

PORSCHEFORUS

NEWSLETTER OF THE NORTHERN NEW JERSEY REGION / PCA

VOL 4 2023



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JUNE 2023

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Cover photo:

NNJR Member **Peter Kaczynski's** 1988 Porsche 944 Rothmans Turbo Cup #89 (See Page 9 for full details)

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 second in less than four weeks 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. A key part of that commitment is returning to a first-of-the-month posting goal for this newsletter. While this June issue missed that mark by a couple of days, look for the next issue to post by Saturday, July 1st, 2023. To make our July 1st commitment, we ask that if you'd like to submit content for the next issue, please do so no later than Saturday, June 17, 2023.

While the data and the vast majority of comments favored the new page-flipping, eBook version, several members expressed an interest in having the Adobe Acrobat downloadable version as well. To maximize member readership, we now offer three digital versions:

Adobe Acrobat ("PDF") downloadable in one-page-at-a-time format.

Flip Fold eBook style format.

Adobe Acrobat ("PDF") downloadable in two-facing page format.

IMPORTANT NOTE: I have taken on the role of Interim Porscheforum Editor. We've been busy making the process easier for contributors to provide content, as well as working with a great freelance Graphics Designer, Iylana. Relying on Iylana's graphic design expertise moving forward makes the Editor's role more of a content coordinator role, so if you're interested in taking over, please let me know! You can contact me at newmember@nnjr-pca.com

Thank you for your patience as we transition the process.

Rudy Samsel Interim Porscheforum Editor

THIS PUBLICATION MAY NOT BE FORWARDED TO EMAIL LISTS

AROUND THE CORNER

UPCOMING EVENTS

NNJR/PCA Pocono Autocross

Sunday, June 4 · 7:45am–3:45pm

1234 Long Pond Rd, Long Pond, PA

Paul Miller Classic Concours

Sunday, June 11 · 9:00am–12:00pm

Paul Miller Porsche, 3419 US-46

Parsippany, NJ

DE Tech Session - Lime Rock

Monday, June 12 · 6:00pm–8:00pm

Porsche Englewood Service and Parts

148 W Forest Ave, Englewood, NJ

Porsche Parade

Sunday, June 18 – Saturday, June 24

Palm Springs, CA

NNJR DE - Lime Rock

Monday, June 26 – Tuesday, June 27

Lime Rock Park, 60 White Hollow Rd,

Lakeville, CT

DE Tech Session - Summit Point

Wednesday, June 28 · 6:00pm–8:00pm

Euro-Tire, 500 US-46, Fairfield, NJ

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, July 8 · All Groups w/POT PCA

201 Motorsports Park Cir, Summit Point, WV

F1 Watch Party

Sunday, July 9 · 8:00am–12:00pm

Porsche Englewood, 148 W Forest Ave,

Englewood, NJ

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.

July issue submission deadline: Saturday, June 17

NNJR Supporters

2 Ray Catena Porsche

10 Flemington Porsche

10 Euro-Tire

12 ID Signs

12 The Popular Mechanic

15 Porsche Englewood

22 Powertech

22 Stable Energies

25 Porsche Larchmont

28 Precision Motorsports Racing

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32 Apex Autowerks

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53 Traphagen Financial Group

54 High Marques

54 Mobile Automotive Solutions

55 Pinnacle Motor Works

55 Protosport

56 Paul Miller Porsche



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Celebrate Porsche's 75th Anniversary on June 10th!

RSVP Required

Paul Miller Porsche
11:00 AM – 3:00 PM
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Porsche Flemington
11:00 AM – 3:00 PM
[**RSVP HERE**](#)

Jack Daniels Porsche
5:00 PM – 8:00 PM
[**RSVP HERE**](#)

Porsche Englewood
11:00 AM – 3:00 PM
[**RSVP HERE**](#)

Porsche Larchmont
11:00 AM – 3:00 PM
[**RSVP HERE**](#)

THE STEERING COLUMN

Rich Barry **NNJR President**



Are you a little scared of all the new technology available to us? Do you believe that computers will become “self aware” and destroy the world like in the Terminator movies? Well then – you’ll hate this article. The following article and pictures were all generated by AI. I asked Chat GPT to write an article about the Porsche Club of Northern New Jersey. Then I asked another AI program to create pictures of Porsches in Northern New Jersey. I think it’s easy to see – the AI pictures are WAY worse than the actual article. The article is not too bad, except for the completely wrong dates. Here comes the future!!



Chat GPT Title:

Unleashing the Thrill: Exploring the Northern New Jersey Porsche Club

Introduction: In the heart of the Garden State lies a passionate community of Porsche enthusiasts who share a common love for precision, performance, and the iconic German engineering. The Northern New Jersey Porsche Club, established over four decades ago, has grown into a thriving hub for car aficionados,

where camaraderie and adrenaline-fueled experiences unite. In this article, we delve into the world of the New Jersey Porsche Club, exploring its vibrant culture, thrilling events, and the sheer excitement that comes with being a part of this esteemed community.

The Club's Legacy: Since its inception, the New Jersey Porsche Club has established itself as a premier destination for Porsche owners and enthusiasts in the region. Founded in 1978, *(Sadly, AI got this wrong—NNJR was founded 66 years ago in 1957 - Ed.)* the club has cultivated an atmosphere that fosters a deep appreciation for the Porsche brand while offering an inclusive and welcoming environment for members of all backgrounds.



Club Culture and Membership: At the heart of the New Jersey Porsche Club is a strong sense of community. Membership in the club provides an avenue for like-minded individuals to connect, network, and forge lasting friendships. Whether you are a seasoned Porsche owner or simply an admirer of these powerful machines, the club welcomes enthusiasts of all levels of experience. With a diverse membership base that spans across generations, the club encourages the sharing of knowledge, stories, and experiences, ensuring that the passion for Porsche is passed down to future generations.

Events and Activities: The New Jersey Porsche Club prides itself on hosting a wide range of events and activities throughout the year. From spirited drives through scenic routes to track days at renowned circuits, members have ample opportunities to push their Porsches to their limits. The club organizes autocross events, where drivers can test their skills





against the clock in a safe and controlled environment, fostering friendly competition and a chance to enhance driving abilities.

Additionally, the club arranges technical sessions and workshops, where members can delve deeper into the mechanics and engineering prowess that define Porsche vehicles. These sessions provide valuable insights into vehicle maintenance, modifications, and performance enhancements, empowering members to optimize their driving experience.

The Porsche Parade: One of the highlights of the New Jersey Porsche Club's calendar is the annual Porsche Parade. This highly anticipated event brings together Porsche enthusiasts from across the country for a week of exhilarating activities and camaraderie. The Parade features a variety of engaging events such as concours d'elegance, precision driving competitions, and scenic driving tours. It serves as an ideal platform for members to showcase their prized Porsches, share their stories, and immerse themselves in the rich heritage and passion that embodies the Porsche brand.

Giving Back to the Community: Beyond the joy of driving, the New Jersey Porsche Club actively engages in charitable endeavors, reflecting its commitment to making a positive impact on society. The club organizes fundraisers and events in support of various causes, from local charities to national foundations. By leveraging their shared passion for Porsche, members of the club channel their energy towards creating a meaningful difference and exemplifying the values that define the Porsche community.

Conclusion: The New Jersey Porsche Club stands as a testament to the enduring allure of the Porsche brand and the power of a passionate community. Through its diverse array of events, camaraderie, and commitment to philanthropy, the club serves as a hub for enthusiasts to connect, learn, and celebrate the artistry and performance of Porsche vehicles. Whether you're behind the wheel of a legendary 911 or simply appreciate the beauty of these remarkable machines, the New Jersey Porsche Club invites you to join their ranks and experience the thrill of being a part of something truly extraordinary.

MEMBER PHOTO OF THE MONTH



Pete Kaczynski

PETER KACZYNSKI – 1988 PORSCHE 944 ROTHMANS TURBO CUP CAR #89

Peter Kaczynski is one of several Porsche-related social media sensations who happens to be a member of NNJR with a very eclectic collection of interesting Porsches. In addition to his stunning black 993 4S Coupe and a barn-find '68 911, Peter owns one of the thirty-eight 1988 Weissach-prepared 944 Turbo Cups allocated to Canadian privateers for the Rothmans Turbo Cup Championship that year.

Unlike its German counterparts, this factory-built lightweight remained road legal. It was equipped with a slightly larger-than-stock KKK turbocharger, a magnesium intake manifold and oil pan making the 2.5-liter Cup engine tunable to over 300-horsepower. The most important change made to the 944 Turbo's chassis, which was reinforced via stiffer front and rear springs, a 30 mm front anti-roll bar, upgraded steering, stronger spring pads, and a full Matter light-alloy roll cage.

Any items deemed unnecessary for racing were removed – including power steering – and further weight saving was achieved through a fiberglass hood, light Sekuriflex windshield, Recaro bucket seat, and magnesium 'telephone dial' wheels. All told, the 944 Turbo Cup weighed approximately 600 pounds less than the series-production car.

This vehicle retains its period correct racing livery matching the vin #89. The original owner was the owner of the company on the livery, which was an expedited parcel shipping service, Dicom. More importantly it was raced by Jacques Bienvenue, who was this very weathered, semi-professional, well respected driver in Quebec.

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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



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PASSING ZONES

Thom Calabro **NNJR Track Chair**



Here we are

with two Driver Ed events in the books, and by the time you read this it'll be three. I'm writing this article in between the second DE event held at Mid Ohio May 19-21 and the third DE held May 26-27 May on the Thunderbolt course at New Jersey Motorsports Park ("NJMP"). The first DE of the season was at Lightning. (*Held April 22-23, 2023 - Ed.*) We had two great days on track. The driving was good, the weather was great. The first event of the season always requires drivers to take a run or two to get the cobwebs out. There were 132 drivers, approximately 6 newbies. Always great to see new drivers come to our events.

During lunch time on Saturday, we ran the Track Tour. This is for those who want to visit the paddock, attend an introductory DE meeting, and drive on the track doing a lead-follow with one of our instructors. We'll be doing this at Thunderbolt, as well. Usually a good percentage of those participating will want to do a DE, so the program must be working. Have a friend or family member who wants to see what track life is about? Bring them to one of our driver ed events when we are running the Track Tour.

On Saturday evening we were treated to an antipasto, pasta, beer, and wine social by Paul Miller Porsche. They have been, and are great supporters of NNJR. Some of their technicians were driving in the DE. They brought along their tools and technical expertise and helped more than a few drivers with car issues. A big thank you to this great Porsche dealership.

As I mentioned, I just returned from Mid-Ohio. The big thing with this area of the country in the spring is the weather. This year Mother Nature mostly was



cooperative. The skies were clear for the drive out and back. We did have some rain early in the morning on Saturday, but it was done by 9:00am. The rest of the time it was mostly sunny in the upper 60's to low 70's. This DE was for solo/advanced drivers only. The reason for this was because we also were running Club Racing events. Will DiGiovanni and his crew from PMR were there supporting some of the racers.



The plan, at this time, is to have the 2024 Mid-Ohio DE a fully instructed event. This will be an exciting event for all, as the plan is for the track to be totally resurfaced. This season they resurfaced turn 1, it had lots of grip. This is a big deal. For those who have not driven this track, or haven't heard, Mid-Ohio is slippery. Most tracks certainly are slippery when it is raining, some are slippery when there is morning dew present, Mid-Ohio is slippery when the humidity gets above 50%! For those who have driven Mid-Ohio, the repaved surface will (hopefully) make the driving entirely different, and in a good way.



So what's next? Lime Rock Park! Have you not signed up yet? Registration is open until June 12th. The Monday/Tuesday DE is June 26th and 27th. This will be our 53rd year at this historical road racing course. There is a rumor going around that Paul Miller Porsche will be sponsoring there second social of the season at Lime Rock. A good number of Green, Yellow, and Blue run groups drivers have already signed up. We certainly can use a few more instructors. Let's get all of these drivers off the waitlist.



Left to right: Ian (NJMP Pit Out worker), Chief Al Tafro, Historian Co-Chair Knute Hancock, Chief John Góve.

Well, this will be a rather short article this month. I barely got everything unpacked from the Ohio trip, and now it's time to start loading up the NNJR van for NJMP. Until next month!

See you at the track – Thom



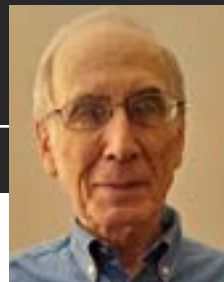
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We've Only Just Begun

by Hank Menkes

Ever notice how quickly time goes by when you're having fun? Well, that certainly seems to be happening for this season's Concours activities. It's June and we've already had

- **the Gathering of the Faithful**
- **the Paterek Restoration and Preservation Workshop**
- **the Welcome to the Club Concours**
- and most recently,**
- **the workshop at Porsche of Englewood**

Seems like quite a few events in such a short time, but we've only just begun and there are plenty more great events scheduled.

The Paterek Workshop was outstanding, as expected. The weather cooperated and provided a comfortable day to enjoy the tag team presentation provided by John, Ray, and Andrew. And, who can complain about the feast they provided to welcome us to their shop.

The team covered several topics of interest to the attendees and answered numerous questions in the process. One of the highlights of the afternoon was the walk-around discussion on the modifications made to a beautiful grey 356 coupe. This 356 was



John Paterek discusses features on a 356 Coupe



John critiques the paint on a 914

already in concours condition, but the owner chose to add a few outlaw and race car bits to further enhance its appeal and bring a touch of modern to the car. It sported chrome wheels, a racing mirror, and a gas filler cap positioned in the center of the front trunk, all to create one stunning 356.

Continuing with the classics, the Paterek team offered sage advice regarding the paint quality on a striking, red 914.

Not only was the workshop technically informative, it was also a great opportunity to further socialize with old friends and meet new members. We had over 75 Porsche enthusiasts attend and enjoy a great afternoon discussing the details of their favorite marque with the experts, and going home with some nice door prizes. Thanks John, Ray, and Andrew for another outstanding workshop.

We held our first competitive Concours, **the Welcome to the Club Concours**, on May 7th at a new venue. Unfortunately, we couldn't return to the Madison High School campus because it was already booked on our preferred date. The high school is advantageous because of its proximity to the Cheshire Home, the NNJR charity of choice, since the residents of the home can more easily participate at this location. When it became apparent that the high school was not available, it set off a quest for a convenient alternative.

After some time searching numerous potential locations in the area, and asking for help from members of the Board, Alan Zambarano, through his real estate connections, was able to secure the lot at 100 Campus Drive, Florham Park, and access to the building's lobby facilities. 100 Campus Drive is a large lot in a commercial real estate complex with nicely treed and landscaped islands for shade, and no general public traffic concerns. The Florham Park

venue did not disappoint. Residents of the Cheshire Home were shuttled by van and thoroughly enjoyed the event.

As with any club sponsored activity, there is a great deal of planning and preparation that takes place out of view of the general membership ahead of each event; Concours is no exception. At the Welcome to the Club Concours, we needed to hold a competitive Concours with judging starting at 10:00am and the trophy presentation concluding by 11:30am to allow time for the Rally meeting. In an hour and a half, we needed to judge all the cars, compile the scores, determine the winners, and present the trophies. That's quite a squeeze; the Concours was caught between the proverbial rock and a Rally. Allowing about an hour to judge, and a half hour to compile the scores and present the awards would be a significant challenge.

To save as much time as possible on the day of the event we prefilled all the entrant's score sheets and window placards. We also chose to do registration, for the first time, on the NNJR webpage so that all the critical information was available in advance, and to avoid having to handle cash in real time.

After some minor bugs, that were quickly resolved by our webpage guru, it appeared that the web registration was working well and providing us with the required information. By 6:00pm Saturday evening prior to the event, we had over 50 cars registered; one of the water-cooled classes already had a dozen cars entered, and we only had eight confirmed judges. As a point of reference, an efficient team of judges can review about six to eight cars an hour. A potential storm was brewing and we were paddling like the proverbial duck below the surface of the water. The decision was made to close the registration at that time.

As much as we would have liked to accommodate everyone interested in competing in the Concours, it was just impossible within the constraints imposed.

Our sincere apologies to anyone who tried to register, but was excluded. Rest assured, we've already identified logistic and timing issues that will be corrected for next season.

Despite the behind-the-scenes scurrying, the judging

occurred without incident and the scoring, although taking longer than anticipated, was accurately completed. All the entrants received a complimentary microfiber towel, and the class winners received a trophy and a large bottle of Griot's Garage Car Wash for their achievements. Our winners were:

Class 1, 356/914	Steve Beinert	1964 356 Coupe	1st Place
Class 2, Early 911/912	Peter Pulice	1967 911	1st Place
	Bob Adams	1973.5 911	2nd
	Tor Alden	1988 911	3rd
Class 3, 964/993	Kevin Fitzsimmons	1997 993	1st Place
Class 4, 996/997	George Castalano	2012 997	1st Place
	Dominic Cerrato	2008 997	2nd
	Augie Capasso	2005 997	3rd
Class 5, 991/992	James Turner	2023 992	1st Place
	Domenic Toto	2021 992	2nd
	Bob Henuset	2019 991	3rd
Class 6, Boxster/Cayman	Mike Gange	2016 Boxster	1st Place
	Arnold Solomon	2021 Boxster	2nd
	Edward Cincotta	2019 Boxster	3rd
Class 7, 924/944/968/928	Ken Jack	1993 968	1st Place



Our happy Concours winners



Kevin Fitzsimmons assists our junior judges

More recently, on May 21st, we held our first **instructional workshop at yet another new venue for Concours, Porsche of Englewood**. Roger Detanico, the General Manager, and his team of familiar NNJR faces (Nick Cristello and Max DeLaCruz) hosted us at their service and parts facility. They welcomed us with a bountiful lunch, and an abundance of door prizes.

The workshop program focused on helping Concours entrants achieve a higher score, by asking some of our most accomplished Concours veterans to share their winning tips and techniques. We had a lively, interactive panel discussion that went on for hours. Each of the sixty-five attendees received a complementary bottle of Griot's Garage Ceramic Glass Cleaner just for coming out, and after the formal program, we awarded the door prizes. Everyone went home with some great Concours swag. Thank you to Porsche of Englewood for their generous hospitality.

Like I said, we're only getting started. Our next Concours activity is the **Paul Miller Classic Concours** on June 11th at the Paul Miller Porsche dealership in Parsippany. This event is open to all Porsches, not just classics, and the class winners will receive a trophy and an award for their success.

Registration is via the NNJR website only, and no day-of registrations will be accepted. Because this event usually fills up quickly due to limited parking spaces, don't delay to register early. The entry fee is \$25 and there is no charge for spectators. Children are welcome to participate as junior judges. Light refreshments will be available. If you're an experienced judge, please help us avoid overworking our dedicated, but limited judging teams by coming out to assist us.

Although July is usually a slack month for Concours, that is not to be the case this year. We will, however, be making it a bit more laid-back for this month's event. On July 22nd we'll hold our **annual Cruise Night in Flanders with a People's Choice Concours** open to all Porsches. Just give her a good wash, and if you're really ambitious, a light shine and show up for what is to be an evening of music, food, and socialization under the stars. Looking forward to seeing you there.

More details on all these upcoming events can be found in PorscheForus ads and on the NNJR webpage. Please refer any questions to concours@nnjr-pca.com.



Event photos by Victor O.

Paul Miller Classic Concours

Bring your 356, bring your 914, bring your air-cooled 911 classic; as long as they're concours clean, they're welcome to compete in this special Porsche Classic Concours. These classics will be the highlight of this special event hosted by Paul Miller Porsche at their dealership in Parsippany.

If you have a newer water-cooled Porsche, sedan or sports car, you're welcome as well. This Concours is open to all Porsches of all ages.

Exterior, interior, and storage areas will be judged, and no engines will be examined at this event. All participants will earn Championship Points toward the annual trophies and awards, and special prizes will be presented to all the winners in each class.

Children are welcome to participate as Porsche Junior Judges to pick their Best-in-Show Porsches. Refreshments will be served.

This event has been very popular in the past and fills up quickly, so pre-registration online is required since lot space may be limited.

**Paul Miller
Porsche
3419 US-46
Parsippany
Troy Hills, NJ 07054**

- Registration will close at 6:00pm on Saturday, June 10th.
- When registering a 911, please help us to properly classify your Porsche by specifying the model number, e.g., 964, 993, 930, 996, 997, etc. and year.
- The cost of the event is \$25.

***Sunday,
June 11th***
9:00am–1:00pm

**Registration is via the NNJR webpage only at
NNJR-PCA.com/home-2/event-registration**

Questions or comments, contact:
concours@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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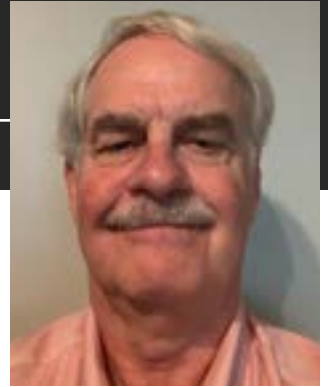


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Welcome to the Club

The WTTC event has been our big season opener for the vast majority of the members. A big focus for NNJR has been track, but this gives the rest of the club a time to rev up their engines. The social aspects of our Porsche family are important too, seeing old faces and welcoming new faces to our group. Concours give us the competitive aspects of judging how well we keep our “babies”, or just sharing how proud we are of them by displaying them for others to enjoy. After the cars were judged, trophies were handed out to the winners and the others were schooled in preparation for the next showing.

At around noon we gathered for our instruction meeting for the Rally. The drive for this event was very different from the norm. We lined up with a Police escort to travel to visit Cheshire Home, with our official starting point at their drive. The WTTC has evolved into a focus on our charity. The residents of Cheshire Home are seen enjoying the Concours and

show cars, then presented model Porsches on a drive through at the home. All of the proceeds and additional contributions were donated to them.

The Rally went through beautiful back roads of our area. A very specific route was spelled out and any wrong turns were counted against them. Jokes and riddles were seen along the route and getting the jokes also made for a better score. At the end our entrants were treated to a buffet at The PH Steak House in Chester. Our old and new members enjoyed the great party and viewing the answers to the riddles. A cocktail or two broke the ice with our new mix of friends. Trophy toy Porsches were awarded to the top contenders. The scores were tight because most are now understanding our sense of humor.

We have many more events coming— get involved and find out that there are many ways to enjoy that Porsche in the garage!

2023 NNJR-PCA Road Rally Schedule

July 16th

July 22nd

August 20th

September 24th

November 5th

Summer Sizzle

Cruise Night

Run for the Stone Wall

Oktoberfest

The Dreyfus Rally



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

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PORSCHE



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

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Donation: \$50.00

Drawing: December 13, 2023 at 12:00 PM
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No 001

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Cheshire Home tent at car show with residents taking a break from admiring our beautiful automobiles and chatting with club members. Thanks to all who stopped by tent and made donations.

Thanks All Those Who Participated and Donated At Welcome to the Club Show/Rally

The May 7 *Welcome to Club* Event was a big success for Charity. Cheshire Home's Kim and Betsey helped with Rally registration and received generous donations from many club members. Several Cheshire Home residents joined us at car show, and I hope everyone enjoyed talking with them. They loved the cars.

The parade over to Cheshire Home to start the rally was accommodated thanks to local police that directed traffic and provided access through a private road.

Finally, Charity received \$2,990 in donations and rally registrations.



Residents received model cars on our drive-through Cheshire Home before participants started Rally. Adding excitement this year, the rally masters provided a challenge question along parade route from Car Show. "When Robin Hood is in town he stays at _____?" Archer Hotel!

Congratulations to NNJR on their 65th Anniversary



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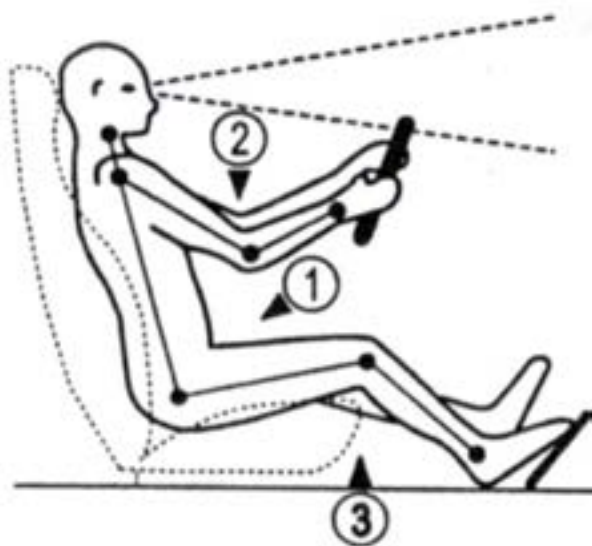
THE 3 MOST COMMON DRIVING MISTAKES

by **BILL GILBERT**

While most people believe they are good drivers, and I'm sure everyone reading this feels they are an excellent driver, many drivers make these common mistakes both on the street and at the track (and at autocross). I encourage everyone reading this to double check their driving habits against my list and recommendations. That's particularly true for younger drivers.

The three most common mistakes are

1. Driving position.
2. Vision: i.e. where the driver is looking.
3. Rough use of controls.



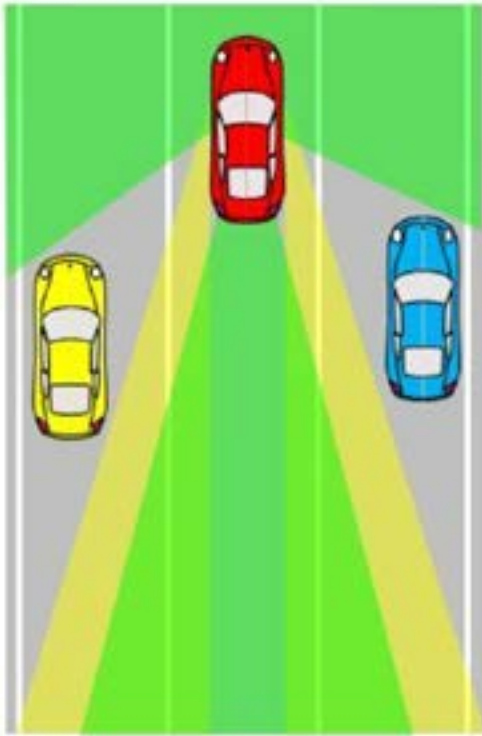
1 Driving Position

Many of you have heard me talk about the appropriate driving position, so I hope you often help others get seated properly. By the way, this advice applies equally to track driving and street driving. In both cases, we want to be comfortable and able to use the controls without reaching or getting tired.

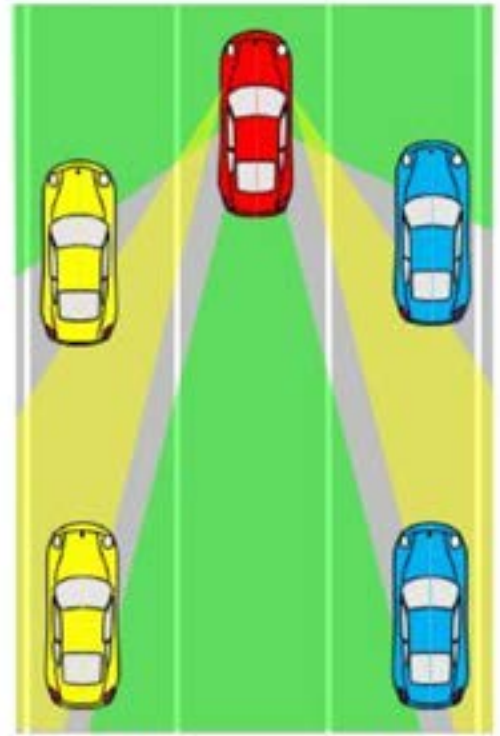
To get seated properly, slide the seat forward until your knee has some bend in it with your foot hard on the brakes and with the gas pedal on the floor. Next adjust the angle of the seat and/or the steering wheel. With your shoulders firmly against the back of the seat, when you reach your arm to the top of the steering wheel, your wrist should touch the top of the wheel with some bend in the elbow. This will be closer than many drivers are currently sitting. This position allows the driver to use his or her arm muscles on the steering wheel, not the wrist muscles. Much better control and much less tiring.

The only caveat: if you are seated properly and your chest is now closer to the steering wheel than 10 inches, then you need to make some car modifications, because 10 inches is the minimum safe spacing for the airbag.

Common



Better



G. Plazer, "The Geometry of Automotive Rearview Mirrors—Why Blind Zones Exist and Strategies to Overcome Them," SAE Tech. Paper 950601 (1995).

One bonus tip: if your seat has height adjustment, on the street move it up so that you have 3 inches line of sight above the steering wheel. On the track, you may wish to do the same, or you may wish to be lower, depending on the trade-off between feeling what the car is doing and your line of sight.

A key part of the seating position is adjusting the mirrors. The vast majority of drivers do not have their side mirrors adjusted properly. You can adjust the mirrors to eliminate or severely reduce blind spots on both sides of the car. If you've attended my student classrooms for the track, you've seen slides that demonstrate how to do so. Here I will describe the process, which is actually quite simple. You will see the result in the accompanying diagram.

To adjust the left side mirror, sit in your normal position and lean your head against the driver's window; now push the mirror out until you can just see the back corner of your car. Do the same on the right side with your head underneath the rear view mirror. Now when you sit in your normal position, there will be nothing in

the side mirrors. But you will have a view of the adjacent lanes. On the highway and the track, a car approaching either side of your car will show up in the side mirror until it is literally alongside your shoulder. I don't know why this technique isn't taught to every driver when they first get behind the wheel. When I learned it some years ago, it was literally a "eureka" moment.

2 vision

Most drivers do not look far enough ahead and many do not move their head enough to scan their surroundings. Here is how to practice on the street. These techniques will make you a safer driver and they pay dividends on the track. First, our main focus should always be approximately 5 seconds ahead of the car, in the direction where we want to go. For example, on the highway five seconds ahead in the lane that we intend to be in. Second, our eyes should be moving, i.e. scanning, such that we have looked 15 to 20 seconds ahead and in our mirrors every few seconds. Said



another way, our main focus is where we want the car to go but our scanning is telling us what's happening ahead, behind and around our car.

This technique gives us time to react to anything that happens in front of us. And it smooths the trajectory of the car.

In situations like intersections where we cannot see 5 seconds or further ahead, our scanning needs to look right, left, ahead and left again. And in a deliberate manner, i.e. where we actually force ourselves to look so that we see an unexpected pedestrian or bicycle.

3 Rough Use of Controls

Too many drivers treat their car as if it doesn't matter how it is driven. By which I mean: rough use of the gas, brakes, steering, etc. As a result, on the street they accelerate in a jerky manner and brake in an uncomfortable way. Gear shifts are often sloppy or too fast. The steering wheel is often jerked rather than turned smoothly.

The solution is to think of using the controls in a relaxed and unhurried manner. You may have heard me or others say, "never rush, even on the track." The only exception to this rule is an emergency, like a spin, when rapid response is required. Fortunately those emergencies are very rare. The rest of the time, we should be using the controls and driving the car in a relaxed, comfortable manner. I'm quite confident that your passengers will be happier!

Here are some typical ways to describe proper driving. "Wind or Unwind" the steering. "Squeeze" the gas, "roll on." "An egg between your foot and the gas pedal." Feel resistance in the brake pedal before full pressure. Use 2 or 3 fingers on the gear shift lever. Gear shifts are 3 motions (out of gear, across the gate, into gear).

To refine your braking, practice stopping at a light or stop sign without the nose of the car coming up: much harder to do than it sounds.

I encourage you to try the techniques I've outlined in this article. If you do, I'm very confident that you will be a safer and more comfortable driver, both on the street and on the track.



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RAD Radio

How To Install a Blaupunkt Bremen SQR46 DAB In a 928S

by **RUDY SAMSEL**

If you're not aware, at the height of COVID, I purchased a 1985 Porsche 928S barn find from my best friend in Buffalo for \$4,000. Buying the car in non-running condition, we quickly nicknamed it "Project Risky Business" and have been slowly bringing it back to life as time and money allow.

After completing the major service and getting the fuel system purged of the foul-smelling varnish I'm told was once gasoline, I tackled the reupholstery of the car's severely cracked dashboard. I wanted to upgrade the stereo head unit as part of that upgrade.

Buying the car in non-running condition, we quickly nicknamed it "Project Risky Business"



The Blaupunkt Koln 23 cassette head unit that likely left Stuttgart in my 928 was replaced with an aftermarket CD unit at some point in the 1990s. The aftermarket head unit looked outdated in my 928's center console and was also not working reliably. After eating my Best of B.B. King CD, I decided to upgrade.

Fortunately, Blaupunkt recognized many enthusiasts felt the same way I did when they launched their retro-styled Bremen SQR 46 DAB. Currently retailing for \$448 on Amazon, in addition to having the look of the factory-supplied head unit, hiding behind what appears to be a cassette or CD door are ports for an SD card, USB, and an AUX cable.

The Porsche 928's electrical system is notoriously complex, which also applies to the car's audio system. In their infinite 1970s wisdom, Porsche engineers developed a speaker balance knob mounted next to the driver's seat by the e-Brake handle. The engineers hid a small Blaupunkt amplifier on the passenger side that sent signals to the eight-speaker system. This setup required a complex wiring harness connecting the balance control knob to the amplifier.

Unfortunately, an initial test run of my new Blaupunkt deck confirmed the nearly forty-year-old factory amplifier was also shot as it created random static and hissing noises. Consequently, I bought and installed a Sony XMS400D amplifier to replace the spent Blaupunkt factory unit. It exceeded the original amp's output (the new unit is 45 watts x 4 channels) and was small enough to fit under the original passenger-side trim panel.

With the modern Blaupunkt Bremen head unit featuring its own balance control knob and the Sony Amp featuring a choice of either pre-amp or speaker-level inputs, I realized I could simplify the wiring with casual observers knowing the difference.

Typical 1985 Porsche 928S Blaupunkt Koln SQR 23 Cassette Head Unit:

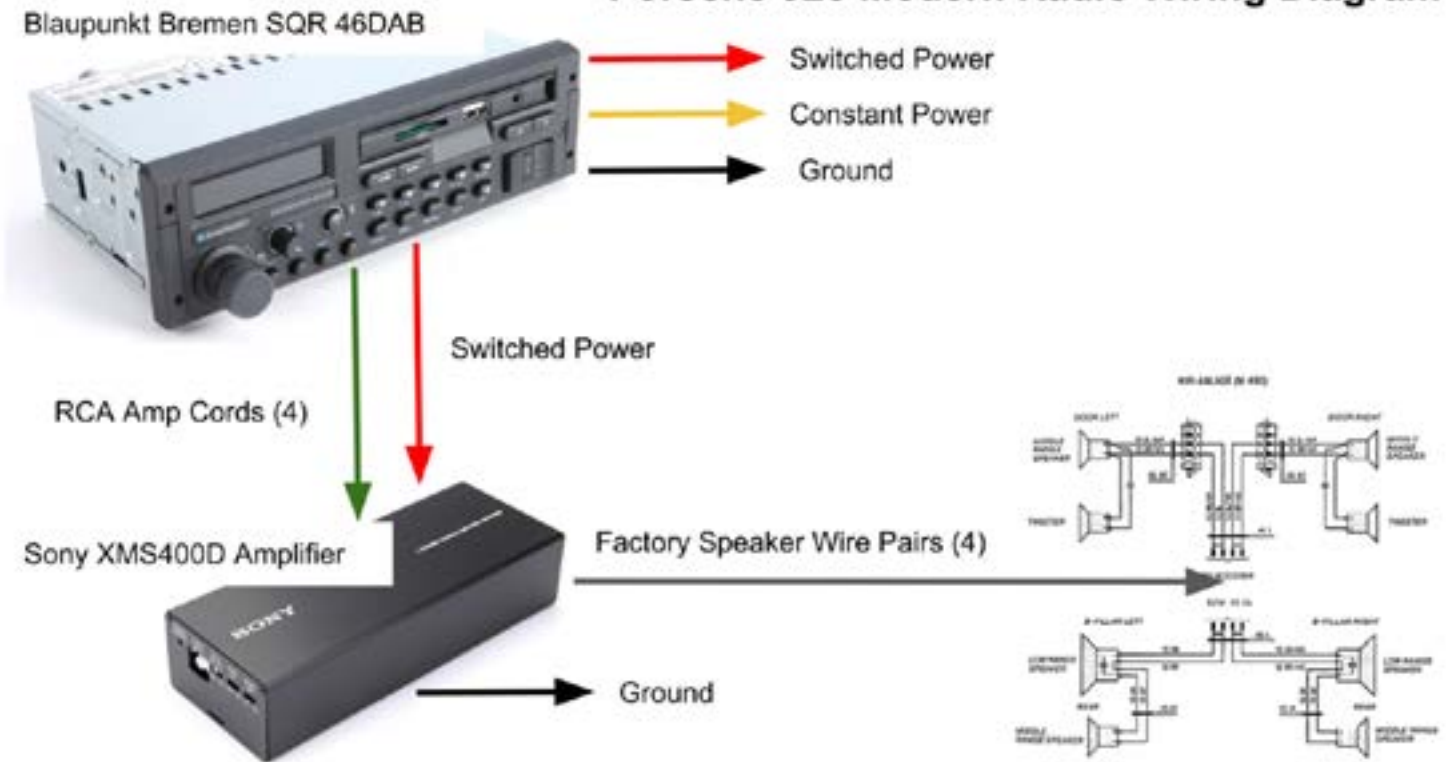


Standard equipment in the Porsche 928 S includes a digital cassette radio. An active windshield antenna is a standard fitting for the Porsche 928 S.

Modern Blaupunkt Bremen SQR 46 DAB Featuring Bluetooth, SD Card, USB and Aux ports:



Porsche 928 Modern Radio Wiring Diagram



As for speaker upgrades, I wanted to keep the look as original as possible. Luckily, the previous owners of my 928 did not butcher the doors and, as far as I know, upgraded the factory units with replacements that fit under the original grilles. Since they still sound great, I left them alone for now.



On the 928 S3 generation, Porsche engineers chose 6 ½" speakers mounted in black surface-mounted, injection-molded housings. Reproduction pieces are readily available, so I procured a pair from 928sRUS and mounted JBL 631 six-and-a-half inch 3-way speakers purchased from my tried-and-true stereo supplier Crutchfield. As the picture to the right illustrates, the new under-mounted speaker on the right looks factory fresh versus the top-mounted 1990s vintage Blaupunkt RLs.



As for the useless tiny four-inch rear hatch speakers, they were completely sun damaged. The paper cones were rotted away and needed to be replaced anyway, but my goal was to make it look as close to the factory originals as possible.

I selected JVC's C5 DDR 421 four-inch, two-way speakers for these replacements. They're a nice upgrade over what was there originally and should last, especially because the car is almost always stored indoors. Even better was that Crutchfield price-matched the same units available from Amazon for ten dollars less. Here is a simple diagram of what I put together:



I'm in my late 50s, so years of heavy metal music and driving convertibles have reduced my hearing to me frequently asking, "What did you say?" Consequently, I am far from being an Audiophile. I just want a decent sound when I'm driving.

Additionally, I wanted to add Bluetooth capability (to answer and receive phone calls legally in Jersey) and

the functionality to have my iPhone connected via a hidden cable to keep it charged.

I'm very pleased with the deck as it is a nice-sounding head unit based on the speakers and the amplifier I selected. As the pictures illustrate, it is a very subtle upgrade that integrated nicely with my 928's center console:



The Agony and the Ecstasy of Updating a Porsche Communications Management System (“PCM”) in a 997

by HANK MENKES

This is a story of the mental anguish, physical struggles, and subsequent elation associated with modifying the Porsche Communications Management system in a pristine, all-original 997 Concours car. This is not a detailed “how-to” article on vehicle multi-media system replacement; for that, you need to go to Rennlist.com and spend extensive hours scouring the ongoing thread that discusses the new Porsche Classic Communication Management Plus (PCCM+) system.

In the way of background information, as part of their Classic Program, Porsche recently introduced an updated PCM for the 9x7.1 series of sports cars, and the early Cayennes. They had previously offered an upgrade for the air-cooled single DIN radios and the 996 PCM, but none of these units are compatible with the newer 9x7.1 cars. The new PCCM+ replaces the original unit with a more modern, Porsche-branded head unit that is essentially a pin for pin replacement for the existing unit. The new PCCM+ provides a touch screen, Apple Car Play, Android Auto, support for navigation and SiriusXM all in a matching package that slides into the spot occupied by the existing PCM – all for a typical Porsche price. You can find more details on the new PCCM+ on the Porsche website.

I am the long-term caretaker of a 2006, 997.1 coupe. This is my second Porsche; my first being a 944 that I purchased off the lot. I ordered the 997 Porsche directly from the factory to my specifications. I spent





hours, if not days, studying the configurator to decide exactly what options I would select relative to the escalation of the purchase price, while trying to get the best return on my investment, and still fitting within my budget. I settled on very few options, choosing only heated seats, bi-xenon headlights, a sport steering wheel, and an optional metallic paint color. I knew from the start that this was going to be a concours car and, consequently, not a penny was spent on any “go-fast” options. I’ve not regretted these choices other than, perhaps, the heated seats since I never drive the car in the winter; remember, it’s a concours car.

The car came standard with, what was for the time, a contemporary radio head unit that Porsche referred to as the Porsche Communication Management system. The Porsche Communication Management system, or PCM, is the central control unit for all audio, communication, navigation, and standard vehicle functions. In my case, since I didn’t order the wireless cell phone feature, the navigation system, or the Bose stereo upgrade, (no sense adding even more weight and making the car go any slower) the PCM only provided the basic AM/FM stereo and limited vehicle monitoring functions.

What I would have liked to have had was the choice of a backup camera, but unfortunately that wasn’t an option in 2006. Although the 997 has excellent external sight lines, the one place where this is lacking is to the rear. Backing up in a 997 requires real-time, visual stereotactic dead reckoning with the consequence of a big repair bill for an error in judgement.

It wasn’t long after purchasing the 997 and experiencing the stress of a potential reversing error that I reluctantly started to consider replacing the standard PCM with an after-market head-unit.



This was akin to the classic psychological “approach-avoidance conflict” where you desperately want something but you know, or have been told, that it’s not good for you, and you struggle with how to resolve the disparity.

The conflict arose because I wanted to keep the car as original as possible for PCA Parade Concours competition, but also wanted the improved functionality.

I considered many of the major brand-name aftermarket head-units, but none of them would be quite right nestled in the 997 center stack for an all-original concours car, either because their black color wouldn’t match the existing equipment, the unit wouldn’t fully integrate into the vehicle electronics, or the units were lacking in some critical functionality. As time went on, it became necessary to ensure that any replacement also offered Apple Car Play, Android Auto, and the ability to support navigation and, of course, a backup camera.

I hesitated for many years until a glimmer of hope presented itself when in 2015 Porsche introduced, for the earlier cars, an updated single-DIN replacement radio that offered some of the features I was seeking. I hoped, that in time, Porsche would continue this modernization strategy for the newer models as part of their Classic Program. Indeed, in 2020 Porsche introduced the updated PCCM for the 9x6 model range. This unit was a step in the right direction, but it was not compatible with the 997 because of its size and color, but things were clearly moving in the proper direction. I just had to be a bit more patient.

Finally, in early 2023, Porsche delivered a late Christmas present, and introduced the PCCM+ for the 9x7 range of vehicles, and the early Cayennes.



As you might imagine, the internet went abuzz about this new unit, which created an unanticipated high demand for Porsche.

To avoid the major on-line parts dealers hoarding these new units, Porsche instituted a policy that they would limit shipments to only three units per dealer regardless of the size of their order. This further added to the delay in obtaining a new PCCM+ and forced potential buyers to conduct a nationwide search for which dealer had units in stock. Dealers were taking names for their waiting list, and Porschefiles were paying a premium to get their PCCM+ as quickly as possible.

It's interesting to note that these new PCCM+ units came with absolutely no installation instructions in the box and no details of how to make them function with a backup camera in a 9x7, but that did not stop the intrepid and adventurous 9x7 owners who were desperate for the new features the PCCM+ offered. As these units got into the hands of the adventurous, it wasn't long before 9x7 owners started posting their installation questions and experiences on the web by the thousands.

Unfortunately, many of the early posts contain misleading information, so skepticism needs to be carefully applied. As time went on, things clarified and a set of consistent installation instructions developed, but a 9x7 functional backup camera remained elusive. Porsche advertised that the PCCM+ would support the factory backup camera in the early Cayennes, but provided no details on how to operationalize this feature in the 9x7 cars.

Necessity often proves to be the inspiration for invention, and prevailed here as well. With time and persistence, the courageous experimenters



determined the proper wiring for a functioning backup camera in the 9x7 vehicles.

This was not for the timid, however, since minor surgery is required to the interconnecting wiring harness.

After studying over 2000 posts, and separating fact from fiction, I was ready to act. The first challenge was to obtain a new PCCM+. Not an easy task, for none of the major on-line Porsche parts dealers had them in stock, and my local Porsche dealer had a waiting list with no indication of when they would be receiving a shipment. I was told that it might not be until the fall. Fortunately, a fellow NNJR member was able to determine that Porsche of Englewood had two in stock! I wasted no time in calling their parts department to ask that they reserve one for me, and that afternoon drove to their shop to make the purchase. I was one of the lucky ones.

I spent almost as many hours contemplating my installation strategy as I did researching the product itself. I wanted to install a backup camera along with the new PCCM+, but what camera to buy and how to mount it? Once again, as a Concours car, I did not



want to molest it's exterior with anything that did not look original.

As ridiculous as it might sound, I agonized over the camera installation choices for days.

Did I want to drill a hole in my pristine bumper to mount the camera, or would a license plate mount or replacement for the license plate light be the better approach? I went back and forth in search of the optimum choice. To me, none of the license plate mounts or replacements for the license plate lights looked factory, so I resolved that the better looking and functioning option was to drill a hole in the bumper and mount the smallest camera possible, requiring the smallest hole, centered on the license plate. This choice looked more like a factory option rather than an add-on, and since the required hole in the bumper was only 8mm, it could be covered with a small body-colored plug, should I ever regret my decision.

The installation of the PCCM+ was relatively straight forward, mostly plug and play; the hardest part being the removal of the interior trim panels. If two clips were adequate to hold a panel in place Porsche used four. Every time a panel snapped off its retaining clips with a loud pop, I was certain that I had broken the panel – fortunately not the case, however.

Installing the backup camera was a different story. This required mounting the camera to the bumper, necessitating the bumper removal, and fishing the cable through the engine compartment, through the firewall and up to the PCCM+ in the front console as well as into the tail light for power. Before proceeding, I tested the camera with the PCCM+ to verify that everything would function as expected. It was reassuring to know that my expensive purchase had a high probability of working properly.

The bumper removal was a simple task, and after carefully measuring at least six times to ensure the hole would be centered and clear of any obstructions, the hole was drilled. This really put the anti-perspirant to the test! The next step was running the cable to the interior of the car.

I gave a lot of consideration to exactly how the cable would run through the engine compartment traversing its way to the tail light for the Reverse Trigger signal on its way to the interior. I wanted the cabling to look factory and allow for disconnecting the camera plug in the event of a failure and need for



subsequent replacement. Removing the tail lights is a simple process and well documented on the internet. Removing the carpeted rear trim panel below the rear window was, as they say, another story.

I can only imagine that Porsche must have installed this panel before the rear window was installed. Those of you that know me realize that I'm rather slim, and fortunately still somewhat limber. Yet, it was a heck of a challenge to climb into the back seat, find a safe, comfortable position, and be able to pull the rear trim panel free without straining a muscle. The removal of this trim panel is necessary in order to access the hallowed grommet that carries the main engine wiring harness from the vehicle interior to the engine compartment. The camera cable needs to pass through this grommet to enter the vehicle.

The rear trim panel is held on by six metal spring clips with the strength of JB Weld.

After trying numerous trim removal tools in different locations, I finally found the sweet-spot and yanked like hell!

The panel released with an extremely loud pop further exaggerated by the echo from under the rear window and being in such a close space. My initial reaction was that I had either broken the rear window or cracked the trim panel in two. Fortunately, neither had happened and I had only bent one spring clip which was easily straightened. The difficult part was over.

I managed to route the cable into the engine compartment, make the required hole through the grommet and fish the cable into the vehicle with little difficulty. Running the cable up to the PCCM+ was time consuming, but not particularly problematic. I chose to run it along the passenger sill and behind

the glove box into the center stack. I wrapped every exterior connector with electrical tape to ensure that they would be water-tight and covered all the new connectors behind the PCCM+ with anti-rattle foam to guarantee silence over bumpy roads. To ensure a factory look, I covered the exposed camera cable in the engine compartment with a braided cable sleeve that matches the sleeving used by Porsche.

The camera and PCCM+ work well together, and although I struggled (an understatement) with some of the difficult decisions,

I'm pleased with this update since I now have a safe and easy hands-free way to utilize my phone while driving,

the ability to get navigation on a larger screen as well as on the small screen at the base of the tachometer, along with USB connectivity for music sources, and finally, a backup camera. And, according to Nathan Merz, the PCA vehicle evaluation guru, the updated PCCM+ should add value to the vehicle rather than detract — all things considered, a big win overall.

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



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Lorna Holowach
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William Dotterweich
2001 911 Carrera Cabriolet
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Nicholas & Deborah Morello
2018 718 Cayman GTS

Weijia Tang
**2004 Cayenne, 1980 924 Turbo, 2007
911 Carrera Cabriolet, and 1995 911
Carrera Cabriolet**

Kevin Ostrowski
1976 911S

Dean Peterson
1987 944
Referred by Al Citro

Jason Brienza
2019 718 Cayman GTS
Referred by Paul Miller Porsche

Jason Dudley
2021 Macan Turbo

Benedict Schlatter
2023 911 Turbo

Thomas Rich & Barbara Costlow
2022 Macan S
Referred by Ray Catena Porsche

Glenn Steitz
2023 Taycan
Referred by David Ayres

James Calvello
2014 911 Turbo Cabriolet

Michael Nurick
2023 718 Boxster GTS 4.0

George Wolfe
2020 911 Carrera 4S Cabriolet
Referred by Joe Beccalori

Michael Leahy
2005 Boxster S

Michael & Max Nusbaum
2017 911 Carrera 4S Cabriolet

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2001 911

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2003 911 Carrera

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15 Years

Steven & Sandy Lenger
Aurora & Clinton Pipeling
Serhan Gokmen

10 Years

Vic & Cheryl Graziano
David & Andrew Stadinski
Brad & Marylou Boersig

5 Years

Mark Insetta
Alex Chan & David Shue
Ryan Powell
David & Charles Yakimischak
Vanessa Billups
Garrett Brown
Jeffrey Piluso
John & Deborah Cavalier
Efrin Castro
Alan Stricoff
Mark Falco
Jeffrey & Emily Amoscato

1 Year

James Potocki
Anthony Kaytes
Douglas Man
Carlos Cruz
Len Randazzo
Dave Ferguson
Richard Hand
Morne Oosthuizen
Christopher Esnes
Mark Rosen
G. Mark Loreto
Nicholas Christoff
Jacob Jordan
Russ & Barbara Monico
Mark Allen & Jennifer Hurley
Furqan Ahmed
Christopher Fargo
& Dena Hamden
Jonathan Baratta
Christopher Rodriguez
& Jiten Rana
Krzysztof Olszewski
Richard Fontaine
Darren Lee
Ektor Silva
Jose Jalandoni
Randy Kremer
Julie Ruth

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.

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, there is a 'REFER A FRIEND' button and a 'PROFILE' tab. Below the tab is a large grey box labeled 'Name'. At the bottom left is 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 new game designed to test your Porsche knowledge!

The picture below contains four images of the standard 16" wheels from a 986 Boxster. Besides tire size and lug nuts, one wheel in the pictures is different from the others. **Can you spot the difference?**

If so, send an email to publications@nnjr-pca.com with "Porsche Prowess" in the subject line and your answer in the body of the text. **All correct answers will be entered in a drawing to win a Martini-theme Insulated Coffee Mug, a \$55 value!**

The contest closes Saturday, June 24, 2023, at 11:59 PM.

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

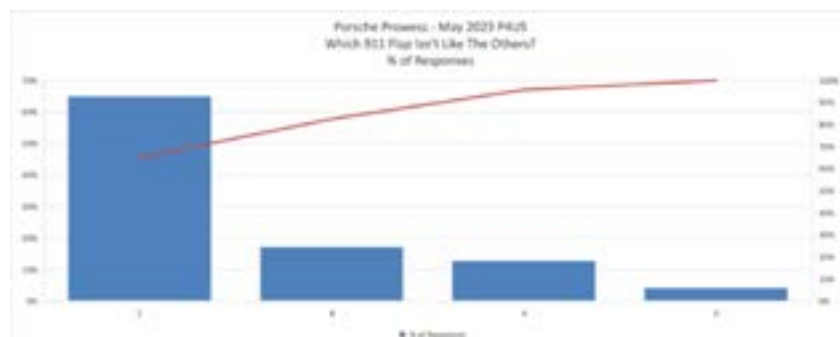


MAY 2023 ANSWER:

In the May 2023 PorscheForum issue, we asked which of these filler flaps is different than the others. In 1972, Porsche engineers relocated the engine's oil tank to help reduce the weight hung behind the rear wheels and combat complaints of snap oversteer that could catch the inexperienced driver by surprise. The external filler cap resulted in an unforeseen problem when gas station attendants inadvertently filled the oil tank with gas! Consequently, the 911 oil flap ended up being a one-year-only feature:



Thus, the correct answer from the four images was "C." Two-thirds of the respondents correctly chose the oil flap. All of the correct responses were entered into a random drawing. Of these, we're pleased to report **James Coleman** won the Porsche Logo Thermos! Congrats James!



For Sale

PORSCHE VEHICLES



2014 911S 50th Anniversary Edition. 7-speed manual, full leather and power seats, Bose sound. Black on black. Always garaged. 22,000 miles. **Asking \$125k.**

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



1985 Porsche 928S Automatic. Colorado Barn Find. Condition #4. Full service (including Poreken 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**

944S Sport Suspension front springs. Fits all 944/968 except M030. **\$50 OBO**

6) 944/944S/944 Turbo Owner's Manuals

Owner's manual and maintenance book from my 1987 944S. Includes original leather cover. Excellent condition. **\$200**

7) Lexan front (bra) for 944 Turbo, 944 S2

FREE Lexan bra fits all 944 Turbos and 944S2. This one has some damage but is usable. Pickup only; too bulky to ship.

For Sale

Set of wheels and tires for 2018 GT3. Wheels are center mount OZ Ultraleggera matt graphite silver (2) 9" X 20" fronts and (2) 11" X 20" rears. Like new Tires mounted with TPS are Michelin Pilot Sport 4S (2) 245/35-20 fronts and (2) 305/30-20 rears. New in 2022 mounted and never used. Set cost \$5,400. **Asking \$2,500.** Additional photos available upon request.

Steven Kalil 57 Marion Ave Staten Island NY, 10304
718-753-9806
sk@caddelldrydock.com



OEM Sand-beige seat covers. Brand New passenger-side back rest seat cover. All others in lightly used condition. Original Equipment, Factory, OEM, Porsche 911-997 1st & 2nd Generation 997 and Boxster Cayman 987.1 and 987.2 Beige Leather Seat Cover. This is a Genuine Porsche replacement seat covers. Fits Porsche 997.1 and 997.2 from 2005 to 2012 with Heated and Air Condition seats. It will fit all versions of 997 models from Carrera Base model to Turbo S. Seat cover will also fit Boxster Cayman 987.1 and 987.2 all versions from 2005 to 2011. A direct replacement for Porsche 911-997 and 987 Seats. **\$1,850**
Please contact Steve 973-838-7871



First-Generation Cayenne Wheels. 19" set of four. Driver quality. Use as-is or restore them. The Blizzaks currently mounted on them are over ten years old ARE NOT recommended for any driving! **\$300**
Contact Robert H. at (609) 351-8010

Wanted

NNJR member is looking to purchase a 356 Coupe or Cab! If you know of one for sale please contact Robert Shelbourne at 215 809 4900

I would like to buy your 2015-2016 Boxster GTS manual trans.
973-769-6407 Bobbyru@gmail.com

Planning on spring cleaning? Sell your extra Porsche items here! Send your ad and photo of the item you want to sell to mart@nnjr-pca.com

Your ad will run in 3 consecutive issues of PorscheForus. If you would like to extend the run of your ad, let us know at mart@nnjr-pca.com for each additional month.

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