

THE  **REDLINE REPORT**

CENTRAL NEW YORK REGION ♦ PORSCHE CLUB OF AMERICA

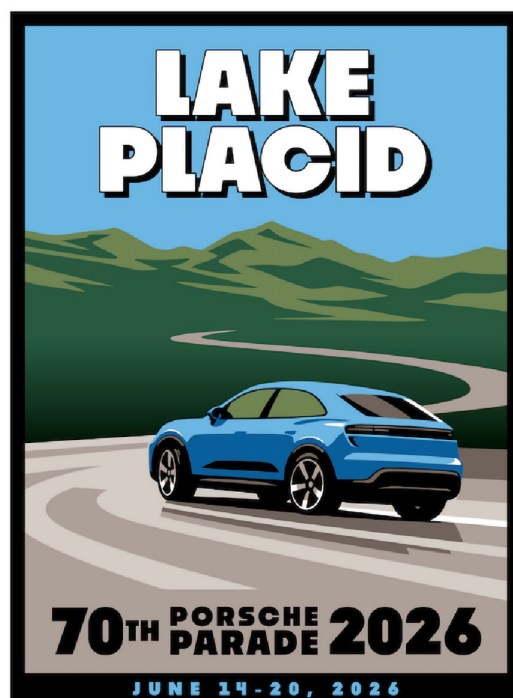
VOLUME 69 ♦ ISSUE 1 ♦ SPRING 2026

**PORSCHE PARADE
LAKE PLACID!**



Having attended eight Porsche Parades since 1989, I've been asked to write-up something to let our members know what to expect. The Parades I/we have attended were; Traverse City, MI 1989 and 2013, Lake Placid, NY 1994, Mont Tremblant, Quebec 1999, Milwaukee, WI 2001, St. Charles, IL 2010, French Lick, IN 2015 and 2021. The way in which Parades have been managed has changed over the years – heck I don't think we even had cell phones in 1989! Even though Parades have evolved over the years there are some basic elements that have remained. There have always been competitive events including a Concours D'Elegance, a TSD Road Rally, a Gimmick Rally, an Autocross, and a Tech Quiz Event. But Parades now are so much more! There are multiple Tech sessions to learn about our cars. There are Driving Tours to just enjoy our cars on the local roads and to visit places unique to the area. There is always a Goodie Store to purchase Porsche swag. There is SIM Racing, and RC Racing (for kids). There are lots of other events/activities designed for PCA Juniors. There are art shows with judging for adults and children. There are welcome parties and banquets throughout the week where the trophies are presented for the competitive events. The final banquet, The Victory Banquet, is held on Saturday night. It's a big deal and marks the end of the Parade and is the moment when we all learn the location of the Parade for 2028. Throughout the week you'll get to meet wonderful people from all over the country and Canada, who share the same passion – Porsche. At every Parade I've attended there has always been a member of the Porsche family from Germany to meet and get your trophies signed. Every single activity and event require volunteers to make them happen. During registration (Phase 2) you'll have the opportunity to sign-up to volunteer. Near the end of the week there is a special volunteer party to thank everyone. Here, they give away LOTS of free stuff, including a set of tires to one lucky person. By the time Saturday rolls around you'll wonder what happened to the week!

So, what about an actual parade? Some years they do it and some years not. I guess it depends on the venue. But when they do, it's pretty cool to be part of a police-escorted parade consisting of hundreds of Porsches that drives through the town. The line of cars is usually a mile or two long! This will be one of the event choices during Phase 2 if they are going to do it.



PORSCHE CLUB OF AMERICA

Okay, now your interest has peaked, how do you sign-up for Porsche Parade 2026? First, know that all details about Parade are on the PCA.org website. Navigate to Events and scroll down to Porsche Parade. This will open a link for Parade. All the info you need to register will be posted in the menus there. Read through it all. Prior to registering (like right now) go to pca.org and check your profile to make sure all your info is correct for both the primary and co-member on your account. This is because when you register for Parade they will draw your personal info from your PCA profile.

Phase 1 of registration opened on January 28th at noon Eastern Time. Have your membership number and credit card number ready. Be patient, there will be no cap on the number of people registering so you won't be "locked out". But if you think about the size and population of Zone 1 then you can imagine how many people will be trying to register at the same time! The first part of Phase 1 is to pay your entry fee of \$300. You should receive a confirmation email for this within a minute or less. Once payment is confirmed, then you'll be able to move on to the second part of **Phase 1**, which is to book your accommodations. Again, prior to registration day, go online and

decide which of the 10 hotels listed on the Parade website you want to select. Be ready with a second or third choice because these will fill-up quickly! Once you complete your hotel selection and down payment, you'll be done with **Phase 1**. PHEW!

Phase 2 of registration opens in the Spring of 2026 (as of the date of writing this article the exact date has not been posted). **Phase 2** is quite an involved process. This is when you register children and guests and sign-up for all the numerous events and banquets. This is also where you can sign-up to volunteer to help with all the events. Remember, Parade *cannot happen* without volunteers. If you are signing up for the Concours D'Elegance or AutoX, then check the PCRs (Parade Competition Rules) ahead of time to determine what class your car is in. There are going to be limits on the number of people/cars for some of the events and banquets, so try to be ready and sign-up early so you don't get put on the wait-list.

Competitive Events

All competitive events are run in accordance with the latest PCRs. Here is a link to the 2025 PCRs: tinyurl.com/ppcomprules2025 (The 2026 PCRs will be ready by the time Parade starts).

Concours D'Elegance

The Concours are run in accordance with (IAW) the latest PCRs. There are four basic classes in which cars are entered. You must refer to the PCRs to determine which class applies to you and your car. Some folks get VERY serious about entering their cars and some not so much. Some cars are cleaner than when they came from the factory and some are more like nicely kept street cars. In any case, all the cars are beautiful and their owners work very hard to prepare their cars for their given class.

TSD Rally

Time Speed Distance Rally tests the navigators and drivers skills at following very detailed instructions to traverse a given route in exactly the amount of time and distance it should take as determined by the Rally Master. The miles are measured to the nearest 100th of a mile and time to the nearest 100th of a second. Years ago, stop watches, calculators, onboard computers, and special odometers that registered in 100ths of a mile were commonplace. Today, the Parade TSD Rallies are run using GPS and the Richta app on your cell phone (or tablet). We used to have to stop at multiple check points along the rally route, report our mileage and time, be given a new start time to leave the check point. Now, using Richta, your exact progress is tracked by the Rally Master via GPS and cell phone. He can watch all cars on the rally on his computer in real time. Check points still exist but they are virtual. When you pass one your cell phone will tell you *and* let you know how many seconds early or late you are to that check point. If you should take a wrong turn and get you back on track, the Rally Master will call you and get you back on track. So, you might blow one leg of the rally but can redeem yourself on the other legs. Sometimes drivers and navigators used to have arguments and not much fun—not so anymore. TSD using Richta is challenging and fun for all. "Rallying 101" type sessions are offered at Parade a day or two before the rally. Attending these is recommended.

Also, here is a link to a zoom session held last year before the OKC Parade: www.youtube.com/watch?v=71_Zw1W6ztM The actual discussion starts at 4:21.

Gimmick Rally

Gimmick Rallies are just for fun and can include multiple people in a car. No TSD here. Just drive a given route, look for answers to questions along the way, enjoy the drive and have fun.

AutoX

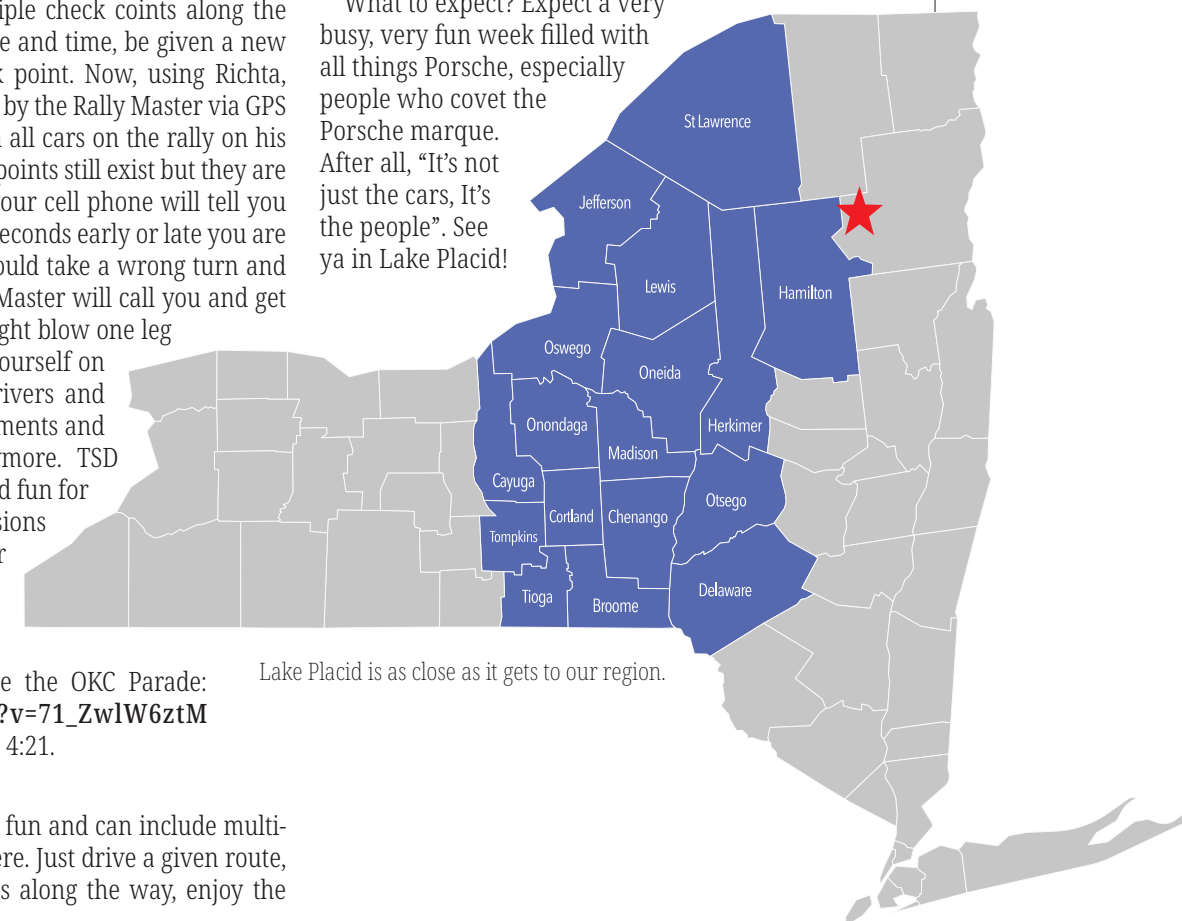
The AutoX test a driver's skill to maneuvering his/her car through a course (delineated with rubber cones) AS FAST AS POSSIBLE without going off course or hitting cones. The AutoX is governed IAW the latest PCRs. You must study the PCRs ahead of Phase 2 registration to determine what class your car will run in. You will be able to walk the course ahead of time to see what you're in for. Then, you will get to make three timed runs. You'll get penalized if you hit a cone and DNF if you go off course. Parade AutoX courses are big. They usually take about 2 minutes to complete. Speeds range from about 30 to 50 mph.

Tech Quiz

If you think you know a lot about a given species of Porsche, then this is for you. We're talking about data and horse power and light bulb sizes, optional equipment, you name it. You can expect questions about anything technical. If you score well, you'll get a trophy.

For those who don't want to compete in anything there is still so much to do. There are driving tours, tech sessions, art shows, kids activities, SIM Racing (I guess that might be competitive), parties, banquets and PORSCHE people everywhere. I think Hans Peter Porsche will be attending with his son and grandson this year. They are very approachable and happy to sign your trophy or other swag (bring your own Sharpie).

What to expect? Expect a very busy, very fun week filled with all things Porsche, especially people who covet the Porsche marque. After all, "It's not just the cars, It's the people". See ya in Lake Placid!



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THERE'S NOTHING **PLACID** ABOUT **PORSCHE** EXCEPT IN 2026

ERIC KROHN

For nearly seven decades, one event has quietly—but confidently—defined Porsche culture in North America. Not through spectacle or hype, but through a shared obsession with engineering, heritage, and the pure joy of driving. That event is Porsche Parade, and in 2026 it arrives in a place uniquely suited to its spirit: Lake Placid.

Established in 1956 by the then-young Porsche Club of America, Porsche Parade began as a simple gathering of early believers—drivers who sensed that these lightweight German sports cars were more than mere transportation. Over time, the Parade grew into the club's signature annual event: a full week where Porsches aren't just displayed, but driven as intended. Autocross courses reward precision and nerve. Rallies test focus and teamwork. Concours lawns honor originality and stewardship. And everywhere, stories are exchanged—about cross-country drives, late-night garage fixes, and the moment each owner first “got it.”

Lake Placid feels like a natural next chapter in that story. Set among the Adirondack High Peaks and laced with roads that climb, dip, and sweep with purpose, the region seems designed for cars built to communicate with their drivers. This is where the sound of a flat-six echoing through the trees feels right—where an early-morning drive becomes cinematic and an evening cruise along Mirror Lake reminds you that driving can still be an experience, not just a task.

Yet Porsche Parade has never been only about the cars. It's about the people who bring them. Families return year after year. First-timers are welcomed like old friends. Days are filled with technical sessions for the curious and scenic tours for those who savor the long way around. Evenings stretch late with social events and shared meals. Kids race RC cars while adults debate tires and gearing. Friendships form over coffee and are renewed at awards banquets.

That sense of community is why Porsche Parade has endured. In a world dominated by screens and short attention spans, it remains refreshingly analog—real roads, real conversations, real driving. Lake Placid only heightens that authenticity, offering a backdrop that feels enduring rather than fashionable.

For longtime enthusiasts, Porsche Parade is a pilgrimage. For newcomers, it's an open door. And for anyone who believes a car should stir the soul as much as it moves the body, the 2026 gathering in Lake Placid promises something rare: a reminder that shared passion doesn't fade—it multiplies.

A FULL WEEK
WHERE PORSCHE
AREN'T JUST
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BUT DRIVEN
AS INTENDED

PCA Volunteer

PATRICK DOYLE



Among other definitions, according to dictionary.com, the word “volunteer” is “a person who voluntarily offers to perform a service or other undertaking” or “a person who performs a service willingly and without pay.” The merriam-webster.com defines the term in a similar manner, stating a volunteer is “a person who voluntarily undertakes or expresses a willingness to undertake a service” or “one who renders a service or takes part in a transaction while having no legal concern or interest.” Both mention the military. During my youth, I defined a volunteer as work without pay. Usually that was followed by a chuckle, asking the question I thought I already had the answer to: Not me.

Then I grew older. Not too many ask me if I volunteer anymore. Until someone did and reminded me of my sarcastic answer from so many years ago. Why yes, I do volunteer. How did that happen? It turns out that I have no idea. It turns out that I volunteer for my church, for the Sons of the American Legion, my union, committees, and now the Porsche Club of America.

I'll choose one example that I volunteered for: Beer and Barbecue. Fair enough, most would volunteer for anything related to one or the other. But the CNYPCA gets together for dozens of reasons. We get together for drives, picnics, charity events, you name it. One of those is an event around food, called “Breakfast and Banter”. A couple of years ago at the planning meeting in January, a suggestion was made – which was well received – to plan a “Brunch and Banter.” I might not have the skill set to plan a drive, or a charity event. But I know how to plan a social event that involves beer and BBQ. So I did. About thirty members and friends arrived and had a great time. I was ecstatic. There is no greater satisfaction than those around you having a good time at an event that you volunteered to plan and execute.

According to an analysis of data from a December 2017 Pew Research Center survey, nearly six-in-ten Americans (57%) participate in some type of community group or organization, including about one-in-ten (11%) who say they participate in four or more community groups.

Volunteering is the act of giving one's time and skills to help others without expecting financial reward. It plays a vital role in strengthening communities, supporting those in need, and fostering a sense of shared responsibility.

From helping at local food banks to mentoring students or cleaning public spaces, volunteering has a meaningful impact on both individuals and society as a whole.

One of the most significant benefits of volunteering is the positive effect it has on communities. Volunteers often fill gaps where resources are limited, providing essential services such as education support, healthcare assistance, disaster relief, and environmental conservation. These efforts help improve the quality of life for people who may otherwise lack access to necessary support, creating stronger and more resilient communities.

Volunteering also offers personal benefits to those who give their time. It allows individuals to develop new skills, gain valuable experience, and explore potential career interests. Many volunteers report increased confidence, improved communication skills, and a greater sense of purpose. Additionally, volunteering can be a powerful way to meet new people, build relationships, and feel more connected to one's community.

Beyond personal growth, volunteering promotes empathy and understanding. By working with people from different backgrounds and life experiences, volunteers gain a broader perspective on social issues and challenges. This exposure encourages compassion, reduces prejudice, and inspires individuals to become more socially responsible and engaged citizens.

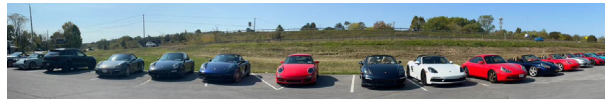
There are many ways to measure involvement in a club or organization. In 2024, a survey went out to the club's 430 primary members at the time. About 42, or roughly 8.8% responded. That isn't too bad of a percentage, but it could always be better. Have you ever thought about getting more involved? As a person that avoided volunteering in my youth, I can say it is worth it. Ask any of your involved club members, and they will say the same.

In conclusion, volunteering is a powerful force for positive change. It benefits communities by addressing important needs, enriches volunteers through personal and professional growth, and strengthens society by fostering empathy and cooperation. Whether through small acts of kindness or long-term commitments, volunteering makes a lasting difference and reminds us of the value of helping one another.

Ways to volunteer with CNYPCA

- ◆ Organize Breakfast & Banter (Cars & Coffee)
- ◆ Help organize a Driving Tour, Rally or Autocross
- ◆ Attend Porsche “Clash”—Work Grid, Tech, Administration
- ◆ TRSS Coach, Shag Cones, lead an exercise
- ◆ Help set up & take down charity, picnic & concours events
- ◆ Submit articles & photographs for Redline Report
- ◆ Offer to Carpool Members to events
- ◆ Attend & support club events & charities

BY WORKING
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FROM DIFFERENT
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AND LIFE
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GAIN A BROADER
PERSPECTIVE
ON SOCIAL
ISSUES AND
CHALLENGES.



Driving Tour from Alan Rosenbaum Collection to Beak & Skiff Apple Orchards

October 4 - 15 Porsches, and 30 members attended the driving tour to the Alan Rosenblum car collection and Beak & Skiff apple orchards. Big thanks to Rebecca Lerman for planning and managing this event.

What a fabulously beautiful day to hold a Driving Tour! It was blue skies and a bright sunny day. Great to see so many CNYPCA smiles and excitement about the day's journey. First stop was Alan Rosenblum Car Collection (we raised \$600.00 to benefit the Shalamar Foundation). Then off to Piggy Pat's BBQ Restaurant for an amazing luncheon. They never disappoint! Then lastly driving



on country roads to Beak & Skiff Apple Orchard. Thank goodness we had the behind-the-scenes parking with a very quiet area, because once you walked over to the apple barn there were thousands of people and so many cars. We jumped on the apple picking wagon picking our own apples, tried out some hot apple fritters and drank some tasty apple cider. Mostly would like to say thank you to our CNYPCA members who drive near and far to attend our events. We are thankful and blessed. You make our events the BEST and without you it wouldn't be the same. Lastly, thank you to everyone for participating in the Shalamar Foundation. What a great cause! Summary by Rebecca Lerman

Tire Rack Street Survival

October 5 - On Sunday October 5th, we had our Tire Rack Street Survival (TRSS) event at Griffiss Air Force Research Lab (AFRL) in Rome. This was a wonderful opportunity



for eleven young drivers to learn crucial car control and safety skills in a controlled environment. Eleven TRSS coaches and another ten volunteers and family members were available to provide full-time attention to the students during this event. The weather was warm with bright sunshine and with the aid of cracked corn we were able to get the cars sliding for control skill development. Big thanks to Dennis Hesse, TRSS coaches, and volunteers for coordinating and managing this event.

Tech Session with Detail Johnny

October 18 - On Saturday October 18th, we had (10) members attend a private Detail Johnny tech session at Johnny's Shop in E. Syracuse. Johnny showed us the proper techniques and products to maintain convertible tops, steering wheel and interior leather as well as washing/cleaning exterior paint, wheels and glass. We discussed benefits and associated costs to gentle cleaning or extreme surface preparations with ice blasting and general winterizing procedures for your Porsche. This was a low-key tech session with great Q&A between all participants. Johnny provided insight into his own trade secrets developed since he was 16. If interested in hearing about these trade secrets & products, you will need to attend next year's tech session since we have all been sworn to secrecy. Big thanks to Rich Ertinger for coordinating his event and procuring the coffee & donuts and pizza.

Fall Driving Tour to Corning & Corning Museum of Glass

October 25-26 - On Saturday October 25th, we had 33 members with 23 Porsches attend the CNY annual Fall Driving Tour from Canastota to Corning. After the drivers'



meeting we had chilly fall morning starts to the driving tour for two tour groups separated by 10 minutes. We all experienced a wonderful autumn scenic drive through winding and hilly roads. Everyone enjoyed an extended lunch at The Farm by Beer Tree Brews in Binghamton. Six additional members with three Porsches joined the tour for the second leg of the tour to the Radisson Hotel in Corning. Dinner for the full tour group was held at Slammin Jammin BBQ in reserved areas on the second and third floors. Big thank you goes out to Jason & Erin Newton and Rush Pond for planning, pre-driving, coordinating and executing this terrific event.

Our CNYPCA Fall Tour activities continued Sunday October 26th, with a visit to the Corning Museum of Glass. Many members took guided or self-guided tours of the many glass pieces in exhibit. At noon, Joe Patane III (who is club members' Joe and Joanne Patane's son) gave a private glass blowing demonstration with help from fellow glass blower Jeremy. For the next 2 hours we were all mesmerized watching each step and all that goes into making a blown glass piece. So many steps! It wasn't until the last few steps that we could finally see what he was making... a beautiful vase! It gives you a true appreciation of the hard work and talent that goes into making beautiful blown glass. CNYPCA subsidized the Corning Artists Studio for Joe Patane's demo. Summary by Barbara Conley

Annual Dinner at Hathaway House

November 22 - We had 66 members attend our Annual Dinner Meeting at the Hathaway House on November 22nd. As in previous years we all enjoyed meeting our Porsche friends and together appreciated an amazing dinner from Tony Tinelli and his staff. After dinner we started the annual dinner meeting. The President acknowledged seven new members in attendance, then we received the



annual Treasurer's, Membership, and Charity reports. The Secretary also announced the results of the 2026 BOD elections. The President then presented the annual President's Report and acknowledged Board Members and Committee Chairs for volunteering their time and effort with Certificates of Appreciation and gifts. President-elect Eric Krohn provided a look ahead for 2026. Big thanks to Mike Darminio for planning this dinner event for the past 24 years at Hathaway House.

Toys for Tots Holiday Party

December 6 - Thank you to all who attended and/or donated to our Annual 2025 Toys-for-Tots Charity Event and Holiday Party. Everyone enjoyed a wonderful Holiday Party at Theodore's in Canastota on Saturday, Dec 6th. Forty-eight members attended the party and brought lots of toys to donate. The luncheon was free for members and their guests with the total cost of \$1536 to CNYPCA, which was money well spent to encourage a great turnout. Many CNYPCA members who could not attend the party mailed checks to Marty Pond to do their toy shopping. All together we were able to fill more than three huge boxes



with toys that people brought to the party. Once again Rush Pond's "Sleigh" (2015 Nissan Quest) was full of toys which he delivered to the Marines!

A raffle was held at the Tft Holiday Party for the PCA 70th Anniversary "PCA Through the Ages—2025 Edition" history book for members who attended the event. Jason Newton's name was selected. Jason was also awarded the 2025 CNYPCA Long Distance Award for all of his (& Erins) miles traveled preparing & executing many driving tours.



"I would like to thank all the CNYPCA members who sent or gave me money to buy toys for the "Toys for Tots" Christmas campaign. This is a charity that we support every year. This year with your donations, I was able to purchase toys totaling \$865.00. Thank you very much for your generous donations. Please know these toys will make Christmas a little brighter for children in our area. Best wishes for a wonderful Holiday Season."

—Marty Pond, Member- Charity Committee

Brunch & Banter - Food & Fire BBQ

February 22 - A sincere thank you to everyone who came from near and far to join us in Johnson City, NY. We were delighted to see many CNYPCA members at Food & Fire BBQ Taphouse, enjoying good food, drinks, and camaraderie. Conversations about PCA, future activities, and Porsche Parade 2026 were particularly enjoyable. Our gratitude goes to Patrick Doyle, Chair, for making this event possible. — Rebecca Larman



"THE DRIVE ITSELF REFLECTED METICULOUS PLANNING: WELL-TIMED BREAKS, SCENIC ROADS WITH MINIMAL TRAFFIC, AND OUTSTANDING VIEWS. WE ALL HAD A PHENOMENAL TIME."

SEVEN REASONS WHY I DIY

JASON NEWTON

Do It Yourself (DIY) isn't about being cheap—it's about connection. Here are seven reasons why I DIY.

I've been part of several great discussions lately around maintenance—specifically, the choice between doing it yourself or handing the keys to a pro.

I want to be clear right off the bat: there is absolutely no wrong way to own a Porsche. If you have a trusted specialist, or you simply prefer to spend your time driving rather than wrenching, that is a perfectly valid choice. And even for highly skilled DIYers, there are absolutely times when the right move is still bringing it to a pro—whether it's specialized equipment, time constraints, or the scope of the job.

I wanted to share my personal perspective on why I chose the DIY route, and the specific joy I find in the process. For me, doing the work myself broadens and deepens the entire ownership experience. It adds a layer of connection that goes beyond the drive.

1) The Standard of Care No one will ever be as invested in your car as you are. Great shops do great work—but they're also balancing time, schedules, and a long list of cars. When I'm the one doing the job, I'm also the one looking for the "little things": a loose bracket, a rubbing line, a fraying wire, the early signs of a leak. I love the peace of mind that comes from knowing every bolt was torqued by someone who genuinely cares about the machine.

2) The Engineering Connection Working on my 911 is almost as rewarding as driving it. These cars are built with so much thought and precision that wrenching on them feels like another way to appreciate the pedigree. It turns the car from something I own into something I feel genuinely connected to.

3) The Investment The financial savings are real, but it's about more than just keeping cash in your pocket. Buying quality tools doesn't feel like an expense to me—it feels like investing in future capability. And if we're being honest... tools are also part of the hobby.

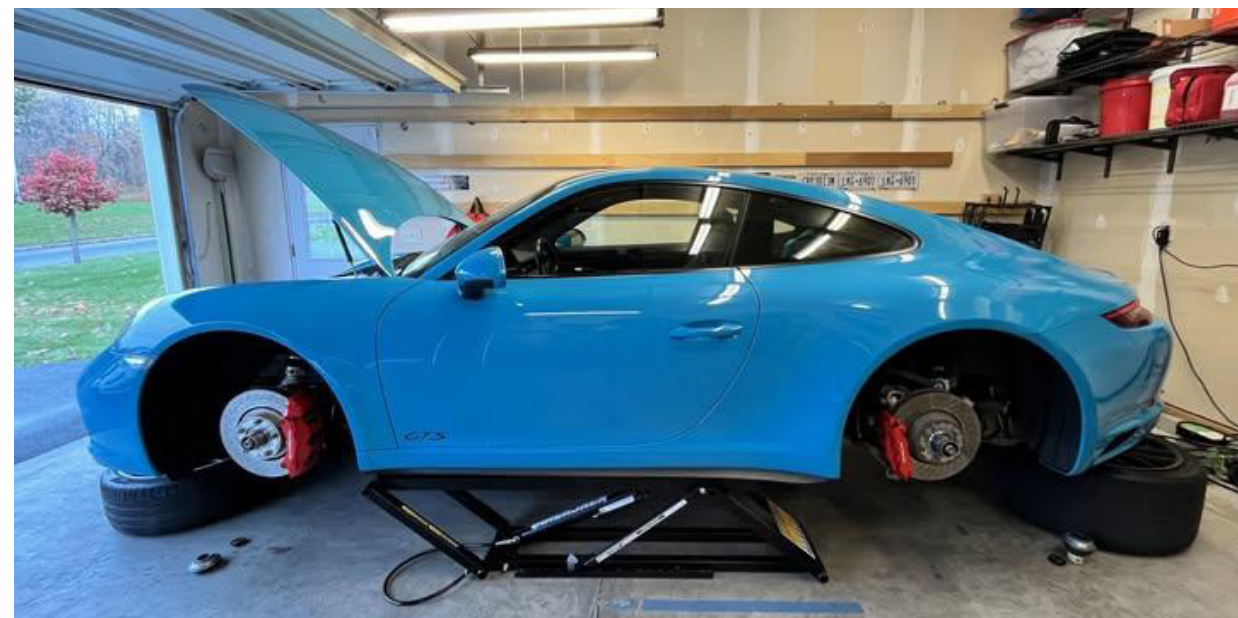
4) The Mindset I consider myself a lifelong learner, and the garage is an endless classroom. From basic maintenance to more involved projects, it's a challenging environment where learning new skills is genuinely fulfilling.

5) Active Ownership I like feeling involved in the care and longevity of the car, not just enjoying it when everything's perfect. Doing the work on my own is my way of paying respect to the engineering—and it keeps me grounded. It relieves any sense of entitlement I might slip into, and turns it into gratitude: every drive feels a little more earned because I know what went into keeping it right.

6) Community DIY has actually made the social side of the hobby better. You learn from other members, swap tips and tools, and suddenly you've got more stories than just "I dropped it off and picked it up." It's fun comparing notes, and it makes the club feel even more like a community.

7) On-the-road Confidence Knowing your car a little deeper changes how you feel behind the wheel—especially on trips. You're more tuned in to what's "normal;" you catch small issues earlier, and you're less rattled by a new sound because you understand the basics of what you're hearing or feeling.

Anyone else planning some garage time this weekend? What's one job you always DIY—and one you're happy to outsource?



THESE CARS ARE BUILT WITH SO MUCH THOUGHT AND PRECISION THAT WRENCHING ON THEM FEELS LIKE ANOTHER WAY TO APPRECIATE THE PEDIGREE

Porsche: Pop Culture Icon

ERIC KROHN

Few automotive brands have embedded themselves into the cultural bloodstream like Porsche.

What began in Stuttgart as a pursuit of engineering purity evolved into something far greater: a universal symbol of aspiration, rebellion, and refined cool. For more than 75 years, Porsche hasn't merely appeared in pop culture—it has shaped it. The 911's unmistakable silhouette became one of cinema's most reliable pieces of visual shorthand, conveying danger in *Bad Boys*, seduction in *Miami Vice*. And we can't forget the youthful recklessness in *Risky Business*, where the 928 became a star in its own right. Music adopted Porsche with similar intensity. Hip-hop in particular turned the marque into currency—Jay-Z, Rick Ross, Lil Wayne, Travis Scott, DJ Jazzy Jeff & The Fresh Prince, and dozens more used Porsche as a metaphor for arrival, momentum, or hunger. Even beyond rap, the brand surfaced across pop, EDM, and rock, from Nelly's chart-topping "Hey Porsche" to Janis Joplin's counterculture anthem insisting that "my friends all drive Porsches."

In fashion, Porsche's influence moved from subtle homage to full-scale collaboration. Streetwear designers borrowed racing colors and motorsport typography, while luxury labels incorporated Porsche iconography into couture. The art world elevated the relationship further—contemporary creators like Daniel Arsham and Chris Labrooy reimagined Porsche's forms as sculptures and surreal digital worlds, while large-scale festivals such as Icons of Porsche in Dubai turned the brand itself into a gallery. Even in gaming, titles like *Need for Speed: Porsche Unleashed* and Porsche's prominence in the Forza and

Gran Turismo universes helped introduce new generations to the cars long before they could drive them.

Across every medium, Porsche occupies a rare cultural lane: part status symbol, part design object, part emotional shorthand. It can represent danger, purity, nostalgia, wealth, rebellion, or refined taste—sometimes all at once. That flexibility is the secret to its staying power. As culture evolves, Porsche evolves with it, whether through modern electrified icons like the Taycan or the timeless appeal of air-cooled legends. More than an automaker, Porsche has become a character—one that directors, musicians, designers, and artists continue to cast in starring roles. And nearly a century into its story, the marque remains what pop culture wants it to be: fast, cool, expressive, and forever iconic.



Janis Joplin's 356C Cabriolet Photo by Sam Howzit

PORSCHE OCCUPIES A RARE CULTURAL LANE

CNYPCA sponsors our local Street Survival school May 3rd in Rome, NY.

Real world. Hands on.

When your teen driver attends a Street Survival school, we teach them to control your car in unpredictable situations based on its handling limits. They master the application of driving physics using their car. They learn how to make good driving decisions and react more quickly. They become more aware and learn how to begin anticipating the actions of other drivers.

Tire Rack Street Survival goes beyond typical high-school driver education programs, which put more focus on classroom theory and parallel parking than controlling a 2 ton vehicle at speed.

The primary emphasis of the Tire Rack Street Survival program is a hands-on driving experience in real-world situations. We use your own car to teach you about its handling limits and how you can control them.

The students will become more observant of the traffic situation they find themselves in. They will learn to look far enough ahead to anticipate unwise actions of other drivers. As the students master the application of physics to drive their cars, they will make fewer unwise driving actions themselves. They will understand why they should always wear their own seatbelts, and why they should insist that their passengers wear seatbelts, too.

The Tire Rack Street Survival school is a safe teen driving program, designed to go beyond today's required driver education and give teens across the U.S. the driving tools and hands-on experience they need to become safer, smarter drivers. The school provides trained and qualified in-car driving instructors as well as valuable classroom experience for each student.

Last year, over 5,000 teenagers died in motor vehicle crashes, the leading killer of American youths aged 16 to 19, accounting for more than 40 percent of fatalities in that age bracket. To reduce this number we developed Tire Rack Street Survival, a non-profit, national driver education program aimed at teaching teens the skills they need to stay alive behind the wheel.

The cost is \$175 per student. For more information go to StreetSurvival.org or contact Dennis Hesse to volunteer.



MARV JENNINGS ESTATE PRINTS TO BE AUCTIONED FOR CHARITY

* PCA Members Only Auction *

These Zone 1 Concours Prints won by Marv Jennings will be auctioned over three events with the proceeds to be split between CNYPCA & GCRPCA with CNYPCA donating to charity TBD.

To be auctioned at the Charity Raffle & Concours at Porsche of Syracuse on June 6th.



Advantage Donohue, 1995

Artist is Garry Hill, signed & numbered 16/400

Mark Donohue Driving **Porsche Pensky #6 917/30**
1973 Can-Am

29.25 x 22.25 in



Targa Florio

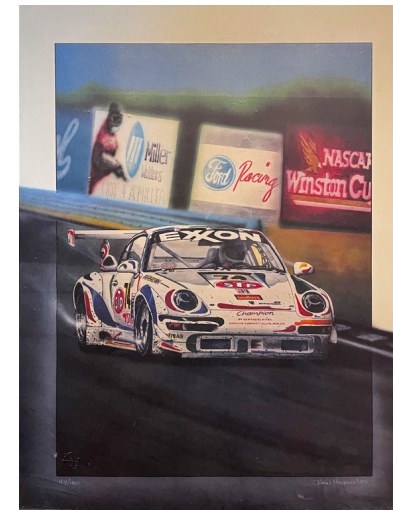
Artist is Frederick Stout, signed and numbered 38/500

The art features the **Gulf-sponsored Porsche 908/3**, car number 12, driven to victory by racing legends Jo Siffert and Brian Redman. The scene shows the car navigating the narrow, winding streets of a Sicilian village during the demanding endurance race.

Significance: The lightweight and agile Porsche 908/3 was specifically designed for technical circuits like the Targa Florio and the Nürburgring, proving more effective for the challenging public roads of Sicily than the more powerful Porsche 917.

24.25 x 30.25 in

To be auctioned at the CNY Family Picnic at Chenango Bridge Park on August 8th



Storming the Esses, 1995

Artist is John Hajny, signed and numbered 44/400

The car is a **91 911 Turbo S** that was purchased by Champion Porsche and rebuilt to later GT2 Evo spec. I'm pretty sure that car was driven by Bill Adam at that Glen race, which is why I chose to use it, even though the #74 sister car was the star, probably driven by Hurley Haywood.

Bill is a talented Canadian driver who had previously won the 1987 944 Turbo Cup series in Canada. Shortly after purchasing my '84 944, I signed up for the Derek Bell Precision Driving School, presented by Porsche. The instructors included Mr. Bell, as well as noted sports car drivers of the time such as Dennis DiFranceschi, Peter Uria, and Bill Adam.

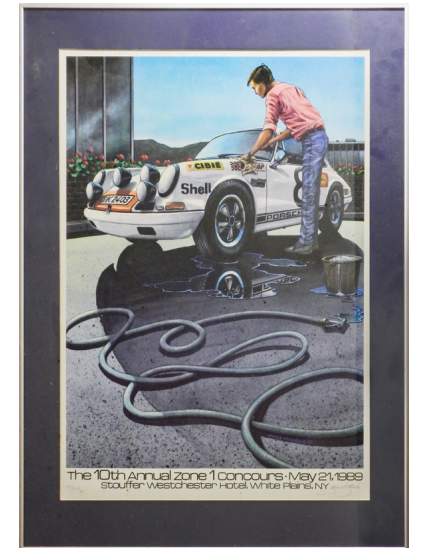
They broke the track up into teaching zones, and Bill Adam was in charge of instructing drivers around a short course they made out of The Boot. He was so friendly, courteous, and positive, and that left an enduring impression on me that I have never forgotten. I only wish I could have gotten the original autographed! — John Hajny (CNYPCA Member)

23.75 x 18.25 in

The 10th Annual Zone 1 Concours, May 21, 1989

Artist is James Wyanski, signed and numbered 19/450

28.25 x 22.25 in



To be auctioned at the CNY Annual Dinner on November 14th



Porsche Speedster, 1990

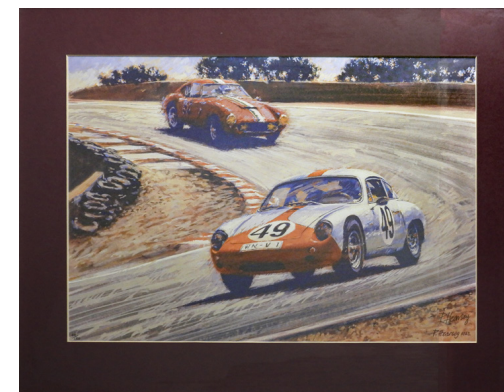
Artist is Lawlis, signed and numbered 37/500

22.25 x 28.25 in

Red 356A Carrera

Artist Richard Fuggetta,
signed and numbered 4/150

20.25 x 26.5 in



Porsche Leading Ferrari, Laguna Seca

Artist Peter Hearsey, signed and numbered 43/150

25.75 x 20.25 in

MY SPORTSCAR HISTORY

DICK JEFFERS

I BOUGHT
A COPY OF
ROAD AND TRACK
MAGAZINE
AND FELL IN
LOVE WITH
SPORTS CARS

I read the *Idea Man's* automotive odyssey in the last issue of *The Redline Report* and was inspired to document my own history with sports cars. Below is the complete story absent dissertations on my professional life (licensed funeral director, special research analyst at NSA, mechanical engineer at Carrier Corp.).

In 1952, my father took me to the stock car races at Brewerton Speedway. The competition between pre-war coupes and coaches on the ¼ mile paved oval instantly made me a car nut. My grandfather drove a 1939 Ford coupe with a modified flat-head V8, which he let me take my first drive in on a back road in Cicero. I became a hot rod fan, read *Hot Rod* magazine and joined the National Hot Rod Association. Then, in late 1953, I bought a copy of *Road and Track* magazine and fell in love with sports cars. I especially liked the look of Ferraris. My father liked races so I was able to talk him into taking the family to a sports car race at Edenvale, Ontario, and me to the Watkins Glen Grand Prix in 1955. We went to a race at Harewood Acres, Ontario, in 1956, and to the inaugural race at Lime Rock Park in April 1957. A family friend took me for a ride in his MG TD, and I wanted one.



1952 MG TD

I got my driver's license in 1958 and bought a 1952 TD with money (\$750) that I had earned working after school at a neighborhood shoe store. The engine had a leaky head gasket, a chipped valve and lots of carbon due the former use of Amoco unleaded gasoline. I purchased a factory shop manual and, over the winter of 1958-59, rebuilt the engine in our family's unheated garage. One of the preeminent moments of my life was in the spring when I pulled the starter knob and the engine started and ran good. I drove the car for five years to Watkins Glen, college, work and dates.



1976 Triumph TR6

By 1963, I was ready for a faster car. I couldn't afford a Ferrari, but the AC Bristol had a body inspired by a Ferrari design and was in my price range. I had a deal with the AC Company, in Thames Ditton, England, where they would designate me a dealer and sell me a car direct. When I found out that I would have to take delivery on the docks at New York City, then move the car off the dock, install the windscreen that was shipped in the cockpit and add all fluids, I chickened out. Instead, I bought a new 1964 MG B.

The MG was a great car and never left me on the side of the road. I drove one night for 20 miles after the fan belt had fallen off on the Baltimore-Washington Parkway. I drove it in the winter and once got caught in a blizzard where the snow on the road was so deep that I was actually plowing with the front of the car (3 in. ground clearance so I didn't dare stop). I got caught by an early cold snap in the Adirondacks with 30 weight oil still in the car. It started in the morning and ran for over a minute with no indicated oil pressure. On another occasion, it was so cold that the water in the battery froze and a frost plug in the block was slightly cocked. The engine wouldn't die, but unfortunately, the road salt finally started to do its thing on the tub. I gave the car to my brother and purchased a new 1972 Alfa Romeo Berlina.

The Berlina was a fun drive (they were used as police cars in Italy) and reliable after I re-engineered the Spica mechanical fuel injection system that was required to meet US requirements. Thus began my Italian era. In 1977, my wife and I attended the Long Beach Grand Prix and stayed in a Holiday Inn that was where the Ferrari team was headquartered. One morning we rode the elevator up to breakfast with Niki Lauda and sat at the table next to him. Our seats at the race were at the Queen's Hairpin where the Ferrari Club had gathered. There were several Ferraris parked behind the grandstand. I noted that some were for sale and in my price range. Back home, I inspected two cars that needed a lot of work then found a nice 1967 330GT at Bill Kontes' Checkered Flag in New Jersey. I flew down and drove the car home. The car was designed for European Autobahns/Autostradas and was awesome on the open road; the faster it went the better it felt. However, around town it was not as nimble as the Alfa and was driven mostly in second gear. I loved exercising the engine and listening to the beautiful sound,

but it scared my young daughter. After five years, I sold it to Gaston Andrey (SCCA champion with a Testarossa Ferrari). The Alfa stayed and was joined in the garage by a derelict 1976 Triumph TR6 rescued from a field in Tennessee. The Triumph was a project car for a long-term restoration and eventually accepted for the 1996 & 97 downtown concours at the Watkins Glen Grand Prix Festival. The Alfa was getting a little long in the tooth so I sold it to a collector in California, who sent a truck for it. I was overcome by a feeling of sadness when I saw the truck depart my driveway.



1967 Ferrari 330

Roger Burdick let me try out some new cars from Driver's Village. I took a Porsche Boxster for a long weekend and then a Mazda Miata down to the Founders' Tour at Watkins Glen. I told Roger that the Miata was the best value, and he said, "But you want the Porsche?" Yes, I ordered a new 2001 Boxster and am very happy. I just did the 2025 Tour de Marque at Watkins Glen, which was my 74th event at The Glen. I have tried other Porsches but have not experienced any that I like better than my Boxster. I tried a Macan as a possible daily driver but found

the Mazda CX5 met my requirements for about half the cost (one year college tuition for my granddaughter). The Mazda just passed 100,000 miles and has needed nothing other than new rear springs last year. In 2022, I sold the Triumph to Frank Gordnier, who was president of the European Motor Club of CNY.

My Boxster came from the dealer with a membership application for PCA. I made one of the best decisions of my life and joined the club. I've enjoyed many miles of pleasurable driving and companionship and have made many great friends. There are two things that I especially like about the club. First, we seldom have discussions about politics or religion. Second, if you do something to help the club, you get verbal feedback. With other organizations that I've belonged to, the only indication that you've done something good is when you're asked to do something else. CNYPCA also shows appreciation for good work with gifts and other rewards. These things are nice, but the best reward for me is the sight of happy club member faces.



2001 Porsche Boxster

I MADE ONE
OF THE BEST
DECISIONS OF MY
LIFE AND JOINED
THE CLUB

ASK THE CLUB!

Ask the Club is your open line to the collective knowledge of our membership—driving, tech, ownership, events, and everything in between. Send your questions to newsletterchair@cny pca.org, and we'll share thoughtful answers from the club in an upcoming issue.

Says the Club!

Q: How can I get Apple CarPlay to display full screen in my Macan?

A: Many owners have had success using a free software script shared on Porsche forums that unlocks full-screen Apple CarPlay. The process is straightforward: download the file, copy it to an SD card, insert the card into the vehicle, and the infotainment system updates itself automatically. That said, this is an unofficial modification—so be sure to read the instructions carefully, use a trusted source, and understand that any software changes could affect warranties or future dealer updates. As always, proceed at your own risk and decide what level of tinkering you're comfortable with.

EVENT CALENDAR

For full details and to register for events go to cnyzca.org/events

JANUARY

January 28
Phase I Registration Opens for Porsche Parade

FEBRUARY

February 22
Brunch and Banter
Food & Fire BBQ Taphouse
560 Harry L Drive, Johnson City, NY
11:00 am - 2:00 pm

MARCH

March 28
SweetTrees Winter Drive
Details TBD

APRIL

April 3-4
New York State Auto Show (Non-PCA)
www.autoshowny.com

April 15
Phase II Registration Opens for Porsche Parade

April 18
Breakfast & Banter
Utica/Rome, Details TBD

April 25
Tech Session
Scan Tools & Diagnostics
Details TBD

MAY

May 3rd
Tire Rack Street Survival
Griffiss AFRL
306 Market St, Rome, NY
Sunday 7:30 am—4:00 pm
Register at www.streetsurvival.org

May 16
CNYPCA Opening Day at Watkins Glen
Watkins Glen International, Watkins Glen, NY
Details TBD

May 25

Niagara Spring Festival
High Performance Driver Education
Watkins Glen International, Watkins Glen, NY

May 30

Meier's Creek Driving Tour
Details TBD

JUNE

June 6

Charity Raffle & Concours
Porsche Syracuse, Drivers Village

June 14-20

Porsche Parade at Lake Placid, NY
Details TBD
www.porscheparade.org

June 21

Eurocar
Lafayette, NY
9:00 am - 3:00 pm

June 25-28

IMSA
Watkins Glen International, Watkins Glen, NY

June 27

1000 Islands Concourse D'Elegance
Details TBD

JULY

July 10-12

Porsche Clash Club Race
Watkins Glen International

July 11

Food Bank of CNY Event
Details TBD

July 18

Saratoga Auto Museum
Porsche Car Show

July 26

Brunch and Banter
Food & Fire BBQ Taphouse
560 Harry L Drive, Johnson City, NY
11:00 am - 2:00 pm

AUGUST

August 8

CNYPCA Picnic
Chenango State Park, Pine Grove Shelter
153 State Park Rd, Chenango Forks, NY 13746

August 22

Gimmick Rally
Details TBD

SEPTEMBER

September 10-13

SVRA Vintage Race
Watkins Glen International, Watkins Glen, NY

September 11

Watkins Glen Vintage Festival
Watkins Glen, NY
11:00 am—7:00 pm

September 12

Oktoberfest
Details TBD

September 26-27

Catskills/Hudson Valley Fall Tour
Details TBD

OCTOBER

October 4th

Tire Rack Street Survival
Griffiss AFRL, 306 Market St, Rome, NY
Sunday 7:30 am—4:00 pm
Register at www.streetsurvival.org

October 17-18

Boardwalk Reunion
Ocean City, NJ

NOVEMBER

November 14

Annual Dinner
Details TBD

DECEMBER

December 5

CNY Annual Holiday Party
and Toys for Tots Collection
Details TBD

THE CNYPCA "WELCOME WAGON"

October 2025

Jason Webb, Newark Valley, NY, 1986 911 Turbo
Michael Donofrio, Liverpool, NY, 2025 911 Carrera T
Craig and Karen Mcmanus, Freeville, NY, 2017 718 Boxster S
Dan and Amanda Cech, Manlius, NY, 2006 911 Carrera 4S
Thomas Mcchesney, Brewerton, NY, 1991 911 Carrera 4 Cab

November 2025

Joe Brooks, Skaneateles, NY, 1972 911T Targa
Hayden Hoffman and Diana Ramirez, Manlius, NY,
2024 911 Carrera 4S
Elizabeth Mitchell, Trumansburg, NY, 2023 Cayenne GTS
Jessica Lynne Obryan and Alexander Camelio, Fulton, NY,
911 Carrera 4 Cabriolet
Judson Vanbenschoten, Auburn, NY, 2016 Carrera GTS
Charles Gladle III, Rushville, NY

December 2025

Gary Mollura, Syracuse, NY, 2008 Boxster RS 60 Spyder
James Prezzano, Manlius, NY, 2023 911 Targa 4S

January 2026

Rajender & Aparna Varakantam, Jamesville, NY,
2025 Cayenne GTS
Thomas McGill, Cortland, NY, 2021 Cayenne Coupe
Christine VanMeter, Little Falls, NY, 1980 911SC Targa
Joseph Bulla, Clay, NY, 1964 356

February 2026

Frank Lucia, Endicott, NY, 2024 911 Carrera
Peter & Margaret Kip, Cicero, NY, 2024 Macan
Arthur Jankowski, Ithaca, NY, 2019 911 Carrera GTS
Robert & Kimberly Rogers, Wurtsboro, NY 2013 Boxster

CNYPCA ANNIVERSARIES

Congratulations to the following CNY members who celebrated PCA membership anniversaries

May - December 2025

5 years: Norman Cognito, Daniel Lape, Jesse Genter, Mary Kruger, Jim Benson, Sean Fee, Walter Poland, Tyler Stephenson, Kathleen Heiselman, Chris Caterson, Scott Surowiec, Cathie Deluca, Harry Hardt, John Kalpin, Michael Gerry, Audra Marks

10 years: Conrad and Lorna Steigerwald, Steven Hanes, Richard and Diane Avery, Gary Johnson, Terry Crammer, William and Carol Rogers

15 years: Lee Goodman, Olwin Searles, Jerry Jakaub, Richard Searles, John Hajny, Mary DeLuca, James Evans, Randy Cooper, Michael Cooper, Deiter Gerecke, Kathleen Runney, Danyal Khan, Sumblina Chaudhary, Stan Hack, Neal and Julie Greenfield, Joseph and Joanne Patane

20 years: Steve Grabski, Richard Sykes, Jean Noroski, Stephen and Heather Vasina, Ryan Campagna

25 years: William and Linda Veit, William Slowikowski, William and Sharon Fox

30 years: James Pergolizzi

35 years: Gary and Marylee Gates, Barry and Ann Sheets

40 years: Paul and Jacqueline Thurm, Frank Campagna

60 years: William Noroski

January - June 2026

5 years: Lawrence Oconnor, Tony Lupia, Richard Norris, Jason Belyea, Kitty Hall-Thurnheer, Gary Basel, Thomas and Jill Malagisi, Brian Pavlovitz, Keith Krieger, Grant Krieger, Daniel Kjar, Kevin and Carla Bull, Michael Boland, Doug and Cyndy Miles, Kimberly McNeil, Yuskei Murayama

10 Years: John Pease, Christine Han, Xi Yang, Dennis Super

15 Years: Andrew and Robyn Adams, Larry Cornwell, Paige Karaz, David Cooley and Karen Kenney-Cooley, Diane and James Brown,

20 years: Stephen Hepworth, Clark Hepworth, Brian and Joan Gafner, Robert and Carolyn McNamara

25 years: Glen and Wilma George, David Long, Neal and Lisa Coffey

30 years: Brad Hall, Max Hall

40 years: David Davin

45 years: Paul Karaz, Joseph Holzer, Dawn Clark

PCA Membership Anniversary Recognition

Porsche Club of America recognizes membership anniversaries in five year increments. 5 to 20 year anniversary materials are available upon request. Members can request anniversary materials by clicking www.pca.org/anniversary (must be logged onto PCA website to use link). Members will receive a letter, certificate and decal commemorating their anniversary. Materials for 25 to 60 year anniversaries (soon to be 65) are mailed quarterly depending on the anniversary date. Members celebrating these anniversaries will receive the following:

25 years - Letter, Decal, Certificate, Pin
30 years - Letter, Decal, Certificate
35 years - Letter, Decal, Certificate
40 years - Letter, Decal, Certificate, Name Badge

45 years - Letter, Decal, Certificate, Name Badge
50 years - Letter, Decal, Certificate, Pin and Name Badge
55 years - Letter, Decal, Certificate, Pin and Name Badge
60 years - Letter, Decal, Certificate, Pin and Name Badge

If you have not received your membership anniversary materials for a previous anniversary, please send an email to anniversary@pca.org with your membership number and full name.

EuroCar 2026

Sunday June 21st, 9:00AM-3:00PM

A major portion of our proceeds go to CNY charities.

Classic European car and motorbike show.

Lafayette Apple Festival Grounds

Corner of Rt. 20 and Rowland Rd, Lafayette NY



Brought to you by the European Motor Club of CNY

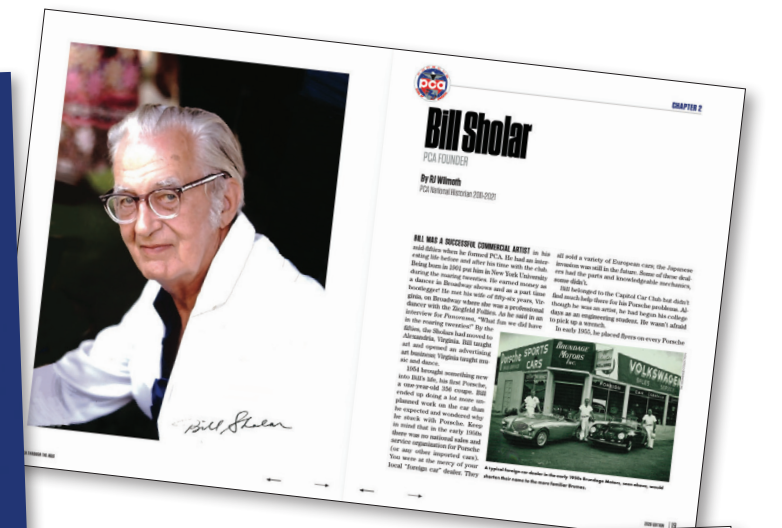
With Vendors, Food, Ice Cream, Chair Massage, Music and more.

Register today at <https://europeanmotorclub.com>

Motorbikes welcome and spectators are always free!



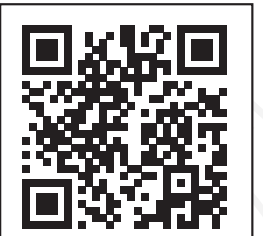
Updated & Online Now!



PCA History Book

Updated for 2026, the Porsche Club of America History Book is online now. Inside, you'll find a comprehensive look at the club's journey, detailed sections on key milestones, a showcase of events, and prominent National Awards, complete with descriptions and past winners.

Read the updated book here: <https://ww2.pca.org/pca-history>



PORSCHE CLUB OF AMERICA

Porsche Market Insights

ERIC KROHN

Porsche enters 2026 with unusually strong U.S. momentum: 57,099 new vehicles sold year-to-date (+5.6% YoY), 12,000+ CPO units sold in Q3, and used-car prices holding at or above 2024 levels despite broader market softening. Buyer demand remains

concentrated around the Macan, Cayenne, and 911, with late-model performance cars showing exceptional value retention—2025 911 Turbo S models, for example, continue to trade in the \$280K–\$365K range on the secondary market. While tariffs and electrification pivots pressured Porsche's 2025 financials, U.S. consumers showed no sign of stepping back; strong retail throughput and limited inventory helped stabilize pricing across nearly every model line heading into Q1 2026.

In the collector market, Porsche remains the most liquid and consistently appreciating modern marque. Recent U.S. auctions delivered standout numbers: a 1989 RUF CTR "Yellowbird" at \$4.68M, a 918 Spyder at \$2.59M, a Singer DLS at \$2.645M, and a 1960 718 RS 60 Spyder near \$3.5M, while even a 1997 993 Turbo S pushed toward \$800K. These results reaffirm the brand's status as a top-tier investment vehicle, with rare air-cooled models, limited-run GT cars, and competition chassis leading appreciation. Entering Q1 2026, Porsche values show a rare combination of strong retail demand, record CPO turnover, and high-end auction heat—positioning the brand for continued price stability and selective upside across both modern and collectible segments.



1960 Porsche 718 RS 60 Spyder Photo by Alan Raine

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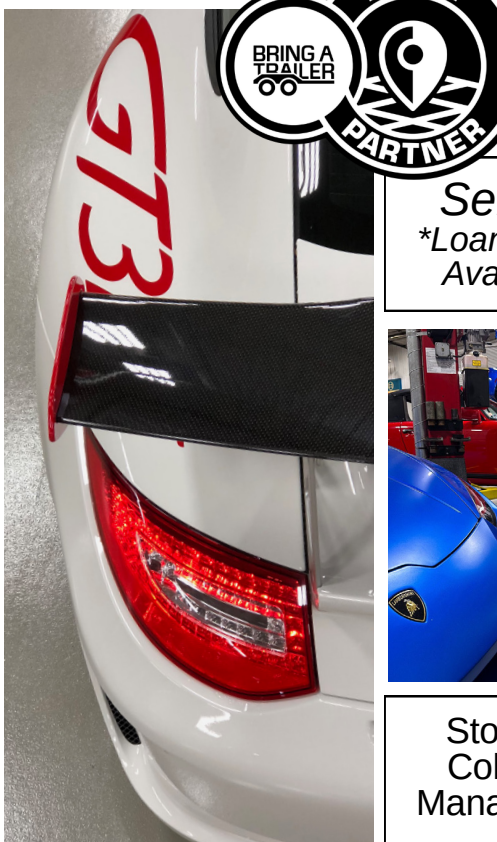
Detailing
Ceramic Coating
Paint Protection Film



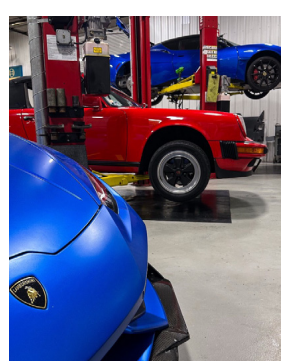
Sales &
Consignments



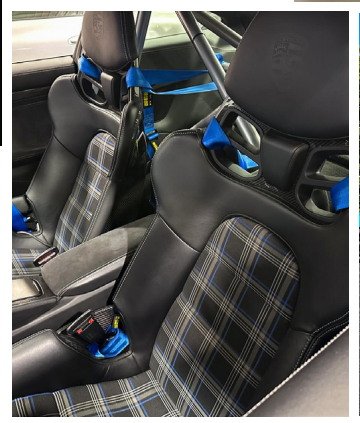
USA Porsche Porsche 911SC 1980s Ge
38-Years-Owned 1982 Porsche
911SC Coupe
USD \$62,000
Sold to @chunkler
Details Comment



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Available*



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Management



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6267 East Taft Road
Syracuse NY, 13212
315-452-1168

DRIVING AND TECH CONTACTS

DRIVING INSTRUCTORS

PCA Nationally Trained Instructors

Frank Campagna	frankiexk8@gmail.com
Thak Chaloeintiarana	tc17@cornell.edu
Brian Daley	daleybp@gmail.com
David Davin	ddavin@twcny.rr.com
Bill Dawson	bda4827252@aol.com
Joyce Gladle	gladleja@aol.com
John Hajny	redl944@stny.rr.com
Joe Holzer	ideaman.jch@gmail.com
Ed Hurd	edhurd@twcny.rr.com
Lin Hurd	lin.hurd@gmail.com
Bill Kohnke	williamkohnke@gmail.com
Bill Noroski	wjn356@yahoo.com
Rush Pond	rpond1068@verizon.net
Bill Slowikowski	Bslow101@gmail.com
Mitch VanNordstrand	internaut2002@yahoo.com
Art Vanore	ajv95968@gmail.com
Steve Vasina	stephenvasina@yahoo.com

Regional Instructors

Mike Darminio	darm911@windstream.net
Justin Dexter	dexterj@gmail.com
Marc Franco	Marc_j_franco@yahoo.com
Chris White	chris@944enhancement.com

Tire Rack Street Survival (TRSS) Coaches

Bill Albach	Brian Daley	Joe Holzer
Lin Hurd	Ed Hurd	Bill Kohnke
David McManmon	Peder Messina	Lee Okoniewski
Rush Pond	Mark Schultz	Joe Stanco
Art Vanore		

APPROVED TECH INSPECTION SHOPS

944 Enhancement	Chris White, Marietta, NY
Cantech Automotive	Rocco Cannata, N. Syracuse, NY
Shultz Autoworks	Mark Schultz, blue61cab@verizon.net
Upstate Imports	Jeff Tomas, Baldwinsville, NY
Porsche of Syracuse	Cicero, NY
John Hajny	redl944@stny.rr.com
Ed Hurd	edhurd@twcny.rr.com
Gil Wistrup	cgw611@twcny.rr.com
Mitch VanNordstrand	internaut2002@yahoo.com

TECH ADVISORS

356	Bill Noroski	wjn356@yahoo.com
	Mark Schultz	blue61cab@verizon.net
914	Thak Chaloeintiarana	tc17@cornell.edu
	Mike Darminio	autocross@cnypca.org
	Bill Kohnke	williamkohnke@gmail.com
	Jack Vasina	jflash914@yahoo.com
	Steve Vasina	stephenvasina@yahoo.com
911 (Early)	Mike Darminio	autocross@cnypca.org
911 (Late)	Joe Holzer	ideaman.jch@gmail.com
930	Thak Chaloeintiarana	tc17@cornell.edu
944	John Hajny	redl944@stny.rr.com
	Chris White	chris@944enhancement.com

928	Brian Daley	daleybp@gmail.com
968	Ed Hurd	edhurd@twcny.rr.com
	Chris White	chris@944enhancement.com
Boxster (986)	Bill Hayman	billhayman133@gmail.com
Cayman (987)	Bill Kohnke	williamkohnke@gmail.com
Cayenne	Chris White	chris@944enhancement.com
Macan	Joe Holzer	ideaman.jch@gmail.com
Panamera	Contact Porsche Syracuse	

PORSCHE



June 6

Charity Raffle & Concours

Porsche Syracuse, Drivers Village

