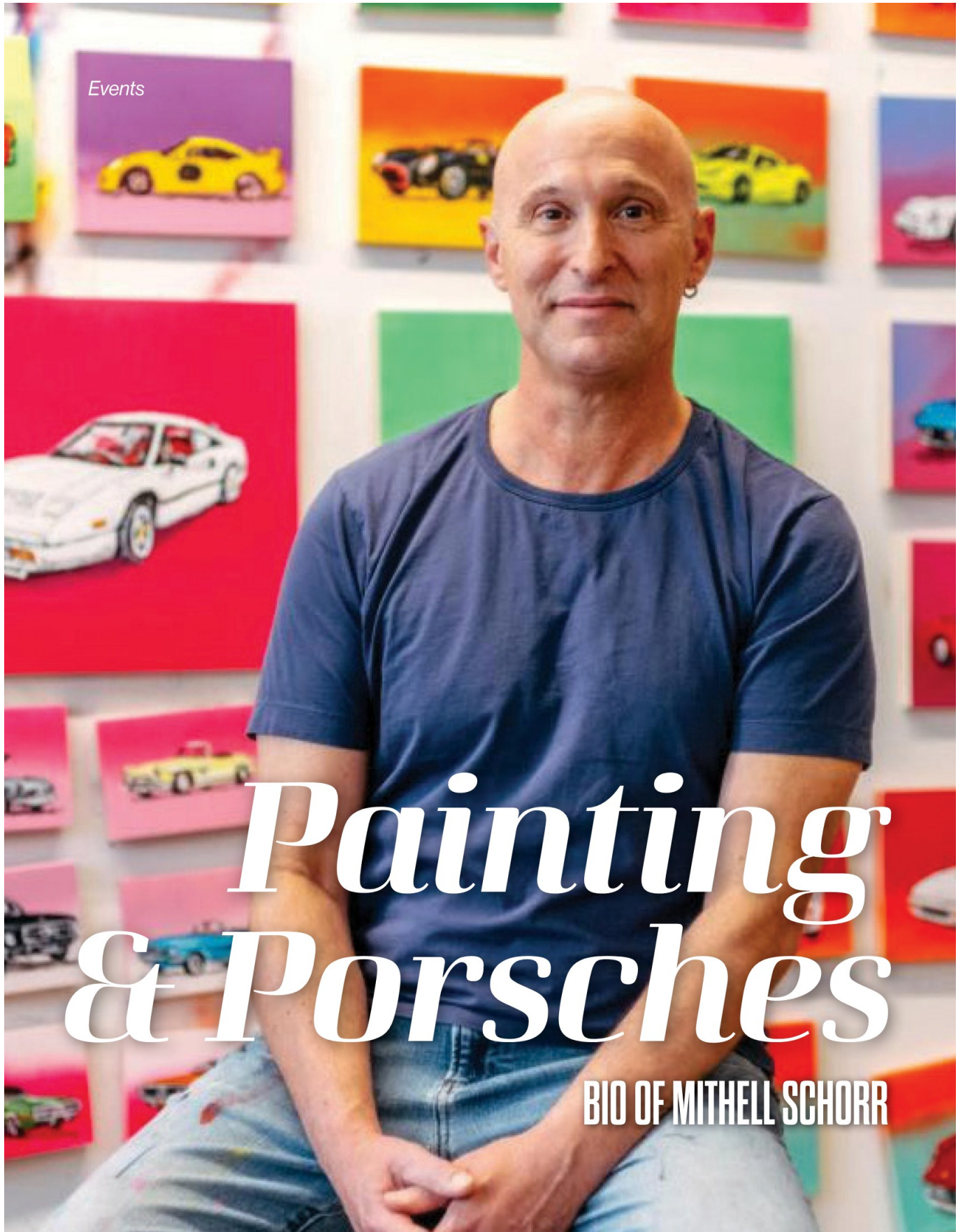
Be sure to check out the group shot below from the tour!

A huge thank you to everyone who attended and helped raise funds for our charity, General Needs. It's a privilege to have access to private collections like this, and we are incredibly grateful to Peter for opening his doors exclusively to our members.

We kept the momentum rolling right into Father's Day on the 21st with a fantastic Cars and Coffee setup at Belmont Village. Nothing beats a Sunday morning filled with great coffee, fresh bagels, and a dedicated lot packed with our cars. The turnout from across the Metro areas was spectacular, and it was the perfect way to kick off a Sunday before heading into the shops.



Photos on this page are  
courtesy of Bob DeMotta



Events

# *Painting & Porsches*

BIO OF MITHELL SCHORR



**M**etro members spent a June evening visiting Mitchell Schorr's studio in Midtown Manhattan. Sponsored in part by Belvedere Vodka, Mitchell described his art, technique, and anecdotes about those who immediately resonated with his paintings – ice cream trucks, race cars, cereal boxes, and, of course, Porsches. Look forward to a special collaboration from Mitchell for Metro NY PCA members, coming soon.

Mitchell Schorr is an American painter and muralist whose career spans more than three decades of creating public art, environmental murals, and fine art exhibitions. Best known as the creator of Da Race. The New York City-born public art project has expanded to more than 500 locations worldwide. Schorr has built an international reputation for transforming urban spaces into immersive visual experiences that blend fine art, public art, and urban culture.

Over the past 30 years, Schorr has created hundreds of murals and public art installations throughout New York City and beyond, developing a distinctive style that combines the energy of street culture with the traditions of contemporary painting. His work often blurs the boundaries between painting, architecture, and public space, inviting viewers to engage directly with the environments he creates.

At the center of Schorr's recent practice is Da Race, an international public art project that began on the streets of New York City approximately 15 years ago. What started as a local mural concept has evolved into a global series, appearing in more than 500 locations worldwide, including more than 100 in New York City alone. The project reimagines each city through a playful race featuring iconic vehicles, local landmarks, and Schorr's signature ice cream truck protagonist. From New York and Detroit to Hong Kong and Chengdu, each installation adapts to its surroundings while celebrating the character and culture of the communities in which it is created.

In 2026, Schorr expanded his international presence through major exhibitions and public art projects in Chengdu, China. He presented a solo exhibition at Faun Gallery, followed by a second solo exhibition at Gray Sugar Gallery. During the same period, he completed a monumental 120-foot Da Race mural commissioned by Yobo Group, one of China's leading real estate development companies, as well as additional public artworks throughout the city. These projects established Chengdu as an important center of Schorr's international practice and further expanded the global reach of his work.

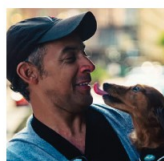


Schorr's artwork has been exhibited internationally in New York, Hong Kong, Paris, Rome, London, Miami, Aspen, and Chengdu. His work was featured at the Metropolitan Museum of Art's Mezzanine Gallery as part of the landmark Play It Loud exhibition and has been exhibited at the renowned Galerie Murlot in New York. In addition to gallery and museum exhibitions, his work has been presented at major international art fairs in Miami, Dubai, Hong Kong, New York, and India, introducing his work to collectors and audiences across multiple continents. His painting Ice Cream Truck, inspired by the Da Race series, entered the permanent collection of the Detroit Institute of Arts, marking a significant milestone in his career.

Among his notable public commissions is Da Race to NYC, painted live at Rockefeller Center for Ferrari's 70th Anniversary celebration. Additional projects have been commissioned by General Motors, the Detroit Riverfront Conservancy, and numerous public and private organizations. His murals have transformed public spaces throughout New York City, Detroit, Grand Rapids, Vermont, Hong Kong, and Chengdu, reaching audiences far beyond traditional gallery settings.

Schorr's work has been featured in The New York Times, The Washington Post, ArtNews, The Miami Herald, HuffPost, MSNBC, NY1, Fox 5 New York, and the feature film New York, I Love You, starring Ethan Hawke and Julie Christie. His contribution to public art has also been recognized in On the Wall: Four Decades of Community Murals in New York City (University Press of Mississippi), which highlighted his ability to transform entire environments into immersive painted experiences that transport viewers beyond the everyday urban landscape.

Today, Schorr continues to divide his time between studio painting, international exhibitions, and large-scale public art commissions. His work is held in public and private collections throughout the United States, Europe, and Asia.



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Every time I visit Germany I play the Kanye West song. Welcome to Germany, the land quality food, ancient buildings, low pollution, sustainability, real butter, the list goes on and on. What's interesting is many of them don't know that their life is charmed. I've spent many years married to a German. I remember when I first visited his tiny village located outside of Hannover and saw their church dating from the 1300s for the first time, it was a little hard to comprehend. Their homes are filled with quality products, not much overseas manufactured junk in sight. This is a place of quality, processes and did I say rules? Many parts are idyllic in a Hansel and Gretel way. When we go back to visit his family, he has a timer that goes off after 36 hours. He wants to be in and out. After living in the US for over 20 years, the rules and the way of life somehow now gets to him in a way I will probably never understand. We had to be in Germany this June for his nephew's wedding. When first discussing the trip, he had us flying Thursday and out on Sunday morning. I was tired of just getting over jet lag to go back to the airport. I made the decision to stay on for a couple of days--I could use some solitude and time to recharge. My plans were loose, the flight was booked just three weeks before. Other than going to the wedding, nothing of my solo trip was settled. My loose plan was to drive from Hannover on Sunday morning to Nürburgring, check the place out and then on Monday do an arrive and drive at the Ring. My friend Saverio first put the idea in my head of the cheap arrive and drive options. I ultimately turned that over to the husband to figure out in German. For those of you who know me, that's pretty trusting as he is not a car guy. However, he's got a deep love of GTI's since I met him and most of his family works for VW in Hannover. A week before the trip he sends me an email confirmation in German and says, "you're all set with your GTI". Hmm I wonder, ok, let's wing it. It set the vibe for my trip, wing it and go with the flow. I've been traveling like this for a while now, a recovering type A over planner. I am at the point in my life where I want to see what having good energy and an open heart gets me. The second part of the plan is to drive from the Ring to the Porsche Museum in Stuttgart (I thought I could research my old European model Targa there, but alas, no). Intention was key. Had I booked a hotel? No. Researched the region? No. Watched track videos? Other than the bloopers a few years ago, no. Used the sim? Again, no. But what I do have is trust in myself. Let's go, I know it will work out.

The first time I knew I was on the right track was sitting at the cake and coffee after the wedding ceremony phase and hearing my name spoken at the end of the table, all in German mind you. One of the guests gets up, runs over to me, squats next to my chair and pulls out his phone. You're going to drive the Nürburgring he asks enthusiastically? Instantly I'm peering into a massive iPhone photo album of pictures of him and his grown son--they've been going to the 24-hour race and camping infield for years. I'm staring at pics of dads and 20s, some unshaven and shirtless around campfires--all of the mania that's racetrack camping in mud anywhere in the world. He asks where I am staying and I tell him I haven't booked yet. His German sensibility almost passes out. It's ok I tell him, I've got this. He tells me exactly where I need to go... a small hotel in town that Schumacher, the revered German stayed at and drank at. Boom, step one, I've got a hotel and a bar. Looks like I'm set. Later that night at the wedding, I overheard my name as my husband was talking to his brother-in-law. "What's this about?" I ask. He says that Jens is asking if I'm scared that you're driving the track. "And?" I ask, "What did you tell him?" "I said I'm not scared for you, I'm scared for the Germans you're about to commandeer when you get there. We laughed as I nodded my head. Yup, he knows me.

Saturday afternoon as we went online to book the hotel it was sold out. No worries, found another one down the street. Now, I'm set. Sunday morning after dropping my husband off at the airport at 6:30 am, I pointed my huge Volvo SUV south on the Autobahn. I got a few driving tips and was made to drive to the airport to prove I was fine. Mind you, I drove myself from Frankfurt airport to the coast, around a 5-hour trip, several years ago with a GPS in German by myself. Now that was scary. This time, I've got Waze and a car that's crash tested to the heavens. Let's go.

Around 3 hours into my 3 and a half hour drive I begin to realize finally the fun before me. As I hadn't researched much, I wasn't prepared for what a truly stunning and beautiful landscape stretched out in front of me. Beautiful rolling hills, fields, charming villages, switchbacks, holy smokes! Passing Porsches! Ferrari's! Motorcycles! As I roll into town determined to get the lay of the land I instantly realize there's some type of massive event with tons of Germans dressed in black, women in pleather shorts and fishnets, Dr.



Martens, and oh of course, scarves. What were these orderly heavy metal folks doing? My husband calls from his layover and starts googling as I'm driving. Ah, he says 80,000 folks are here for Rock am Ring. As I start to say, "they look like Linkin Park fans" (which is nothing wrong with that!), he reads from his research headliners are Linkin Park, The Offspring, Iron Maiden, etc. and we laugh. Ok, I'm in for a treat.

I spent the afternoon wandering around, in the middle of the most controlled camping, concert going folks I've ever seen in my life. Alternative rock and heavy metal look but I saw no drunken or rebellious craziness that can show up after 3 days of music lovers living on a field. Now I'm nearing the start time of the Monaco F1 race. I head over to the Tiergarten bar, compliments of Torsten's recommendation--the walls, shelves, ceiling, every inch of the place is crammed with memorabilia. I walked in with a chill going up my spine.

The hollowed ground of the Green Hell--it's not just a track, it's something physical that pulls you straight into its history. You can feel it. The energy is there, surrounding you, pressing in from all sides. This bar is the physical representation of all that is, a trip down memory lane. The Italian owner and I spent the afternoon together watching the tv sitting on the bar showing the Monaco race, in Italian of course. Watching the qualies the day before the Germans featured Toto and couldn't stop showing Kim Kardashian with a head set monitoring Hamilton. The Italian broadcast was something entirely different, showcasing Kimi and barely mentioning Hamilton as though he was never there behind Kimi. Each time there was a crash, safety car or issue (and there were a few!) the owner and I communicated in very simple English and hand gestures. We're on the same page, I'm positive of it. One of the servers walked by and saw Verstappen driving and said he was there for dinner a few weeks ago after the 24-hour race in their upstairs restaurant and literally grinning the whole time. I can see why.

Later that night when I checked into my ultra clean sensible hotel, I sat at the bar for dinner talking with the owner about her life, all of the pictures with her and famous drivers like Verstappen and Gasly and had a beautiful local glass of red wine. Behind us the tv was tuned into a Judge Judy type show and even though I didn't know what the drama was about, after a few minutes, I said the one with the blue eye shadow must

be pregnant. My hosts laughs and says you got it right. I am going to tell you the truth, by the time I went to bed, the gravity of the next day started to sink in. I was going to drive one of the most dangerous tracks quite possibility in the world. While the trip was flowy, I do not take this experience or the absolute gravity of it for granted. You show up with the respect warranted, for your life and the life of everyone else you don't know. People die here each year--it's a real thing.

I didn't sleep much, woke up and got ready to go. The Chinese manufacturer Xiaomi had rented the track for the day, which gave me the chance to perch at "YouTube Corner" and watch their test laps. All I can say is--wow. They are coming for the global automotive industry (a whole other article in the making!). Sitting there in the open lot, I couldn't help but imagine all the people who have been in that same spot before me--watching the early days of German manufacturers, then global automakers testing their cars, the races, the tourist nights. It was an absolutely surreal experience.

A day later at the Porsche museum with their carefully crafted marketing message brought me back to this moment. "Heritage is about knowing what's worth taking forward. Heritage isn't the past we leave behind. It's the soul we carry forward." Enough said.

I explored every inch of the area as the traffic of the festival goers streamed past. As I pulled into one of the Manthey buildings, when I say I was emotional, I was. I can't explain it. When you see the people perfecting perfection and their passion while doing it, it's something I can't explain. Being in the land of precision engineering--it will give you goose bumps. So many brands had test centers here, some clearly for high-end customer entertainment purposes and some to master their craft. AMG, Manthey (they've got 5 buildings!), Bilstein, Cadillac, BMW to name a few as well as the track rental places. I checked into TrackSpeed early as the track wasn't going to open to the public until 5 pm. I finished up my paperwork and was off again, stopping at the gas station for fuel, Paprika chips and chocolate for lunch and met a few of the TrackSpeed drivers fueling up the cars for the evening. I also went to the gift shop. Let's just say that the metal on my Amex has melted. I then hung out at the entrance and let an older employee tell me stories and best places to watch--it was just magic, moving within the flow.

Promptly at 4 pm I showed back up for my safety briefing. Now, here's where it gets interesting. It's the people. This sport attracts so many cool folks but some, well, are a lot. Out of the six of us for the first part of the night, one character was taking selfies of himself in their garage and while that's not an issue per se, the vibe there is that you want to play it cool. Turns out he was Australian. How do I know that? Because another European with his wife asked in English if he wanted him to take a picture of him. You could just tell two folks of similar yoke were itching to talk to each other. A two-minute conversation ensued that I kid you not covered the following topics: which Ferrari's they owned, AMG vs McLaren, track experiences in Las Vegas, owning a mining company and the hard decision to make of coming here to the Ring or Monaco F1 race for the weekend. I caught the eye of the American across from me on his phone. We both looked at each other and returned to our screens to act like we didn't understand English and had to participate in this showboat extraordinaire. We were only missing picture time – showing photos of the wife, the mistress, the yacht and the home in Greece while flexing a \$100,000 time piece. So just get prepared, that could happen to you. But we're New Yorkers, put your air pods in and ignore. So that's what I did. During the safety briefing, which was pretty brief considering, a few things stuck out. One, most accidents come from people renting crazy fast cars outside of their ability, thinking because they did 1,000 sim laps they're Verstappen and try to show off. While he didn't look directly at mine owning boy, we all got the message. Well, meaning we did, not sure he did. Their message was the track is different from what you Sim because of the fast elevation, lack of run-off and the car control needed. Like instruction at any track in the world, the message is to be predictable. Even if things get out of control, have a plan. That's what keeps you safe. And two, stay off the curbing. The elevation changes can make it as big as a sidewalk. I know you've seen Verstappen driving the curbing but that's because he is, well, a professional.

Next up, helmet on, instructor introduced. My first instructor was Georgio, and then got switched to a young woman named Raquel from Spain – the explanation was we would “vibe.” Okayyy. And guess what? We did! Raquel has been driving the Ring since she first came in 2013, back again in 2014 and by then knew she needed to live there. She applied for colleges in the area, ultimately worked at the ring and now is in a Masters program for data science

while working nearby in Cologne at Toyota in their AI development. She coaches in the evenings and on the weekends. She was absolutely phenomenal. I had originally booked both instructor-led and solo laps, but after the first lap, I definitely wanted her back in the car with me. The track is stunning, and she knows every inch of it. Having her there made a huge difference – honestly, the most intimidating part is managing the high-speed cars on seven-minute lap dreams filled with countless blind corners.

We pulled up to the gate – it's essentially a toll road, so no matter what, you do one lap and then have to queue back up for the public night session. She mentioned how lucky we were; apparently, at that time it's usually packed, and you're dealing with traffic the moment you get on the track. I just laughed. I knew it wasn't luck – it was all part of the flow.

As you exit the track there's the famous Devil's Diner which is basically an evening cars and coffee stacked with the most bad ass cars and folks milling around in conversation. After my laps, I sat on the porch overhang taking in the scene eating my sandwich and having a beer, heart still beating. Soaking it all in, living fully in the moment. In the 20 minutes I was there, 4 flatbeds cruised by with cars that crashed. Holy absolute smokes. I must watch this show! I hopped back into my Volvo and drove down to the same spot where I had watched the testing earlier, curious to see how things had changed. It felt like arriving at a completely different place. The once-quiet area was now packed – easily over a hundred people scattered along the edges, all there for the same reason. Phones were out everywhere, capturing photos and videos, everyone waiting for their moment.

As I settled in at YouTube Corner again, I realized I hadn't really thought much about the flag system before. Here, it's simple – just one: yellow, and it's digital. When it lights up, that's your only warning that something has gone wrong somewhere ahead. You slow down, flip your hazards on, and keep moving. No stopping, no hesitation. Then, just as suddenly, it disappears once you've passed the scene, and it's back to speed. The crews handle it all with a kind of calm precision that tells you they're used to this – they deal with incidents like this all the time.

Watching it all unfold, I couldn't help but think about the risk behind it. I'd heard the track insurance only covers up to \$200,000 total – something to seriously consider



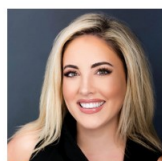


whether you're bringing your own car or renting one. It adds a different layer to everything you're seeing.

I stayed there for a while longer, hoping to catch something memorable, maybe even a bit unexpected – a hearse, a minivan, something out of place taking on this legendary stretch of asphalt. But the track stayed under yellow the entire time, quiet in its own way, holding back whatever action might have come next. Even so, it didn't take away from what the place is. This track is meant to be danced on. It doesn't matter if you're a beginner or a seasoned driver – there's something here for everyone. Sitting there, watching it all, it suddenly made perfect sense why people come once... and then keep coming back.

Feeling awe struck and proud, I got a few hours of sleep that night. I got up at the crack of dawn and pointed the Volvo to the Porsche museum in Stuttgart. The museum itself is beautiful. Period. End stop. Learning the history – from Ferdinand's first electric car to seeing Ferry's customized 911, wow. But, after a few minutes in, I realized my mistake. I should have stayed another day and gone to Spa. But! I decided to make the best of it. I drove another 30 minutes and visited the Mercedes museum, also beautiful, but in sleekier world history type of way. I jumped back in the car in the afternoon and headed to Frankfurt. Both cities being some of the most populated, I wanted to get to my hotel before I sat in rush hour traffic. My night ended with schnitzel covered in mushroom cream sauce and sorting through stacks of emails and Teams messages that had piled up the last two days.

I type this article from the plane, upgraded to first class so life is good. It's the cherry on top of this whirlwind mini adventure. I don't know what is next, but what I do know is I'm coming back refreshed in such a way that a solo trip doing what you love at your core can only accomplish. The winter cobwebs, the work stress, it all got blown away. I feel fresh and excited to come back to write the next chapter. I'm telling you, it's a marking point and I'm going back as soon as I can. And finally, I want to acknowledge my support crew, we don't do these things without the help of others. Marcus, thank you for the running point on making my crazy dreams real. Saverio, your ideas and your friendship, thank you! Doug, your enthusiasm, countless YouTube videos and downloading everything you've ever learned about this track in an excited phone call, chef's kiss! Reach out if you want recommendations for your own adventure. Track experiences that cost thousands of dollars I am sure are cool, but you don't need all of that to have a trip of a lifetime, I promise.



**JULIE REIMANN**  
Social Chair



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# Track Ramblings

## TRACK LOGISTICS



The word 'logistics' is defined as, "the detailed coordination of a complex operation." That certainly applies to a DE driving event. There is a lot of prep work associated with getting yourself and your gear to the track which is often hundreds of miles from home. While some tracks, such as Watkins Glen and NJMP have many auto parts stores nearby, others, like Lime Rock and Summit Point, don't. If you didn't bring it ... you're not gonna have it, so you'd better bring it.

**Clothes:** It can be hot or cold; wet or dry. Bring raingear. In summer, the sun can be brutal – bring a brimmed - preferably a PCA - hat and high SPF suntan lotion! Bring driving shoes if you have them, as well as sneakers and shoes and a shirt for the evening. Bring a well-filled toiletry bag. If it's a 2-day event bring more stuff.

I go to the track with a 'milk crate' filled with essentials, such as a set of spare brake pads, my required tow hook, a quart of oil, work gloves, tire pressure gauge, brake fluid, and other small items. A small piece of carpet remnant is useful in case you have to get under the car; also bring a lightweight folding chair. For me the chair is essential. Equally important is a thermos bottle filled with ice and water. [tip: refill it with ice and water over night so you're ready for Day 2.] If you have room bring tools – you never can tell what may come up. Over the years I have built up a list of things to bring to the track. I suggest you make a list



of your own needs – and review it before you leave home. Remember, if you didn't bring it ... you're not gonna have it, so you'd better bring it.

I have a helmet bag. It has pouches on the sides in which I keep my tech inspection form and other small items, as well as a 'lower compartment' which holds my HANS device. Since I am an instructor, I have a communicator and it lives inside the helmet. Spare batteries are in the pouches. I also have a helmet dryer. This is very useful for keeping the helmet (and track shoes) from getting yucky over time.

Another issue is a spare tire. Our Porsches don't come with them, and while it is rare to have a tire failure at a track event or on the street, it can happen. I bought a mini-spare tire for my Boxster. It is small enough to fit in the front trunk, along with a very small jack. It got me home once.

I review my 'bring to the track' list which I keep on my phone before each track event. One of its reminder items is track insurance.

Your regular auto insurance does not cover damage which occurs at the track, so an industry of track insurance companies has developed to fill the void. Over the years I have put in for only one claim, but in 2019 that one paid me \$40,000 for my wrecked pride-and-joy 2011 Boxster S track car. If you Google 'track insurance' you'll get a list of providers.

I don't have space at my house for a truck to tow my car to the track and hold my stuff, so after years of doing DE events, I bought a small trailer to tow to the track behind my car. This allowed me to start using track tires. It is designed to hold a set of track tires and it has a large storage bin to hold my shop jack and lots of tools. This makes me quite self-sufficient at the track. The trailer is small enough to fit in my garage along with my cars. For me this is an ideal solution to the logistics problem. There are pre-built trailers and ones you assemble yourself. Again, Google can find suppliers for you.

Another issue is clothing. It can be hot or cold, dry, or wet. You'd better prepare for all eventualities. One last time, "If you didn't bring it ... you're not gonna have it, so you'd better bring it."

And a last thought about the list you've made of your track essentials ... it's only of use if you review it before you head to the track.



**FRED PACK**

*DE Instructor*

Contact me at [fhp911@gmail.com](mailto:fhp911@gmail.com) to discuss what I've written here or any other track-related issues.



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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.

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If you are interested in running for an Executive Board position, please contact the Nominating Committee by August 1st.

### The election committee is comprised of

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**MITCH MACKETT - CHAIR**  
flat6mitch@gmail.com

**JOANNE FUCCI**  
fuccifamily@aol.com

**STEVE PEDOLOSKY**  
mako.743@hotmail.com

# Concours Corner

Events



It's often said that pictures tell the story. Well, that wasn't the case at our recent Pindar Charity Concours and Rally on May 30. The jackets, sweatshirts, hats, and earmuffs might suggest it was not late-May, "let's have a picnic" type of weather. It was the North Pole on the North Fork.

Our registration team of Adele Portanova and Elaine Epstein put their collective heads down – they had no choice. With winds gusting over forty miles per hour, they smiled and exchanged a sincere welcome, barely audible, over the wind, to the sixty members and their concours-prepared Porsches.

On the recently mowed grass field, Steve Pedolsky secured the signs designating the class of each Porsche and measured the space needed to position each car. He carefully foot-measured the distance between signs, and when it was time to park the cars, they fit perfectly for Paul Liesman, who guided the Porsches into their assigned parking areas. Just imagine winds gusting, rain falling at times, and both of these terrific volunteers carrying on without complaint. Give them, including Bill Merz, who was

fine-tuning this coordination with me a standing ovation. As a side note every volunteer mentioned trophied at this event, please don't read anything into that statement.

I found myself reflecting on the warm, sunny day at the concours workshop we held in April at Ryan Friedman Motor Cars. We instructed members on how to dial in their cars for a concours, and here at Pindar some of those same cars were being pelted by rain, wind, and grass clippings. The instructions became simple: don't try to dry your car; the judges would take the conditions into consideration.

We all took a well-deserved time-out and enjoyed a superb catered lunch on the upper patio. It was wonderful getting together and enjoying talking about something we all had in common – not the weather, but our Porsches.

I then called for a judges' meeting. A shout-out goes to Pete Kutzing, Bill Merz, Paul Liesman, Bob DeMotta, Tommy Rendano, Steve Pedolsky, and Charlie Mekeel. It was an effort to judge a car while holding onto a



score sheet, evaluating the cars, and talking with the owners. It was practically a circus act. Thank you very much, guys.

You're probably wondering where the list of entrants and scores is? This is my "act of nature" excuse. I gave the winners their score sheets and transcribed their names onto a master sheet. Well, Mother Nature must have wanted that too – hence, no scores were posted. However, we do have some terrific pictures of the winners, taken by one of this year's Pindar trophy winners, Bob DeMotta.

Every team of volunteers in our concours program is important, and the scoring team, led by Elaine Epstein with Karen DeMotta, and Patty Bird, is no exception. I stopped by their table in the warm tasting area, and they were having a great time, with the scoring completed in record time. Thank you very much.

Now, let's remove our Pindar coats and hats and put on some summer clothing for the Keels & Wheels Charity Concours on July 19 at the Long Island Maritime Museum. Located on Great South Bay,

you'll be sitting in a lawn chair and reveling in the cool breeze, sandwich in one hand and microfiber towel in the other. You're on vacation.

If interested, go to [ClubRegistration.net](https://clubregistration.net) to register. <https://clubregistration.net/events/signUp.cfm/event/17242> You can display your Porsche or have it judged.

If you'd like to view the score sheet the judges use, visit the Metro NY PCA Concours Group on Facebook. <https://www.facebook.com/profile.php?id=61581162230600>.



**PETER PORTANOVA**  
*Co-chair Concours*

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Technical

# Shorts and Draws

**A** member recently suggested I address how to locate a parasitic draw on your Porsche. Around the same time, I had a client watch me trace a short circuit, and he seemed intrigued, so I thought I'd address that too.

First, a disclaimer. If you're not 100% confident in your abilities, don't attempt this work. In other words, don't blame me if you fry your wiring harness or set your car on fire.

Second, understand your symptoms. What's not working? If your battery is dying, is there a pattern? Is the battery fully charged? Has it been load tested? If not, address these basics first. Question assumptions. Scan for trouble codes if applicable. I recommend battery tenders for cars that are seldom used. It's better to keep a battery charged than to try to revive it. Third, get a reliable wiring diagram. I recently worked on a car whose wiring diagram, downloaded by the client, was incorrect. It was a minor error in the color and connection of a single wire, but it proved significant once the mistake was discovered. Make sure the information you're using is reliable. A friend of mine was struggling to sort his car, and the forums were driving him nuts. The internet is a great source of information, but there is a fair number of boneheads out there, too. Try to independently verify what you read online, unless it's a known, trusted source. Factory manuals are your best bet.

When tracing a parasitic draw that kills your battery over time, first make sure everything is switched off. Interior lights, trunk light, and glove box light are commonly overlooked. Listen carefully for any electric motors that may be running when they shouldn't.

I'll often use a simple test light connected between the battery and the negative cable so all the current flowing through the negative side is traveling through the bulb. Connected it after the car goes to "sleep" (if applicable) after about 15 minutes. I connect the test light in such a way as not to 'open circuit' the negative connection, which can 'wake up' some components. A slight glow will signal a minor draw. A bright glow signals a more significant one. Once I confirm the draw with a test light as a go/no go device, I'll connect a meter to measure the draw. If you go straight to the meter, a significant current draw can blow the fuse in your meter (if it has one). Additionally, the test light can be easier to see from a distance when working around the car.

Once you've confirmed your car has a parasitic draw after it's gone to sleep, next start removing fuses one at a time while observing the test light. If the light goes out, you've found your circuit. If no fuses cause the light to go out, start pulling relays. Pay attention to their position and orientation. The goal is to identify and isolate the faulty circuit. Once you've identified the faulty circuit, use the wiring diagram to begin to isolate components on that circuit. If no components can be identified as the culprit, look to the wiring itself. During this process, you may find a direct short rather than a draw, and that's a different kettle of fish. If no circuits or components can be identified, disconnect the alternator (and/or external regulator). Alternators (and generators) are a common cause of parasitic draws. If disconnecting the alternator eliminates the draw, replace it or rebuild it.

Direct shorts can be tricky. They may have caused damage to wiring and/or components that create

current flows not contemplated by the wiring diagram. The faulty circuit is typically protected by a fuse that has blown. Test each fuse with a meter or test light. The fuse is there to protect the wiring from damage. If you plug in another, it will likely blow again. Pay attention to the amp ratings for each fuse and make sure they're correct for each circuit. You could disconnect everything on that circuit, but that can be time-consuming. Depending on the circuit, I may rig a circuit breaker with a similar rating as the fuse that will automatically reset as it cools. With the circuit active and the breaker doing its thing, I'll look for components that are not working. Also, make sure all the grounds on the circuit are present, clean, and tight. Bad grounds can play havoc with electrical diagnostics, especially lighting. Repair or replace failed connections, wiring, and/or components as indicated.

When dealing with lights, look for broken sockets and damaged wiring in door jambs. Pay attention

to wiring that frequently flexes like door hinges, engine, and trunk lids. A lot of modern automotive wiring "features" use biodegradable insulation that falls off over time or is a favorite snack for rodents. Evidence of previous collisions, flooding, and prior repairs can also provide clues to common electrical faults. Aftermarket components are very common causes of shorts and draws - aftermarket stereos, alarms, and radar detectors are common sources. Don't assume they are disconnected just because they aren't working.



**CHRIS MANFREDI**  
*Technical Chair*



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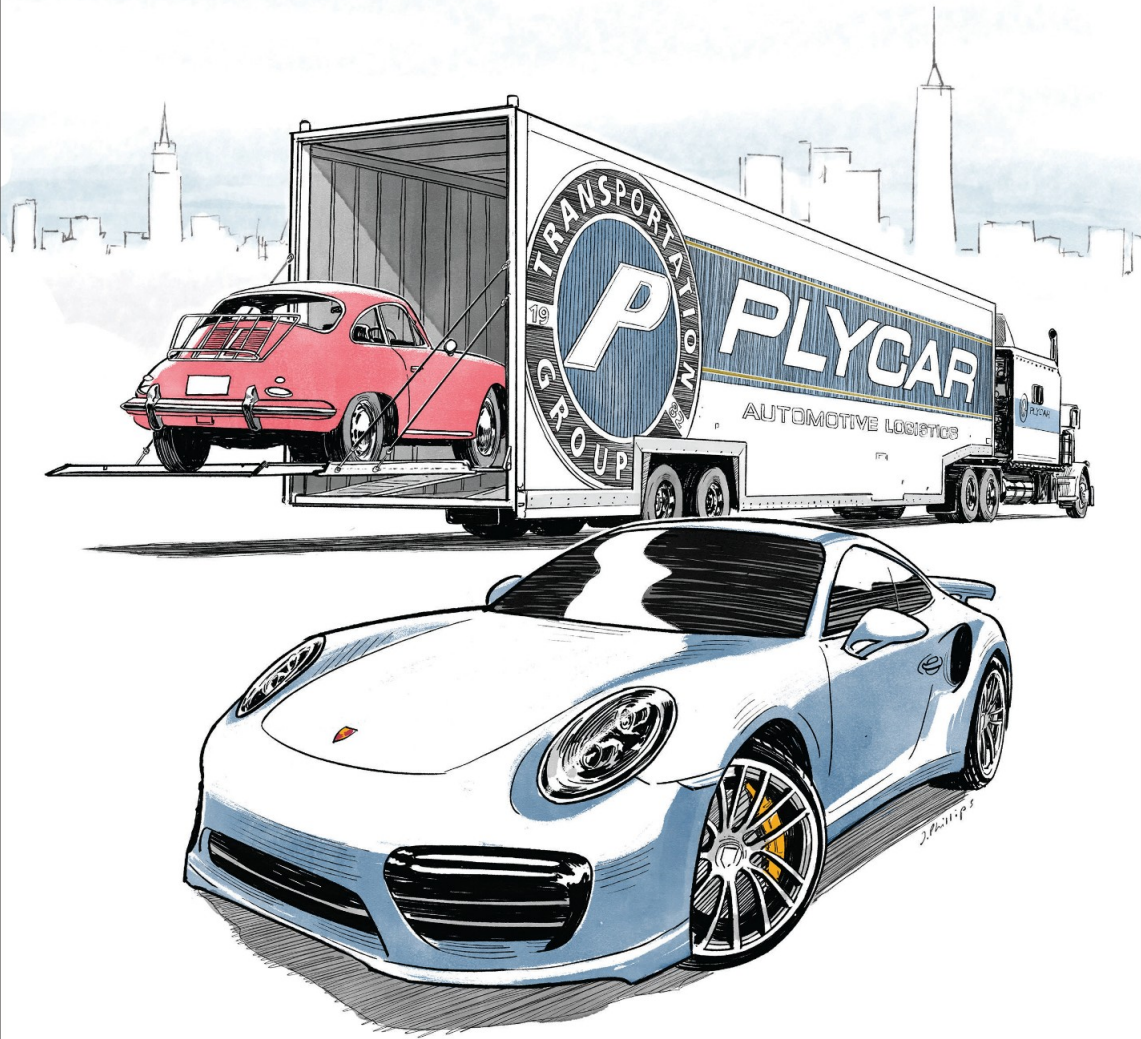


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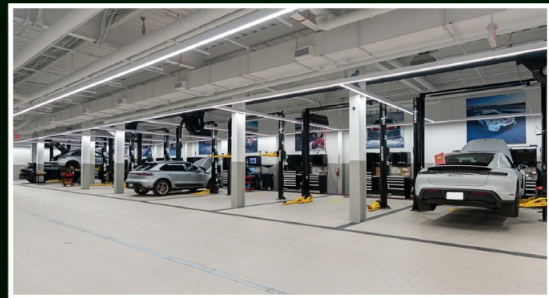
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Events

# Rally for Fun



The Pindar Rally was designed for rallyists as a teaching rally. Participants received detailed route instructions, including directions, mileage to each turn, checkpoint mileage, and the times they should pass each checkpoint. The instructions also included examples showing how the times for each car could be calculated. Thirty-eight teams started the Pindar Rally.

Unfortunately, the cars arrived at Pindar in cold, very windy conditions as they entered the car show field. The wind made it difficult for the registration teams to park the cars, causing an understandable delay in judging. While we waited, everyone enjoyed a fantastic lunch.

The attached results show the teams that recorded times in the Richta Rally app at each checkpoint. Although there were 15 checkpoints, one was removed because of a technical issue, so teams needed time from 14 checkpoints to complete the full rally course. All recorded scores are included in the attached results.

I hope I will see you at the Vintage Rally on July 12. This will be a Gimmick, Question, and answer Rally. No timing, just a fun drive to a picnic.



**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**

<https://clubregistration.net/events/signUp.cfm/event/17220>

### **Entry Fee \$60.00 Per Car**

(including a bottle of wine for each car)

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Rich Mooers  
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Market

# Porsche Market Update

**A**fter a strong first four months of the year, May kept the streak alive with another outstanding performance for the Porsche auction market. A total of 725 Porsches crossed the auction block, 75% of them finding new homes, for a total dollar volume of \$65,909,440. Compare that to May 2025, when 651 cars generated \$42,555,835 at a 71% sell-through rate, and it's clear the market continues to build momentum. Leading the charge were some serious heavy hitters, including a 959 Komfort and no fewer than five Singer commissions. Alongside the usual online auction activity, May also featured Mecum's Indy sale and a pair of Bonhams auctions in Miami and Greenwich, helping produce another exceptional month for the collector Porsche market.

This month belonged to Singer. With six 911s Reimagined by the company crossing the block, you'd have been forgiven for thinking it was Monterey Car Week instead of May. Five of the six found new homes, all were Classic Studies, and every one of them was bid to \$1,000,000, or more. Leading the way was "The Michigan Commission," a 1990 911 Coupe finished in Resistance Blue with ghosted stripes and Orange Singer script over a Cognac leather interior. Showing just 386 miles since completion and powered by Singer's desirable 4.0-liter engine with velocity stacks, it hammered for an astounding \$1,650,000 all-in, setting a new all-time auction record for a Singer Classic Study.

One of my favorite sales of the month came from the 993 Turbo market. At first glance, this 1996 Japanese-market Turbo looked like a beautifully presented Paint-to-Sample Wimbledon Green example over Classic Grey leather. But a closer look revealed something much more special. Equipped with Porsche Exclusive's WLS 1 package, it was effectively a Turbo S in all but name, combining the X50 Power Kit with

Turbo S details that were made available to a select group of Japanese buyers. The 993 Turbo market has been one of the strongest air-cooled segments over the past year, averaging \$289,200, although the very best low-mileage examples have continued to stretch that number. This WLS 1 car rewrote the script. After the first example we tracked sold for \$350,000 last November, this one blasted past every comparable, hammering at \$560,000 to set a new twelve-month high for the model.

I always keep a close eye on the 914 market, as it's a model my wife has been lusting after for years. Fourteen examples crossed the block in May, and it was another disappointing month for the 914/6. Just one of the four six-cylinder cars found a new home, and that was a race car at \$82,599. The surprise of the month came from a standard four-cylinder 914. This beautifully restored 1971 914 1.7 had undergone a meticulous rotisserie restoration that returned it to its factory Gold Metallic finish, with the gallery documenting every step of the process. While the best 1.7-liter cars have typically traded in the \$25,000 to \$35,000 range over the past year, this example blew past those numbers, hammering at \$72,000.

The 992.2 market finally showed a few signs of life in May after a sluggish start to the year. Most examples that have crossed the block since the updated 911's launch have failed to meet reserve, but three cars finally found buyers this month: a GT3, a Spirit 70, and, perhaps most importantly, the first Carrera T Coupe to sell at auction. Showing just 2,000 miles, the Jet Black Metallic over Black leather example was well optioned with Front Axle Lift, Adaptive Sport Seats, and plenty of additional Race-Tex, bringing its original MSRP to \$163,120. It hammered at a final bid of \$146,500, a strong result considering previous Carrera T examples with half the mileage had all failed to sell at lower bids.



Photo Credit Bonhams Cars

The 356 market was particularly active in May with 36 cars crossing the block, producing \$3,242,161 in dollar volume and a 67% sell-through rate. Leading the way was a truly special 1957 356A 1500 Carrera GT, one of Porsche's legendary four-cam cars. Developed by Ernst Fuhrmann for Porsche's racing program before making its way into the 356 Carrera, the Type 547 engine remains one of the most technically significant powerplants in the company's history. This Aquamarine Blue example stood out not only for its concours-level restoration and exceptional documentation, but also because it was sold with a genuine Type 547/3 four-cam engine originally fitted to a factory RS-60 Werks Prototype Spyder. With only one other Carrera GT Coupe appearing at auction in the U.S. over the past year, opportunities to acquire one are exceedingly rare. It sold for \$511,000 all-in.

Another market that caught my attention in May was the Carrera 3.2 911 Speedster market. While most of the 2,104 Speedsters produced left the factory with Turbo-Look bodywork, Porsche built just 161 to 171 narrow-body examples, primarily to satisfy requests from European dealers. Remarkably, two crossed the auction block in the same month after years of seeing none. The first, a 24,000 km Silver Metallic example offered out of France, failed to sell at a final bid of \$210,656. It was followed by a Black-on-Black, 36,300-mile example at Cars & Bids' Velocity Invitational sale that also missed reserve at \$166,000. Spoiler alert: a third example crossed the block in June, only to suffer the same fate despite attracting a substantial \$550,000 high bid. After going years without seeing

a narrow-body Speedster at auction, it's remarkable that three surfaced in such a short period. Now the question is, how long will it be before another appears?

Overall, May continued what has been an impressive first half of 2026, with strong year-over-year gains in dollar volume, unit volume, and sell-through rate. June should keep the momentum rolling with Mecum's Tulsa auction and Barrett-Jackson's Columbus sale joining the usual slate of online auctions. After that, all eyes turn to Monterey Car Week. We're just one month away from the biggest auction event of the year, and if the market continues at its current pace, August should be another record-breaking month.



#### DAVID K. WHITLOCK

Guest Contributor

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

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# Trading Post



**MICHAEL BRIEF**  
Post Coordinator

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### 2006 987 Boxster

5 Speed with 19,966 original miles. Carrera White with black top and black leather interior with Carrera White accents (all original flawless condition). Second owner; purchased it from an Audi dealer in Feb 2008 with 3,900 miles. Originally serviced by Huntington Porsche under warranty and since by the same award winning Porsche mechanic that worked at the dealer when he moved to TKX Performance in Huntington. NO EXPENSE HAS BEEN SPARED on the maintenance of this car. Numerous little upgrades that make it unique and tastefully done. Multiple Concours awards at Metro shows over the years. IMS bearing has been examined, found to be in order and properly modified as recommended. Clutch examined at the same time and found to be in good order. Numerous extras included with the sale. Picture available upon request. THIS CAR MUST BE SEEN IN PERSON, to be appreciated. For sale at \$30,000.  
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