

PORSCHEFORUS

NEWSLETTER OF THE NORTHERN NEW JERSEY REGION / PCA

VOL 5 2023



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JULY 2023

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Cover photo by Duncan Findley

Fellow NNJR PCA Members,

We appreciate your patience as Porscheforum enters a new chapter as a key member resource for NNJR members. This issue marks our third in less than two months as we work hard to get Porscheforum back on schedule.

As Interim Editor, I am committed to reestablishing Porscheforum as a key resource that compliments, rather than replicates, the club's excellent website. I am pleased to report that this July issue marks our return to getting Porscheforum published by the first of the month.

I am also pleased to report that fellow member Ted Dupont volunteered to take on the role of Editor of Porscheforum. He is busy getting up to speed so please join me in welcoming him into his new role.

I thank everyone for their patience over the past several months and for everyone for their support in getting Porscheforum back on track.

Rudy Samsel **Interim Porscheforum Editor**

AROUND THE CORNER

UPCOMING EVENTS

NNJR/PCA Pocono Autocross

Sunday, July 2 · 7:45am–3:45pm

1234 Long Pond Rd, Long Pond, PA

NNJR DE - Summit Point

Friday, July 7 · Advanced/Solo w/POT PCA

Saturday-Sunday July 8-9 · All Groups w/

POT PCA 201 Motorsports Park Cir,
Summit Point, WV

F1 Watch Party

Sunday, July 9 · 8:00am–12:00pm

Porsche Englewood, 105 Grand Ave,
Englewood, NJ

NNJR Rally - Summer Sizzle

Sunday, July 16 · 10:30am–4:00pm

High Marques Motor Cars Inc, 169
Washington St, Morristown, NJ

DE Tech Session - PittRace

Monday, July 17 · 6:00pm–8:00pm

Total Performance Center, Parsippany, NJ

Cruise Night Picnic

Saturday, July 22nd · 3:00pm–9:00pm

Flanders Swim and Sport Club,
272 Emmans Rd., Flanders, NJ

NNJR DE - PittRace

Friday, July 28 · Solo Drivers Only!

Saturday-Sunday July 28-29 · All Drivers

Wampum, PA (With Allegheny Region)

NNJR/PCA Pocono Autocross

Sunday, August 6 · 7:45am–3:45pm

1234 Long Pond Rd, Long Pond, PA

New Hope Auto Show Concours

Sunday, August 13 · 7:30am–4:00pm

New Hope-Solebury High School, 180 W.
Bridge Street (Route 179) New Hope, PA

DE Tech Session - Watkins Glen 1

Monday, August 14 · 6:00pm–8:00pm

PowerTech, 311 W Main St, Rockaway, NJ

NNJR Rally - Run to the Stone Walls

Sunday, August 20 · 10:30am–4:00pm

High Marques Motor Cars Inc, 169
Washington St, Morristown, NJ

NNJR DE - Watkins Glen 1

Friday, August 25 – Sunday August 27

Watkins Glen International, 2790 County
Route 16, Watkins Glen, NY

August issue submission deadline: Saturday, July 15

Please be sure to read our email blasts and check the calendar on the NNJR website [HERE](#) frequently to stay informed about potential changes and updates to any of NNJR's events.

NNJR Supporters

2 Ray Catena Porsche

8 Flemington Porsche

8 Euro-Tire

14 ID Signs

14 The Popular Mechanic

21 Porsche Englewood

29 Powertech

29 Stable Energies

32 Porsche Larchmont

35 Precision Motorsports Racing

35 European Performance Center

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54 Paul Miller Porsche

THE STEERING COLUMN

Rich Barry **NNJR President**

A background image for the quote featuring a young man (Ferris Bueller) lying down, smiling, with his arms raised behind his head.

I must be honest here. I love driving it. It is so choice. If you have the means, I highly recommend picking one up.

The famous words of one Ferris Bueller.

He was talking about a Ferrari (replica) in the movie, but he could have been discussing my GT3. Each and every time I drive that car, it's an "experience." I'm wondering how many of you feel the same way.

When you open the garage door and step into your car, are you excited to drive it? I certainly hope so.

I love to drive. If given the choice to drive or be in the passenger seat, my choice is always to drive! Of course this changes when I'm instructing, but that's a different column for another time. Driving is both a pleasure and challenge for me. The challenge is dealing with New Jersey (insert any state here) drivers!

The PDK in my car gives me different levels of involvement. I enjoyed the manual trans for many years, but not in traffic. The PDK is so much easier to deal with in typical Jersey traffic. It's also fantastic on the track, making lightning fast shifts. It's hard to beat. I've tried letting it do all the work, and making my own shifts. I'm not ready to have the car do ALL the work just yet.

In making the GT3 more track friendly, I added track seats, a roll bar, and harnesses. These changes of course, make it less street friendly. The roll bar doesn't change much, but the Recaro pole positions are tougher on entry and exit. I've also added some suspension pieces in the hopes of getting more camber. That's been a challenge as the front tires now like to eat fender liners! Compromises are clearly in order.



Once you're in the seats, the comfort factor is almost the same as the sofas. I don't find the Recaros to be uncomfortable. So long trips are still possible. My wife may disagree. I haven't changed any exhaust or major suspension parts, so the car is still plenty quiet and comfortable on the street. It's nowhere near as raw as the 996 GT3. That was a rough and noisy ride. Plus – the a/c is fantastic in the 991. It really is a great all around car.

As I pile up the miles on the car, I'm getting the typical list of items you would expect. Chipped windshield,

clear bra damage, and dirty rims. Switching to the iron rotors for the track comes with its fair share of brake dust. Nothing I can't handle. It's worth the trouble to drive the car as often as I do.

I plan to take the car to Lime Rock, Watkins Glen, NJMP and VIR this year. I will also take it to many other NNJR events and I hope to see you there. Enjoy your Porsche!



MEMBER PHOTO OF THE MONTH

Kevin Fitzsimmons

KEVIN FITZSIMMONS TAKES FIRST PLACE IN CLASS AT 2023 PORSCHE PARADE CONCOURS!

Concours preparation in Preservation Class at the national level is a very demanding exercise for any enthusiast. Judging is so close and competitive that many participants trailer their Concours-prepared cars to the Parade.

For a select few, however, the real challenge is preparing their car at home in their garage, then traveling in said Porsche to the Parade, and then spending several days removing thousands of miles of road trip grime before being judged early Monday morning during Parade week.

NNJR member Kevin Fitzsimmons is among those select few. Not only did Kevin and his wife Ann Rock travel from Hunterdon County to Palm Springs in what was likely an epic road trip, Kevin earned another First Place Parade trophy to add to his growing collection of awards for his stunning 1997 993 Cabriolet! Congrats to Kevin!

Show us your favorite photos of your Porsche moments and send your cell phone shots to publications@nnjr-pca.com

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Tires

Alignment

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SAVE THE DATE FORMULA 1 WATCH PARTY

Sunday, July 9th / 8:00am – 12pm

Porsche Englewood

105 Grand Avenue, Englewood, NJ 07631



Join your NNJR friends for “racing and refreshments” as the flag drops on the British Grand Prix, and cheer for your favorite Formula One race team in the comfort of Porsche Englewood’s Showroom on Grand Avenue.

Details will follow in the monthly eblasts. Registration opens June 1st on the NNJR website.

Questions? Email us at social@nnjr-pca.com



Fast Fun in the

June 4th Autocross

Pocono Sun

Our first autocross event is now behind us, and what an event it was!

78 racers, aspiring racers, and just plain Porsche enthusiasts who wanted to explore their car and themselves, with other enthusiasts, converged on Pocono's East course starting about 7:45am. After much course walking, a guided "rookie walk" (two actually) socializing, and drivers' meeting, we kicked off somewhere around 10:00 am with the first car off.

It was a beautiful day; dry, sunny, and cool. A few no doubt wished for heat to warm their tires (yea, we're looking at you Dave!), but most just welcomed the comfortable weather. With a 25 minute break between morning and afternoon heats (we split into two groups:

workers and drivers) we ran until roughly 3:40, giving everyone 6 runs, plus a few reruns for various, mostly technical reasons.

I mentioned Porsche enthusiasts, and this bears some expansion. We welcome as participants anyone – but have volunteers, and promotion (and the member price) for NNJR, RTR, CPA and Pocono regions of PCA, plus Audi club. Moreover, somewhere around a quarter to a third were drivers from the Sports Car Club of America (SCCA) with a potpourri of interesting cars from American Muscle to Miatas. It became a rainbow of car enthusiasm and cross-pollination of car cultures.

I want to extend a big thanks to all the volunteers – those who worked well before the event, those who

arrived early, those who stayed late, and those who hassled from driving to their work assignment to yet another volunteer task they helped with. I also want to compliment the entire attendee field for great attitude, safe (yet mostly fast) driving, courteous behavior, and prompt “side swaps” from driving to working.

I’ve always felt that anyone who finds working the course (“corner workers”) tedious was missing the point. Yeah, you’re there to shag cones and call in infractions, but what you really have is a front row seat to a race. Pretty much why workers the world over volunteer at major and regional races! You get to see different lines; the good, the bad, the occasionally ugly – but mostly you see people experimenting with what works, what is fast. Take notes. Plus, it’s fun.

Another rewarding observation is to watch a new driver go from a tentative 120-second time, down to 90 seconds, in only a few runs.

They gain confidence, experience, and an appreciation for what they and their car is capable of. And what they are not. The big smile on their face tells the story. It can be equally rewarding to watch an expert scrape and struggle for those last two seconds – and find where they are hidden.



I’ve always maintained that a good autocross is the best competitive replica of an actual street. It’s ephemeral, it’s hugely variable, and sometimes it’s downright diabolical. On purpose. And from this you learn skills to look and anticipate, and how to judge distance, braking ability, and cornering limits. If it showers (never ideal when working) you get the additional benefit of learning the dramatic difference a wet surface makes, and the ability to practice slithering.

We hope more and more will come experience it for yourselves.

Autocross is very inclusive, very social, and has a famously diverse group from absolute newbies to national champions.

It is relatively cheap, safe, easy on your car and easy on your schedule – being over in a day with you home for a moderate dinner appointment. Plus, you have stories to tell over dinner!





2ND 2023 AUTOCROSS

A GREAT WAY TO PLAY HARD WITH YOUR PORSCHE, WITHOUT COMMITTING TOO MUCH TIME OR MONEY!

Pocono's East Course gives us nearly a mile of fast, smooth FIA-curbed racetrack to set our autocross. Unlike parking lots, this is a long course, with a clear path, and places to build up some speed – yet laid out to keep us all safe. Autocross is a great way to play hard, test your car, or learn driving skills. There are always instructors happy to help you.

This is an all-day event, beginning before 8am and finishing after we put away our equipment. We ask that everyone familiarize themselves with Autocross operations and work assignments (there's a FAQ and documents to read on [NNJR-PCA.com/Autocross](https://www.nnjr-pca.com/Autocross) - explore all 8 tabs). Remember—the better we all do our corner assignments—the more driving we all get in and the better time we'll all have.

Our last event was terrific – hopefully we'll go "2 for 2"! Come on out and join us and bring the family!

Look above –
that's a BIG, LONG,
FUN course, unlike
any autocross most
have ever attended –
a real, curbed, race track.

**Come join us at
Pocono! Our second
event is coming up**

***Sunday, July 2nd
at Pocono***

arrive at 7:45am

- \$90.00 per driver (PCA)
- all drivers and makes welcome
- No pre-tech required
- Instruction Available
- Visitors/spectators welcome
- Second of 4 events this season at Pocono, east course. Future events Aug 6th and Sept 30th.
- Jointly held with RTR, CPA, & Pocono regions, plus Audi Club NJ

Sign up at [NNJR-PCA.motorsportreg.com](https://www.nnjr-pca.com/motorsportreg.com)

3RD 2023 AUTOCROSS

A GREAT WAY TO
PLAY HARD WITH
YOUR PORSCHE,
WITHOUT
COMMITTING
TOO MUCH
TIME OR
MONEY!

Pocono's East Course gives us nearly a mile of fast, smooth FIA-curved racetrack to set our autocross. Unlike parking lots, this is a long course, with a clear path, and places to build up some speed – yet laid out to keep us all safe. Autocross is a great way to play hard, test your car, or learn driving skills. There are always instructors happy to help you.

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Come on out and join us and bring the family!

- \$90.00 per driver (PCA)
- all drivers and makes welcome
- No pre-tech required
- Instruction Available
- Visitors/spectators welcome
- Third of 4 events this season at Pocono, east course. Last event Sept 30th.
- Jointly held with RTR, CPA, & Pocono regions, plus Audi Club NJ

Sign up at [NNJR-PCA.motorsportreg.com](https://www.nnjr-pca.com/motorsportreg.com)

Arrive
at 7:45am

Sunday, August 6th at Pocono





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If you weren't at NJMP Thunderbolt, you missed an amazing two days.



The Clip

The temps were in the high 60's to low 70's – just spectacular! This could have been one of the last times we run the original or “classic” Thunderbolt track. NJMP will start construction on adding two additional configurations to the track in October.

My understanding is that this one will be known as The Clip. Turn 7 becomes a 180-degree hairpin linking T7 and T10. This will give new passing opportunities

before and through Turn 7, and a faster approach to Turn 10.

The second new configuration will be known as The 90. This will be the fastest of all the layouts. This configuration keeps Turn 7 as is, but instead of slowing for the right hander into the Octopus, you accelerate then brake for the left hand turn in the middle of the Esses.

The 90



I am looking forward to driving one of these layouts next year. I was never a fan of the Octopus. Last year I brought my car to Thunderbolt, drove 3 laps, and then parked it. This year I decided not to bring the car at all. Since I wasn't driving, and we needed instructors, I volunteered. Since becoming Track Chair in 2020, I haven't been instructing. I've been in the right seat of a few cars, but only for the occasional check out ride. So, when I met my student, Britt Findley, I told her I was probably going to be a bit rusty. Fortunately, Britt was a great student, a pleasure to teach and took direction well. I know I had a blast. I almost forgot how much I enjoyed instructing. Maybe I'll have to give up the Track Chair position sooner rather than later to get more right seat time.

We held the Track Tour at this event, like we did at Lightning 1. There were only three who signed up for the tour, but four more showed up.



Lining up behind for the Track Tour.



A few of the Track Tour drivers waiting for the classroom session to start.

A classroom session was held at 11:30am to talk about what was going on in the paddock, how we communicated with each other on-track, and how the flaggers communicated with the drivers. During lunch they all lined up behind a beautiful red GT3, (thank you Duncan & Britt Findley for loaning me your car) and they all followed me around the track at highway speeds. I didn't have a chance to speak with any of the participants after, but I got more than a few "thumbs up" as they returned to the paddock. I have a feeling we'll be seeing some of those drivers at a DE in the future.



Track Tour drivers heading into Turn 1.



Track Tour drivers heading back to the paddock.



Alex Tafo getting ready for the day.



Chris Carione and Ken Casterline



Katherine Cashman
and Chief Al Tafo

DO YOU HAVE A FRIEND OR FAMILY MEMBER WHO WOULD LIKE TO SEE WHAT IT IS LIKE TO DRIVE IN A RUN GROUP?

Starting this year, we can run what is called the **Track Experience**. By signing up on MotorsportReg.com, the entrant will be able to ride with an instructor in the Green run group for one run per day. There will be a nominal cost, and the entrant must be 18 years of age or older, and attend an on-site meeting. Think you might know someone who could be interest? Drop me an email at trackchair@nnjr-pca.com.

Since I wasn't going to be driving my own car, and doing all the necessary things to it in between runs, I figured I would have some spare time, so I brought my camera and a couple of lenses with me. Usually when I take pictures at an event, it is of cars. This time I decided to concentrate on people, after all, "It's not just the cars, it's the people". I hope you enjoy seeing some old friends, and perhaps some new ones here.

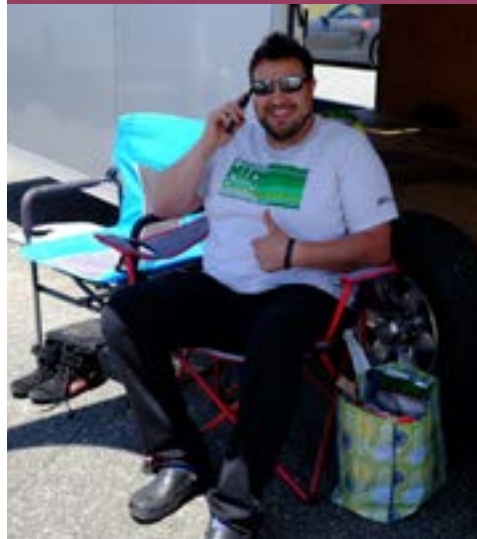


Chiefs Lester Cheng and Al Tafo, and NJMP flagger



John
Cengiz
and
Iskender
Cato

Frank Nicodemus showing off his 2022
May Madness Mid-Ohio shirt



It was really great
to see quite a few
women drivers.
I believe there were
a total of eight.

L to R: Cindy
Cristello, Britt
Findley, Katherine
Cashman, Devyn
Kohler, Suk Fung,
Kim Aievoli

photo credit: Tony
Cristello



Lunch time is great for getting together
with friends.

Art Meltzer and Tyler and Greg Mills



Instructor John Cengiz talking the day over
with Celeste and Chris Carione



New driver Celeste and proud
papa Chris Carione

Always great to see family members
at the track, whether they are driving or
supporting.



Michael and Margarita Di Modugno, Britt
Findley and Amrish Goyal



Duncan Findley and Jim and
Mary Jane Vinci



Tony and Cindy Cristello



L to R: Drew Karpinski, Anthony & Nelly Wartel, Britt Findley, Cindy, Tony, & Nick Cristello, Grant Lenahan, Michael Di Modugno



Robert Mason



*Time for swapping track stories in the garage.
Ken Casterline, Rich Barry and Rob Hoffman*



Jim Moore, Paul Mitchell and Zoltan Kiraly



Suk Fung



Glen Octen and Bob White

Thom Calabro, Peter Miller, Lester Cheng, Al Tafo



Doug Holcomb



And what happens on the wall stays on the wall!



Time to start wrapping things up and heading home.
Cindy and Tony Cristello loading up.

SEE YOU AT THE TRACK!
- THOM



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The Paul Miller Classic Concours

On June 11th, Zeus, the mythical Greek god of the weather took time out from his busy schedule to grant us another beautiful day to hold the Paul Miller Classic Concours. The smokey haze of the previous week had moved on, the sun shined brightly, the humidity was low, and the temperature was very pleasant – and all the meticulously prepared Porsches came out to compete.

Jennifer Pizzuti and Raj Ramrattansingh, our hosts from Paul Miller Porsche rolled out the welcome mat for NNJR once again. Not only did they provide

plentiful refreshments, they emphasized the classic nature of the event by displaying an assortment of Porsche Classic products for us to ogle over. Members of the Paul Miller Porsche staff were also present to answer questions, and generously provide copies of the Porsche Originale catalogs of classic parts. Thank you to Paul Miller Porsche for all your help and support.

The competitive field consisted of six classes of vehicles ranging from the early 356's right through to the most modern water cooled 911's; just about every vintage of Porsche was proudly represented.



The 356 class saw two outstanding examples of early Porsche craftsmanship, combined with scrupulous preparation, take the top two spots. Jerry Manna's Red, 1961 356B Cabriolet edged out Bill Heitmann's modified 1964 Slate Gray 356SC coupe to take first place. Both cars were outstanding, and only a few tenths of a point separated them.

The 914 class was no less hotly contested. Steve Rice cleaned his way to a first-place finish with his spectacular 1974, 1.8 liter, Zambezi Green, 914. Ellen and Bruce Hays placed second with their 1974, Saturn Yellow 914, and Joe Simon placed third with his 1970, Yellow 914/6. Porsche certainly livened up the 70's automotive scene with the brilliant colors they painted these cars; they absolutely glowed in the bright morning sun.



In the early 911 class, Bill Harris squeaked in a first-place finish with his 1986, Red 930S just beating Bill Kreig and his 1977, Peru Red 930 Turbo by a mere one tenth of a point. Jim Foster took a third-place in a tight contest with his 1980, Grand Prix White 911SC.

The tightest contested class was the modern group of 911's; even the judges were challenged to differentiate between some of the competitors' cars. Considering the high level of the scores, we decided to recognize ties by rewarding all the top performers. Dominic Cerrato and George Castalano tied for first-place – Dominic with his 2008, Silver 997 Targa 4S, and George with an eye-catching 2012, Ipanema Blue metallic 911 4GTS. Robert Henuset and Eric Daouphars tied for second-place, and Jeff McFadyen took home a third-place trophy. This class justifiably earned some of the highest scores of all the classes – outstanding preparation!

The Boxster/Cayman class was no less challenging with all Boxsters taking the first three places. In a good example of learning from previous experience, Arnie Solomon took home a first-place trophy and prize for the outstanding job he did preparing his 2021, Chalk, Boxster Spyder. Roger Malik earned second place with his 2011, White, Boxster Spyder, and Rudy Samsel garnered a third-place finish with his 1998, Zenith Blue metallic, Boxster.



Just as competitive were the front-engine, water-cooled Porsches in the 944/968/ 928 class. Anthony Cristello presented his 1993, Amazon Green 928 GTS for consideration and earned a first-place finish for his efforts. Second-place went to Chris Kast in a 1987, Guards Red 944, and Wayne Patterson won third-place with his 1994, Black 968 coupe.

The Junior Judges worked just as hard as our senior judges to evaluate an outstanding group of classic Porsches for their Judges' Choice award. Robert Adams was able to capture the Junior Judges' fancy and earn their first-place selection with an impressive 1973, Light Ivory 911.



website, <https://nnjr-pca.com/concours-3/#year-to-date-scoring>, to review your standing. It only requires nine points to earn a T-shirt.

Concours participants aren't just competing for the Veteran or Novice Championship and a T-shirt, they're also competing for the honor of being recognized with the coveted Charles J. Mulhern Trophy. The Mulhern Trophy is the most prestigious Concours d'Elegance awards that members of the Northern New Jersey Region of the Porsche Club of America can earn. The award is traditionally presented annually.

During the late '70s and early '80s, Charles Mulhern, a member of NNJR, and an avid Porsche concours enthusiast, wanted to ensure that competitive Concours d'Elegance remained a vital part of the NNJR activities. In December 1981, Mr. Mulhern endowed a trophy to the Northern New Jersey Region PCA which was symbolic of the trophy he won with his red 1960 Porsche S-90 coupe in 1979 for "Best of Show" at the National Foreign Car Jamboree in Pocono, PA. Originally the endowed trophy displayed several red plaques depicting his previous year's "Best of Show" red Porsche 356A. These unique plaques have since



Bridget and Isabel Zambarano help with registration and scoring

Congratulations to all the winners! For their efforts, the winners received a Paul Miller Porsche Classic Concours trophy, and some Adam's car care products. As with any competitive Concours, this event would not be possible without the help of experienced judges. Alan and I want to thank our dedicated NNJR judges and our able assistants for making this Concours so efficient and successful.

In addition to the trophies and cleaning products received by the winners, all the entrants received Griot's Garage leather cleaner samples and, most importantly, Championship Points towards a 2023 Concours T-shirt and the coveted Novice and Veteran Championship trophies awarded at the end of the season. Many entrants have already earned enough points to receive a T-shirt; please see your point totals on the NNJR



been removed and safely stored to allow additional engraving space for the names of the growing number of subsequent winners.

In a letter dated December 5, 1981, to Jack Gorman, then president of the Northern New Jersey Region, Porsche Club of America, he stipulated that the trophy, to be known as the "Charles J. Mulhern Concours d'Elegance Trophy", is intended to be perennially awarded at the annual awards banquet to the member, or family member group, in recognition of:



Anthony Cristello focuses on prepping his class-winning 928

- A.** Having shown or displayed Porsche car/s at Concours d'Elegance, automobile shows, displays, exhibits, etc., and having been awarded maximum achievement or awards for the particular year.
- B.** Having done the most in the field of preserving and restoring Porsche cars, as observed or noted through a best restoration, and/or outstanding workmanship.
- C.** Having helped other club members in the arts, crafts, and techniques of restoring Porsche cars, either personally, verbally, or in written form.
- D.** Having researched, written and promulgated technical history on the Porsche marque during the year, based on interest to club members, and the use to which the research is employed.
- E.** A combination of A, B, C, and D, above.
- F.** The Elected Officers, and Board of Governors may decide, or appoint a Committee to decide on whoever shall be awarded this trophy each year.
- G.** The name/s of the recipient/s, who shall be member/s of the Northern New Jersey Region Porsche Club of America, and the year that the award was given shall be engraved on the plate/s attached to the trophy; and if so desired, the recipient/s may hold the trophy for the subsequent year. The trophy shall be returned to Club Headquarters prior to the end of the year.
- H.** If conditions permit and dictate, the trophy may be awarded more than once to a particular Club Member/s.
- I.** The recipient/s upon returning the trophy shall be issued, at the annual awards presentations, a suitable evidence trophy, award, or certification to commemorate and acknowledge his/her achievement.
- K.** All further costs in relation to the trophy, as mentioned above, shall be the obligation of the Club.

As you can see Mr. Mulhern was quite specific in his requirements for awarding his trophy namesake and set quite high standards for its recipients. We hope that we can spark the curiosity of new members (as well as old) to try Concours for the first time, or rekindle

the interests of the Veterans to rejoin the ranks and pass on some of your valued experience once again. We encourage all NNJR members to become active participants in this year's program and strive to be considered for the Mulhern award.

Paul Miller Classic Concours Winners



Class 1	356	Jerry Manna	1961, 356B	1st Place
		Bill Heitmann	1964, 356SC	2nd
Class 2	914	Steve Rice	1974, 914 1.8	1st Place
		Ellen Hays	1974, 914	2nd
		Joe Simon	1970, 914/6	3rd
Class 3	Early 911	Bill Harris	1986, 930S	1st Place
		Bill Kreig	1977, 911 Turbo	2nd
		Jim Foster	1980, 911SC	3rd
Class 4	Late 911	George Castalano	2012, 997 4GTS	1st Place
		Dominic Cerrato	2008, 997Targa	1st
		Eric Daouphars	1998, 911	2nd
		Robert Henuset	2013, 911	2nd
		Jeff Mcfadyen	2007, 997	3rd
Class 5	Boxster/ Cayman	Arnold Solomon	2012, Boxster	1st Place
		Roger Malik	2011, Boxster	2nd
		Rudy Samsel	1998, Boxster	3rd
Class 6	944/968/ 928	Anthony Cristello	1993, 928	1st Place
		Chris Kast	1987, 944	2nd
		Wayne Patterson	1994, 968	3rd



Upcoming Events

With the summer temperatures increasing, our next Concours event will be more casual, require less effort, and absolutely be more fun. We're referring to the Cruise Night People's Choice Concours on Saturday, July 22nd at the Flanders Swim and Sport Club at 272 Emmans Rd. Flanders, NJ 07836. Give your Porsche a quick wash (and shine if you really feel energetic) and enter this easy-going Concours. Championship Points will be awarded to the winner along with a trophy. The event promises to be entertaining with live music, games, and plenty of food. There is NO registration required for this Concours. Go to the NNJR website for more details. Looking forward to seeing you there.

August brings its own Concours challenge with the New Hope Automobile Show and Concours in New Hope PA. This is a spectacular event that the entire family can enjoy. It's held on two days, Saturday and Sunday,

August 12th and 13th. American cars are presented on Saturday and foreign cars compete on Sunday; Porsches will be competing on Sunday along with some of the other most prestigious foreign marques for a coveted New Hope Auto Show silver platter and NNJR Championship Points. Porsches contend in their own classes, and NNJR will be coordinating the judging for the Porsche classes. Unlike previous years where there was a strict age requirement for the vehicles, Porsche sports cars of all ages are welcome to enter in recognition of Porsche's 75th anniversary. Please go to NewHopeAutoShow.com for registration requirements. And, as is always the case, if you are an experienced judge, we would appreciate your help at this event.

Any questions or comments, please contact Hank or Alan at cconcours@nnjr-pca.com



Multi-Marque, New Hope Concours and Automobile Show

The New Hope Automobile Show in beautiful Bucks County, PA has become a showplace for a wide variety of antique and classic vehicles, including the Porsche marque. On Sunday, August 13, 2023, the Porsche Division will be displayed and judged for an official New Hope trophy and NNJR Championship Points. In recognition of Porsche's 75th anniversary of the 356, the judged Porsche division includes all Porsche sports cars through the 992. Porsches will be judged by veteran PCA Porsche judges.

This year the show is limited to just 250 total vehicles on Sunday and is expected to fill up quickly.

Please recognize that the New Hope Auto Show and Concours requires that you have a fire extinguisher present to be allowed on the field. See their website for details.



Among the other marques competing on Sunday will be: Alfa Romeo, Aston Martin, BMW, Bugatti, Ferrari, Jaguar, Lamborghini, Maserati, McLaren, Rolls and Bentley, and Volkswagen. This promises to be an exciting and entertaining day for all car enthusiasts. Food trucks and vendors will be present.

Spectator admission is \$10, and children under 12 are free when accompanied by an adult. Spectator parking is available for \$5 and shuttle busses will be running all during the show. No alcohol, tobacco use, or pets will be allowed on the show grounds.

180 W. Bridge St.
New Hope, PA

***Porsche Judging:
Sunday,
August 13th***

Gates open at 7:30am

**Early online registration: \$35 per show car
Day of the event registration: \$45 per show car**

Register at newhopeautoshow.com/registration

For questions, contact: concours@nnjr-pca.com

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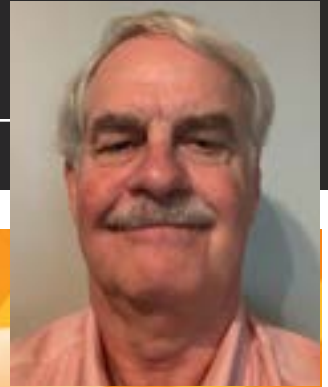


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High Marques Motor Cars - 169 Washington St Morristown, NJ

10:00 Continental Breakfast / 11:30 Drivers Meeting / 12:00 First Car Off

\$70 per car includes buffet at Nono's Restaurant

Trophies for top 4 Expert cars, top 4 Novice cars, and even some for the kids. Points count for end of the year winners. Drive the roads of N.J. that you never knew existed with precise instructions. You will answer riddles along the way to make sure you are paying attention to the sites.

Like any good party, the ambiance is most important. At the end of your journey you will end up at a great Italian restaurant with a great buffet & cash bar, where you will dine, drink, laugh & relax with you

Porsche friends. What better excuse do you need to exercise your toy?

Questions? Email highmarque@aol.com / John Vogt (973) 285-0959 Register at: High Marques



CRUISE NIGHT PICNIC

Concours / New Member Welcome / SIM Racing

Saturday, July 22 / Rain date July 23 / 3pm-9pm

Flanders Swim & Sport Club 272 Emmans Rd. Flanders NJ 07836

YOUR PORSCHE IS YOUR TICKET IN!

THE SUMMER SOCIAL EVENT OF NNJR!

For the last decade we celebrated our club in Mendham NJ. The party got too big for the property, so we have a new and better location! This is a well preserved camp & swim club. You will be following a winding road to a four acre lawn where you will be arranged in rows to set up your own tailgate party. Bring folding tables/chairs, food, wine & cheese, etc. and we will judge the most creative. If you choose you can compete in a concours. This will be a judged event that will give season point and prizes. High Marques will sponsor SIM racing with competition for all ages. Show off your skills and compete for prizes. After your race, if you had fun, we ask you to donate to our charity, Cheshire Home.

More info as we get closer.

Questions? Email highmarque@aol.com / John Vogt (973) 285-0959

Music by **JOE CIROTTI**

TRIO: BLUE GRASS,
COUNTRY, CLASSICS, WITH
A GREAT TWIST and **BILLY**
HECTOR: BLUES ROCK,
JERSEY SHORE BAND

This is a family event, we
even have a kiddie park!

New members are
encouraged to attend
to see how serious
we are about our fun!

We care about your Porsche as much as you do.

So we're committed to helping you take care of it. Let our trained, certified and highly skilled technicians get your Porsche back to tip top condition. Whether you need a simple oil change, tire rotation, wheel alignment or a full vehicle detail Porsche Larchmont Service is your one stop shop. Receive a complimentary multi-point inspection and wash/vacuum with every service visit.

You can schedule an appointment from the comfort of your home by phone or online. For your convenience and safety, we're offering pick-up and drop-off for Westchester residents.



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914-750-4206
Porschelarchmont.com

©2022 Porsche Cars North America, Inc. Porsche recommends seat belt usage and observance of traffic laws at all times. European model shown. Some options may not be available in the U.S.



PORSCHE



Gold Ticket Raffle

Each year we support our charity by selling opportunities to win free admission to NNJR events.

The first prize winner attends all coming year's events free of charge. The second prize winner attends any six events of his/her choosing. Sales of tickets commenced at our first DE event, April 22 at Lightning and will continue until the drawing in December.

Maybe you'd like to take a chance of winning and support a good cause? The NNJR supported institution is Cheshire Home, a unique rehabilitation home for those with spinal cord injuries and neurologic disorders. Their prize-winning work has been highlighted by many local organizations, and there is no place like this anywhere in the Northeast.

How to purchase a \$50 raffle ticket?

Sales are in-person to comply with NJ regulations, and you should contact the one of the following: Hubert King, Janice Ernsting, Steve Corodemus, or Stuart Milsten.

NNJR Receives Public Service Award at 2023 Porsche Parade!



Since its formation in 1955, the Porsche Club of America ensures regions continually prioritize giving back through community service and charitable contributions. In 2002, PCA decided to recognize the unique and diverse programs implemented by regions throughout PCA in support of public service.

The PCA Public Service Awards recognize the regions that have conducted the most outstanding charity or community service event or events during the year. The winning regions demonstrate the highest standards in meeting the objectives and the ideals of the PCA in providing service and support to charities and the community. Due to the importance of public service to the club, and the number of PCA regions

involved in public service, it was decided to present multiple awards. Awards are presented for first, second, and third place and honorable mentions. Recipients receive a trophy and cash award.

Congratulations to Charity Chair Hubert King for his outstanding leadership that was recognized at the 2023 Porsche Parade held June 18-24 in Palm Springs, California. NNJR received second place.

Hubert was not able to attend this year's parade, so special thanks to John and Donna Patarek for accepting the award on Hubert's and NNJR's behalf!

Congratulations to NNJR on their 65th Anniversary



Dennis Thovson 1934-2022

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How NOT to go racing

by Jay Mazzola

**** Some of the names in this article have been changed. To protect the stupid.**

My two boys and I decided to enter a Champ Car race at Watkins Glen International raceway this year. Champ car racing (formerly Chump car) is “low buck” racing with lots of teams using older race cars to compete in multiple classes. **It didn’t go exactly as planned. Here’s our story:**

Upon arriving at the paddock, we were immediately struck by the sorry state of the car (older Porsche 944). It’s windshield was so caked with dirt that visibility was nearly impossible. This was the first of many signs that this weekend was not going to go as planned. The crew informed us that the tachometer and fuel gauge were non-functional, stating that we would simply have to rely on instinct to shift gears and gauge our fuel levels.

My son Julian settled into the driver’s seat for a fitting, but had to fully extend his leg to reach the clutch. I encountered a similar problem, but after adjusting the seat forward to fix this, my shins made contact with the dashboard.

As they tried to readjust the seat, the seat adjuster bar broke, leaving the seat stationary. The owner

didn’t mind this as it was stuck in his normal driving position. He told us that he needs to take a girl out for a checkout ride during the first practice.

The crew then began to install passenger seatbelts, at the track, during the first practice. That should have been a red flag right there!

While the track went green at 1 o’clock, the seatbelts weren’t installed until 2.

The owner took the car out for a brief test drive with the passenger, completing four laps before complaining about sputtering during left turns, attributing it to an electrical issue. However, both Julian and I suspected a fuel problem, which eventually turned out to be the case. Astonishingly, while attempting to diagnose the fuel issue, the owner leaned over the engine with a lit cigarette in his mouth!!

They managed to “fix” the fuel issue within 15 minutes, but when I tried to start the engine, it wouldn’t turn over. Initially assuming it was a dead battery, they realized that the lights on all the switches were still illuminated leading them to believe it was a starter issue. Their next attempt involved a push start, but despite their efforts, pushing the car forward down the hill yielded

no success. Doubts arose about my ability to bump start the car (for context, I have bump started dozens of cars). Eventually, the owner resorted to using his van to push the car bumper to bumper, but after several failed attempts, they gave up.

Frustrated, they decided to jack up the car and inspect why the starter wasn't working. However, the mechanic encountered difficulty as the car had rolled slightly and the tilted jack stand left only a few inches of clearance. To raise the car further, they resorted to jacking it up from the control arm since the body height wasn't sufficient. Upon inspection beneath the car, they discovered the starter hanging from its wires.

Further examination revealed a missing bolt in the belt tensioner and a loose alternator belt as completely separate and unseen issues, prompting them to seek a bolt from the individual who will eventually extinguish the car fire **(more to come on the fire – how's that for a cliffhanger??)**.

After drinking his Milwaukee's Best, the mechanic repaired the car over a span of a few hours, only to resort to a bump start once again.

Due to the lack of a handbrake, they had to place a hammer behind the tire during a driver swap to keep the car running.

Later, as I prepared to take the car onto the track, I noticed that the steering wheel was crooked on the column. I attempted to level it before exiting the pit lane, but was unsuccessful, and the wheel remained askew. With the steering wheel positioned at 8 and 2 o'clock, my hands remained at 9 and 3 o'clock.

Throughout my lap, I encountered difficulties braking, as my legs were not long enough!! That forced me to slump in the seat and apply excessive pressure to the pedal. Additionally, I couldn't see out of the rearview

mirror due to the cloud-like effect caused by crash wrap on the glass.

On my second lap, I hit the turtles going through the bus stop, resulting in a cloud of dust forming from within the car. Yes – within.

After completing five laps, I noticed the smell of burning oil and decided to pull into the pits. As Julian prepared to take his turn on the track, I returned with the car emitting smoke from under the hood. The crew reassured Julian that the smoke was no big deal and was actually a normal occurrence, but when they opened the hood, flames erupted!

In a frenzy, they closed the hood and scrambled to find a fire extinguisher.

Once they did find one, they encountered difficulties pulling the pin due to oxidation **(note to racers – check your extinguishers)**. The neighboring individual who had provided the bolt for the belt tensioner came to our rescue and extinguished the fire. The crew assured us that they would bring the car back to their shop that night and have it ready for the following morning. Before leaving, we took a photo of the three of us in the front of the car, gathered our belongings, and departed. We hoped things would be better, but did not have much faith.

We returned the second day with the race was scheduled to begin at 9 a.m. The car didn't make it to the track until 8:55am, which is not ideal!! The mechanic, while towing the Porsche to the track, collided with two deer, resulting in damage to the tow vehicle. To compound the issue, they lacked a starter for the Porsche and offered us an alternative car (a Honda Civic) instead.

The Civic was a sister car on the team that had the same crew but different drivers for the weekend. We would just have to share the car with the other paying driver, named "Don" (not his real name).

**Jay Mazzola (center) with his sons
Julian and Noah**



Before we could begin to use the Civic, they had to replace the brakes and tires. When reinstalling the tires, they let gun click on each nut for a couple seconds, believing it to be sufficiently torqued after that. Additionally, the shifter knob was just a set of brass knuckles.

Noah finally got into the Honda at 10 a.m., an hour after the race had begun. When Noah got in the car, the steering wheel was misaligned, similarly to how it was in the Porsche!! He strangely discovered on track that this car lacked a rev limiter in fourth gear, meaning he had to shift early or else the engine would smoke. During his hour-long session, he managed a few laps in the 2:28 range, but mostly hovered around 2:31.

This car was not competitive with the rest of the field by a wide margin.

Meanwhile, the crew claimed to have repaired the Porsche, prompting Julian to take it out for his planned hour long stint.

He quickly returned to the pits after four laps, as the exhaust had broken and was hanging off the car. They brought the Porsche back to the paddock, where I noticed a slight wobble in one of the wheels. The mechanic attempted to assess the situation by gripping the wheel at 9 and 3 o'clock, deeming it sturdy before walking away. I then did the same thing at 12 and 6 o'clock, and to the mechanic's surprise, it nearly wobbled off the hub and bearing. After an hour of driving, Noah also sensed a problem with the Civic as it sounded like something was dragging along the road and returned to the pits. Upon inspection, they discovered that the fuel strap was broken, leaving the fuel tank barely secured within the car!! So they bring the Civic back into the paddock with the Porsche and do what they can to secure the tank.

Eventually, the Civic was repaired, and Don took it out on the track for his first stint. Don's lap times hovered around 2:50 indicating that he wasn't quite pushing the car as hard as Noah was. After an hour or so, the Civic ran out of fuel so Don came back into the pits, but no one from the crew was present in the pit stall to perform a fuel stop. Julian and Noah, who had never done one of these stops before, put on their safety gear and tried to remember the rules for how to do the fuel stops the right way. **They executed it to nearly to perfection** with one Marshall coming over after and telling us that Don, sitting in the car, wasn't allowed to take his gloves off during the fuel stop. Later, another member of the crew took over for Don, managing a fastest lap time of 2:35 over the course of another hour in the Civic.

Following the crew member's session, Noah took his turn in the Civic. By 1:30-2 p.m., the Porsche was finally fixed, and Noah was given the go-ahead to drive it.

As he began the out lap, smoke began infiltrating the cockpit through the shifter area.

Annoyed and concerned for his safety, he immediately returned to the pits, exited the car, and for the first time emphatically expressed his dissatisfaction with its condition. The crew understood his frustration. Once they started the car to try and recreate the issue, they attempted to idle the engine, but it kept attempting to engage gear on its own while stationary (not very safe). They decided to not to try and put the car back on track despite thinking the issue was not a big deal.

During our conversation, I voiced my disappointment in their lack of preparation for the weekend, insisting on a refund. As I listed all the car's problems, including the crooked steering wheel, the owner responded, "Well, it's impossible to get those straight. I've never seen one straight on those cars." Rather than argue

further, I agreed. One of the crew members agreed to refund part of our money, after obtaining the owner's consent. In the meantime, I continued driving the Civic on the track and engaged in some competitive battles.

However, after approximately 15 laps, I experienced a loss of oil pressure and limped the car back to the pits, only for the engine to blow before reaching there.

Once I arrived in the pits on a tow truck, the owner accused me of colliding with another car or a wall, pointing to the torn-up fender as evidence. I vehemently denied any impact, but the owner remained unconvinced. When he opened the hood, the owner confidently stated, "I've been working in body and framework for 30 years, and this car was hit from the front." However, there was no damage to the front bumper. I requested that he take a look under the hood where we quickly discovered that the crankshaft pulley was missing. We realized that it must have detached, rolled under the tire, and torn apart the fender!! Realizing his mistake, the owner hastily gathered his children, got into his van, and left - never to be seen again.

Shortly thereafter, we also departed, though not before witnessing Don's celebration with a victory cigar. Despite the challenges of the weekend, Don achieved a lap time below 2:50, marking his personal victory.

Whether we will ever actually receive a refund remains uncertain.

Nonetheless, we spent the rest of the day around the historic Watkins Glen track, enjoying beers along the way!

Will there be a next time? Who knows?!



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<https://nnjr-pca.com/home-2/nnjr-branded-products/>

MEMBERSHIP

Rudy & Nancy Samsel **Membership Co-Chairs**



WELCOME 17 NEW MEMBERS!

Eric Ricciardi
2022 911 Targa 4S

Michael Tokiwa
2007 911 Carrera 4S Cabriolet

Kristine & Jeremy Wong

Jack & Michael Gange

Kelly Vargas & Jill Bloch

Abdallah Simaika
2010 911 Turbo

Robert Hensen
2018 911 Carrera

Timothy Simon
2023 718 Cayman GTS 4.0

Courtney Rijken
2001 911 Carrera Cabriolet

Michael Allen
1987 928 S4

L. James Liu
2002 Boxster S

Douglas Eshleman
2005 911 Carrera S

Simon Abtalion
2001 Boxster

Stephen Li
2006 Cayman S

Heather & Asha Abaza

Pankaj Naik
1966 912

Raphael Mirasol &
Densie Rose Bello
2013 Boxster

Members with new Porsches

To share news of your new Porsche, please update your information on PCA's Membership Profile (see page 44).
To have your new car featured on the NNJR website, please email the file to webmaster@nnjr-pca.com.

MEMBER ANNIVERSARIES

40 Years

Noah Gottfried & Wei Shi
Susan Nolte &
Raymond Smutko
Susan Smith

35 Years

Diane Collova & Stephen Ward

25 Years

Enid Cintron & Oliver Crespo
James & Ada Coleman
Oliver Crespo & Enid Cintron
Lucille & Robert Knapik

20 Years

Christos & Faye Giannikos
Andrea Lorinczy &
Laszlo Szanka
Todd & Matthew Spidare
Laszlo Szanka &
Andrea Lorinczy

15 Years

Dana & Ethan Ellis
George Nogueiras &
David Caruso
Dennis & Julie Noonan

10 Years

Vito Genna & Michael Maresca
Michael Maresca & Vito Genna
Augie & Diane Corsico
Nicholas Korinis

5 Years

Eric Mena
Michael T. Mulholland
Frank & Frances Fiore
Steve Seguis
Kobus & Susan Reyneke
Mark & Karen Cassidy
Neel Bhatt
Bruce & Daniel Goldsmith

1 Year

Bret Reyes
Jae Han Kim
Evan & Julie Bienstock
Farid Chaouki
Meryl & Stuart Glickman
Eric Rufo
Gurinder Dosanjh
Alex Faieta
Domingo Nunez
Goutham Gorti
Katie & Christopher Gildea
Alan Cohen
Greg & Charles Schuetz
Arthur Picciano
Jephthah Dais
Brent Stansbury
Emily Pierson & Bryan Barger
Judith & Ira Siegel
Bryan Barger & Emily Pierson
Danielle Cohavi &
Douglas McDonnell
Kathy & Joseph Mobus
Jared Greisman
Melissa Moschella &
Anthony Bevilacqua



BECOME A MEMBER

Online registration: www.pca.org/join/membership

The screenshot shows the 'Own A Porsche? Join The Club!' registration page. The header includes the PCA logo and navigation links: MEMBERSHIP, EVENTS, NEWS, MAGAZINE, CLASSIFIEDS, TECHNICAL, and CONTACT. A search icon and a menu icon are on the right. The main content area has a heading 'Own A Porsche? Join The Club!' and a subheading 'Step One: Tell us about you'. It contains several form fields: Username, Email Address, First Name, Middle Initial, Last Name, and Informal Name. There are also checkboxes for 'I'm not a robot' and a reCAPTCHA logo. A yellow button labeled 'CONTINUE TO NEXT STEP' is at the bottom. On the right side, there is a PCA logo, a paragraph about the club's history, and a 'PRICING' section with a table showing membership costs for 1, 2, and 3 years. Below that is a 'CONTACT PCA' section with a telephone/fax field.

Own A Porsche? Join The Club!

If you don't yet own a Porsche but want to join PCA, consider entering our **PCA Test Drive** program.

Step One: Tell us about you

Username *
Email Address *

First Name *
Middle Initial
Last Name *
Informal Name

☐ I'm not a robot

CONTINUE TO NEXT STEP

PRICING

1 year:	\$46
2 years:	\$90
3 years:	\$132

CONTACT PCA

Telephone/Fax:

MEMBERSHIP PROFILE

Update your member info here: www.pca.org/members/edit

The screenshot shows the 'Update Member Profile' page. The header is identical to the registration page. On the left side, there is a 'REFER A FRIEND' button and a 'PROFILE' tab. Below the tab is a large grey box labeled 'Name' and a yellow button labeled 'EDIT MY PROFILE'. The main content area is titled 'Update Member Profile' and contains a 'Profile Information' section. It has form fields for Username, Email Address, Informal Name, Suffix, Phone Number, and Birth Date. There is also a checkbox for 'automatically renew my PCA account (read more)'.

REFER A FRIEND

PROFILE

Name

Update Member Profile

Profile Information

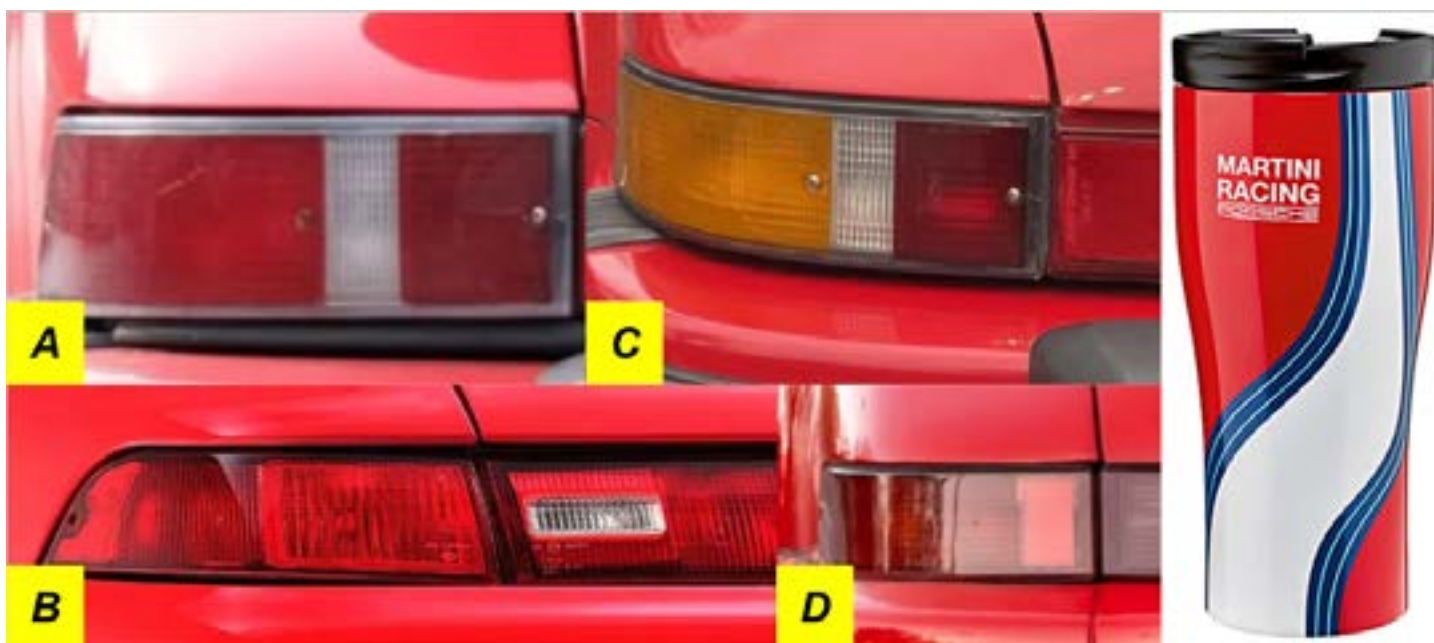
Username *
Email Address *

Informal Name
Suffix
Phone Number
Birth Date

☒ automatically renew my PCA account (read more)

Think you know Porsches?

Porsche Prowess is our game designed to test your Porsche knowledge!



The picture contains the driver's side tail lights from four Guards Red air-cooled Porsche 911s spanning four generations from 1978 through 1998.

Can you sort the four by model year in descending order?

If you think you know the answer, click the survey link:

[CLICK TO ANSWER](#)

All correct answers will be entered in a drawing to win a Martini-theme Insulated Coffee Mug, a \$55 value!

The contest closes Saturday, July 22, 2023, at 11:59 PM.

The winner will be announced in the next issue of PorscheForus!

JUNE 2023 ANSWER:

In the June 2023 PorscheForus issue, in the images of the standard 16" wheels from a 986 Boxster. Besides tire size and lug nuts, we asked people to spot the one difference.



Unfortunately, NO ONE responded that the correct answer was "A" as the bottom of the Porsche center crest was not aligned properly with the rim's valve stem!



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2014 911S. 7 speed manual, full leather, Premium Package, Power Sport Seats (14-way) with Memory Package, Porsche Dynamic Light System (PDLS), Electric Slide/Tilt Sunroof in Glass, Wheel Center Caps with Colored Porsche Crest, Seat Ventilation (Front), Sirius XM Satellite Radio Receiver. Black on black. Always in the garage. **Asking \$87,500.**

Lorna Holowach (973) 670-8209
gholowach@embarqmail.com



1985 Porsche 928S Automatic. Colorado Barn Find. Condition #4. Full service (including Porgen Tensioner upgrade) is two years old. New carpets, recovered dashboard, and console. One-year-old set of Conti Extreme Contacts. Extensive video documentation on my YouTube channel. I hate selling, but funding my Daughter's upcoming wedding and my small business are motivating factors currently. **\$11,900.**

Rudy Samsel (908) 295-7330
rudy@guyswithrides.com

PORSCHE PARTS

Trying to make room for spring! For the following items: *contact Bill at 908-647-5920 or gilbert4@rcn.com*

Photos of all items here: <http://bit.ly/3SIloKi>

1) Virtually NEW FLO-FAST professional model fuel (and other) pump

New condition FLO-FAST professional model pump. Works great (and fast!). Used once. Fits any wide mouth fuel jug, etc. Adjustable intake pipe for different height containers. **\$175 OBO**

Details here: <http://bit.ly/3ZtHmCH>

2) SureCharge IV Battery Tender

SureCharge IV battery charger/maintainer: works great. Has kept my Porsche batteries in great condition for months during the winter. **\$40**

3) AIM Cables

AIM power cord for Solo2 DL with RPM input. **\$50**

AIM cigarette lighter power cord for HD SC, other? **\$25**

4) HANS quick connect snaps

HANS quick connect with mounting screws, etc. **\$50**

5) 944 and 968 M030 springs, shocks

Turbo S / S2 / 968 M030 front springs. **\$250 OBO**

Turbo S / S2 / 968 M030 Koni rear shocks. Adjustable Koni's. **\$250 OBO**

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