



### DEPARTMENTS

- 3 [Event Calendar](#)
- 6 [Membership Milestones](#)
- 8 [Vom Präsidenten](#)
- 29 [Classifieds](#)

### FEATURES

- 11 [Editor's Note](#) **Rita Hancock**
- 12-13 [RTR Holiday Party](#)
- 14 [January 2023 Wrap-Up](#) **David K. Whitlock**
- 15 [February 2023 Membership Meeting](#) **Joe Kucinski**
- 16 [PCA Meets PCI](#) **Jack Cooney**
- 18 [2023 Philadelphia Auto Show](#) **Joe Kucinski**
- 22 [Porsches at Motul Petit Le Mans 2022](#) **Luis A. Martínez**
- 25 [Brumos Collection Museum](#) **Michael Wessner**
- 26 [The Supercar](#) **G.R. Gallo**
- 27 [Sidetrack: The Source for PA Traffic Laws](#) **David Newton**
- 28 [Shifts and Giggles](#) **Jeff Walton**



#### COVER

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# 2023 RTR Event Calendar

## Driver's Education

<b>March</b>	<b>3/24</b>	<a href="#">Close Date - Summit</a>
<b>March</b>	<b>3/25</b>	<a href="#">Tech - Summit</a>
<b>April</b>	<b>4/7-9</b>	<a href="#">DE @ Jeff/Shen</a>
<b>April</b>	<b>4/21</b>	<a href="#">Close Date - Pocono North</a>
<b>April</b>	<b>4/22</b>	<a href="#">Tech - Pocono North</a>
<b>May</b>	<b>5/5-7</b>	<a href="#">DE @ Pocono</a>

## Social Events

<b>March</b>	<b>3/22</b>	<a href="#">Membership Meeting</a>
<b>April</b>	<b>4/28</b>	<a href="#">SMWS @ Capital Grille</a>

## Autocross Events

<b>September</b>	<b>9/24</b>	<a href="#">AX @ Pocono</a>
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## Let no commute go to waste.

Rush hour just got a fresh infusion of rush. The new Macan. With iconic Porsche design outside. An updated Porsche Advanced Cockpit brimming with technology inside. And the performance and driving dynamics you expect from a Porsche. All adding up to even more play on the drive to work.

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# THE RTR EXECUTIVE BOARD



\*Voting Privileges

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Registrars	Nyssa Capaul Kevin Douglas	<a href="mailto:registrar@rtr-pca.org">registrar@rtr-pca.org</a>
Pit Marshall	Yoyi Fernandez	
Safety Chairs	Kris Murphy David Weiss	<a href="mailto:safety@rtr-pca.org">safety@rtr-pca.org</a>
Club Race	Corey McFadden Christopher Karras	<a href="mailto:clubrace@rtr-pca.org">clubrace@rtr-pca.org</a>
Autocross Council	Dan Ruble Trevor Naido Anthony Verratti Chris Askin	
Street Survival Chair	John Gaydos	<a href="mailto:streetsurvival@rtr-pca.org">streetsurvival@rtr-pca.org</a>

# MEMBERSHIP MILESTONES

YEARS	January	February	March	April	May	June
<b>60</b>						Anthony V. Williams Joanne Williams
<b>50</b>				Thomas H. Ross Susan Read Wickham		
<b>40</b>			John Cullen Joseph Cullen E Russell Hunsberger Mary Ellen Hunsberger			Chris Kellett Ronald J. Kellett Michele Thompson Paul Thompson
<b>35</b>		Donald E. Jacobs Gayle Jacobs H Donald Perkins Lorri Perkins				
<b>30</b>		Bruce Holenstein Denise Holenstein	Lynn Burkit Mark A. Burkit Nick Burkit Taylor Burkit Andrew Kanusky Andrea Mehling James A. Mehling Steven R. Olson		Nicolas Betegh Ben Deratzou Beth Deratzou Gail Johnson Donna C. Wolf Seth B. Wolf	
<b>25</b>	Candace Jacopetti Eugene L. Jacopetti Dennis L. Wasser Sharon Wasser	Philip Gow Jody Hulber Loren J. Hulber Linda Wilderman Robert N. Wilderman	Bettina S. Hatfield Patrick J. McGinnis Bruce Menkowitz Shelley Menkowitz Mark H. Rubin Susan Rubin Caleb Schwarzbach Paul Schwarzbach	Stephanie Mannino Vince Mannino Jeff Markman		Elizabeth Dechant Miles K. Dechant Donald Kaas Rebecca Kaas
<b>20</b>	Karen Downey June Ferrell-Monaco Declan E. Jones Tony Monaco Thomas S. Voloshin Wendy Voloshin	David Anderson Dwight M. Anderson Brian J. Newmark Emily Newmark Jeffrey Scharf Jonathan Scharf	Geza Korchmaros Kevin Korchmaros Joseph J. Rita	Joseph C. Belefonte Sharon Lee William M. Lee Lora Schwarz Pete Schwarz	Paul Bocchini Richard Bocchini Jack P. Cooney Marie Cooney Louis F. Rosenthal Sharon Rosenthal Armon Vincent	Albert Garcia Greta Garcia Rosemarie M. Koza Joe A. Kucinski Chris Morganheira John Morganheira Joe Piernock Sheila Piernock Jim E. Sangiorgio Maureen Sangiorgio Deb Scott Alvaro
<b>15</b>	Eddie Barton Kieran V. Barton Robin Burk Roger C. Burk Susan B. Lehman William E. Lehman Maureen Nicholas Richard B. Nicholas	Michael V. Clinger Rita A. Hancock Mike McKeown Robert W. Ogle Rodney C. Sandmeyer	Lou Guarracino Melinda Guarracino Gregory P. Heller Michael D. Heller Anne Martyn Harry E. Martyn James A. Mertz Jonathan C. White Marliyn White	Brigitte Diefenderfer Daniel W. Diefenderfer Douglas Farber Roger Farber Matthew Farley Paula Gavin Lukas Guenthardt Megan Guenthardt Gerrit Hille Peggy Hille Mary Grace Hutchison Patrick Hutchison Anders R. Karlsson Kristina Karlsson Jeffrey Walton Wendy Walton Jonathan Wright Maria Wright	Tim Allers Kyle P. Horvath Andrew M. Yorks	Jerrold Morris Atwell Margaret Atwell, M.D. Alan Glickman Greg Glickman Glenn S. Hunsicker Barbara Ann Kelly John J. Kelly David M. Marra Paul Szalinski Sandra Szalinski John L. Vidoni
<b>10</b>	Blake Doney Karen McCawley Dennis J. Murphy Moira Murphy	Michael J. Buongiorno David Harnitchek Beth Ann McFadden Corey S. Mcfadden	Saul Barsh Lawrence P. Nork Sharon Rudo Todd Rudo Richard Stamps Lisa Yakulis Paul Yakulis	Francis J. Hardner Linda Hardner Joe Lage Maximillian Zayas	Kim Champy Bridget Heavey Yury Marasanov Carol Neal Jim Neal	Marc Brenner Denise Brunt Robert T. Brunt Brian M. Hayes Linda Hayes David R. Schaeffer
<b>5</b>	Steven Abrams David Copas Chris DeBruyn Glenn Ereso Kaz Kotlow Ron Masone Travis Meisky Hang Nguyen Kathryn Weidner Robert Weidner Ed Wolff Susan Wolff	Andrew Anania Dennis Crago Otoniel Figueroa Jeff Schoff Alcmena White Willie Williams Jr Kenneth Yerger	Richard Aranowski Brian Berdy Kristie Berdy James Cox Stephan Cutler Louis D'Amelio Sandy D'Amelio Tuck Hunter Tucker Hunter Scott Mamone Matthew Milano Martin Radvanyi Ryan Rapolas	Christopher Bruck Michael Campo Anthony Caracausa James Deutsch Patti Deutsch James Franklin Bruce Harris Ed Keegan Frances Kelly Daniel R. Kelly III John Ledwith Blake Lertzman Gregory Marinucci Brett Samuels Andy Shamberg George Stanley Scott Wisman Andrew Wright	Darlene Aust Tim Aust Thomas Barnes Cynthia Ann Mobley Stan Mobley Peter Puleo Lenny Tagliavia	Dustyn Arney Lynn Bibbo Michael Bibbo Zak Blazic Steve Halbrook Robert Hickok David Kiefer Peter Miller Andreia Pierce David Pioch Rafi Raban Richard Southerland Bob Wilkoff

## RTR Member #'s March 2023:

Total Primary Members **1906**

Affiliate Members **978**

Total Region Membership **2884**



# NEW RTR MEMBERS



Marc Lamberti	2015 911 Carrera S Cabriolet
Karen Palcho	2000 911 Carrera 4 Cabriolet
Michael Tierney	2016 911 GT3 RS
Dana Loquasto	
Matthew Aquaro	1997 Boxster
Jason Neff	2017 911 Carrera S
Brian Mckeon	2023 Cayenne GTS Coupe
Kim Ganter	2014 Cayman S
Michael Beaumont	2005 911 Turbo S Cabriolet
Jeff Price	2022 Macan
Brian Mudri	1997 Boxster
Daniel Moes	1973 911T
Ronald Money	2023 Macan GTS
Tammy Oswald	2008 911 Carrera
David Duthie	2002 911 Carrera Cabriolet
Brandon Schulze	2018 911 GT3
Gregory Young	2011 911 Carrera
Steve Narducci	1987 911 Carrera Targa
Franklin Wheeler	2010 911 Carrera 4S
Gary Mattice	2022 911 Carrera
Jonna Mattice	
Kirk Kirkman	2012 Boxster
Amy West	2016 Panamera
George Cook	1999 Boxster
Joseph Basciani	2019 911 Turbo
Justin Schrum	1994 968 Cabriolet
Joe Pepe	
Al Molchan	2021 Macan S
Jennifer Capacio-Ton	
Jay Rader	2013 911 Carrera S Cabriolet
Michael Pierson	2022 911 Carrera S
Alice Holenstein	2020 Cayenne
Jordan Wampole	
David West	2022 911 Carrera



# Vom Präsidenten

**BY THE TIME YOU READ THIS, YOUR CLUB WILL BE IN THE MIDST OF PREPARING** yet another fantastic set of events for this year. We will have our old standbys such as Oktoberfest, drive-in movie night, a few happy hours, The Whip Tavern, DE's and AX, but there will be our share of new events as well.

One in particular will be our involvement for the Philadelphia Concours held at the Simeone Museum as their marquee will feature Porsche. RTR will be involved in creating a rally that takes the morning of and will end at the Simeone Museum. Plus, we are asking anyone who wants to either volunteer or wants their car to be judged in the concours to please step forward - reach out to me [president@rtr-pca.org](mailto:president@rtr-pca.org) and I'll get you to the correct people.

Another event we are trying, well Wendy is trying to resurrect from the pre-covid years is the annual road trip. It's not going well but she's trying. We'll have word to you soon so we can all save the dates if it so happens.

Other than that, all I have to say is keep an eye out for our

news blasts, some things go quickly just like the last Scotch Malt Whisky Society tasting at the Capital Grille - a new record of selling out in less than an hour.

Pedal down

Jeff Walton



# Don't Just Attend Porsche Parade... ...Be a Part of It!



Porsche Parade offers driving tours in which PCA members and guests meet up at a defined starting location, drive together along an interesting route, and enjoy a unique place or destination – often including a luncheon with PCA friends. Parade is a great time to join a driving tour!

**Phase 2 Registration Opens April 5, 2023**



June 18-24, 2023  
La Quinta Resort & Club  
Palm Springs, California  
[www.porscheparade.org](http://www.porscheparade.org)



**914 Owners**  
**save the dates for the**  
**4<sup>th</sup> Annual**  
***Northeast Gathering***  
**Cruisin' the Poconos**  
**June 23-24-25, 2023**

**Location:** This year's Gathering will be in the heart of the scenic Pocono Mountains...lots of great twisties!

**Event Details:** (preliminary plans...more details to follow)

- **Friday:** We will kick off the Gathering with a welcome at the hotel...event check-in & swag bags; followed by pizza and beverages under the stars (maybe an optional drive-up Mt. Pocono before dark).
- **Saturday:** Driver's meeting after breakfast; then depart for an epic cruise through the Poconos. Lunch location along the route to be determined. Return to the hotel for tech sessions followed by a raffle of the goodies generously donated by our sponsors and a delicious food truck dinner.
- **Sunday:** Check out (maybe an optional drive to the Pocono Raceway).

**Hotel:** (in the shadow of Camelback Mountain)

- **The Chateau Resort**  
475 Camelback Road  
Tannersville, PA 18372

Phone: 570-629-5900

Website: <https://www.chateaurort.com>

Reservations available now; mention the "Porsche Club" block of rooms to get our special rate.

- Don't wait...after May 23, rooms will be based on availability and rates will vary.
- Standard (2 queens or 1 king) - \$143 /night + 6% state tax and 3% county tax.
- Bi-level (1 king and sofa bed) - \$159 / night + 6% state tax and 3% county tax.
- Check-in 4:00 pm / Check-out 11:00 am.
- Breakfast buffet available for purchase in dining room.
- Indoor and outdoor pools, fitness center, sauna, game room and free wifi.
- Nearby shops...Barley Creek Brewing, The Crossings Premium Outlets, Dunkin Donuts, Ice Cream shops, CVS, Smugglers Cove. [www.poconomountains.com/plan-your-v...a/tannersville/](http://www.poconomountains.com/plan-your-v...a/tannersville/).

**Registration:**

- More info to follow. Entry fee will include event t-shirt & window decal, swag bag, raffle tix and Friday's pizza party; any remaining funds will go towards Saturday's food truck cost.

**Stay Tuned:**

- **914 World:** "2023 Northeast Gathering Info Thread, Info for NEG4"  
<http://www.914world.com/bbs2/index.php?showtopic=363315&hl=2023+Northeast+Gathering+Info+Thread,+Info+for+NEG4>
- **WhatsApp:** Download free app and join the "2023 Northeast Gathering" group chat:  
<https://chat.whatsapp.com/11kYRYVKhIBAKpNmxRono9>





# Editor's Note

**AS WE LOOK FORWARD TO SPRING 2023, THIS IS USUALLY THE TIME OF THE YEAR** when the PCA cycle winds down a bit and it's time to plan ahead for the next wave of RTR activities. This is also a time when Der Gasser can be lean and scaled down a bit for content and reporting. Thanks to all of the contributors who provided content and photos! This is truly a team effort and I'm so very thankful that we were able to keep this issue interesting and jam-packed with articles and new content for you to enjoy.

This latest issue is focused on the wrap up of 2022-year end activities (holiday party and awards banquet) and the launch of a new season for RTR fun. The holiday party was held at Phoenixville Country Club and was a sell-out. It was great to see so many members attend and party. Congratulations again to the 2022 award winners! Please check out the photo spread from the party including pics highlighting the award winners and their trophy acceptance.

- High Speed Driver of the Year – Jared Rodeheaver
- Instructor of the Year – Brent Rosen
- The Broken Crankshaft Award – Chris Askin
- The Reisentoter Award – Varsovia Fernandez

This issue highlights some new articles including RTR at the Philly Auto Show, Porsches at Petit Lemans, the Brumos Collection, Supercars in Newport, RI, and part 1 of a two page article from our DE Instructor Team - PCI meets PCA. We are introducing a new write-up 'Market Analysis' that we plan to continue for all issues in 2023.

The calendar is filling up with activities for the year including the DE And AX schedule. Please check-out highlights for two new events in June – The 914 North East gathering and the 2023 Philadelphia Concours D'Elegance featuring the Porsche Marque.

I hope you enjoy reading the issue. Please reach out to me with feedback, comments or any content you wish to share.

Rita Hancock McKeown

# RTR Holiday Party

**BROKEN CRANKSHAFT AWARD -CHRIS ASKIN**



**HIGH SPEED DRIVER OF THE YEAR - JARED RODEHEAVER**



**INSTRUCTOR OF THE YEAR - BRENT ROSEN**



**REISENTOTER AWARD - VARSOVIA FERNANDEZRODEHEAVER**

# RTR Holiday Party





# January 2023 Wrap-Up

**JANUARY'S PORSCHE MARKET STARTED OFF WITH A BIT OF A HOLIDAY HANGOVER** but picked up in the back half of the month with the Arizona auctions turning up the volume and the online auction marketplaces following suit. Overall we saw a 71% sell-through rate (which was about on par with December) producing 357 sales at almost \$43 million.

The market that took the biggest hit last month was the 1-2-year-old car market as buyers seem to be less interested in paying over MSRP to drive a car today than waiting for an allocation from their dealer. The GT3 market has cooled off considerably as only one example sold above \$300,000 at RM Sotheby's Arizona sale. I guess that buyer doesn't read our market reports or just doesn't care because the new norm is roughly \$260,000 for a nearly new GT3, touring or otherwise.

Top sale for the month once again belongs to a Porsche 959 at \$1,682,500. Although the 1987 959 Komfort fell about \$1m short of last month's 959 Reimagined by Canepa, it was right in line with the 'normal' 959 markets. Carrera GTs seem much softer at first glance with an average sale price of \$1,290,000, especially when compared to the \$2m average last January. But the real issue here was the quality of the cars on offer. Two examples were repaints and the third was fairly high mileage, at least for a Carrera GT. Surprisingly, the "Star Car" from January, a 1959 718 RSK Spyder, failed to sell over at Mecum early in the month as it surely would have been our top sale for the month. Great car, but probably the wrong venue.

Porsche 356s remained strong with only 3 out of the 15 on offer failing to sell. Speedsters continue to show a bit of appreciation with a beautiful 1956 Pre-A Super Speedster taking top 356 honors at \$362,500. Early 911s also remained strong with an average sale price of \$168,000 and only one example failing to sell. Low sale for early 911s was a driver-quality non-matching numbers car sporting an older refurbishment that sold for \$80,000.

Modern classics remained strong with 964 and 993 Turbos continuing to bring big money with a high of \$962,000 for a 1993 911 Turbo S 'Lightweight' followed by a 1994 911 Turbo S X85 'Flat-Nose' selling for \$830,000. Our "Normal" 964 Turbos sold for an average of about \$350,000 while 993 Turbos averaged just shy of \$250k and 993 Turbo S' averaged roughly \$550,000. 993 Carrera 4S' also saw slight appreciation with the average sale being about \$25,000 over the moving average of \$125,000.

On the water-cooled side of the modern classic market, we saw two 996s sell for over \$200,000 with a 2003 GT2 hammering down at \$249,996 and a rare 996.2 GT3 RS bringing \$210,000. The RS was already in the United States having been brought in under Show & Display laws. 997 GTs and Turbos however reigned supreme with a new record for a 997.2 GT3 RS at auction selling for \$406,500. Other notable 997 sales were a Ruf RT12 S bringing \$450,000 and a 2011 911 Speedster bringing \$368,000.

The collector car market typically uses the January auctions as a barometer as to what to expect for the upcoming season. While we did see some growth in many segments of the Porsche market, the overall dollar volume and the total number of listings have started to slow considerably. Many of the online auction marketplaces that popped up in 2021 didn't make it through 2022 and I see a few more shutting down here in the first half of 2023 as the market consolidates to the top 2-3 contenders. February starts off with the Retromobile sales in Paris which will give us a good idea of the market in Europe as towards the end of last year pricing took a much greater hit across the pond producing an opportunity for some trans-continental flips. We'll see what the city of lights has to offer and report back next month.

David K. Whitlock

*David K. Whitlock is a long time PCA and RTR member and writer for The Stuttgart Market Letter, a daily market update for Porschephiles, by Porschefiles, delivered to your inbox.*

[www.stuttgartmarketletter.com](http://www.stuttgartmarketletter.com).

# February 2023 Membership Meeting

**OOPS. WHEN THE GOOD FOLKS AT PORSCHE WARRINGTON** agreed to host our February membership meeting, I told them to plan for around 60 to 70 guests based on what we saw at our February 2022 meeting. I was only half right. Who knew that on February 15th it would be nearly 70 degrees? The warm weather certainly got more Porsches out of the garage. Or, maybe people were just excited to see me again? Ha! Regardless, we had about 120 people attend this meeting. My apologies to all who didn't have a seat or get a bite to eat. That was my fault. However, I think everyone still had a good time at our first membership meeting of 2023.

The new Porsche Warrington dealership is absolutely stunning. This particular dealership has a special place in my heart. I grew up in Bucks County and when I was a teenager I would drive to what was then Holbert Motor Cars and dream about one day owning a Porsche. It is now decades later, and I am part of a Porsche Club meeting at the same location. Funny how life is sometimes. Of course, after a major renovation, teenage me would never even recognize this current building. If you have not been here recently, you really need to check it out. It is a beautiful building filled with beautiful cars. Greeting us in the showroom were two 992 GT3 Touring models, a GTS Cabriolet America, a Carrera GT, a 993 Turbo and more. Not a bad backdrop for a meeting.



Members poured in and caught up after not seeing each other for a couple of months. There were plenty of hugs and handshakes going on as friends reconnected. Cars were drooled over. And raffle tickets were filled out for a chance to win some very cool Porsche swag. Then at approximately 7 PM it was time to formally kick off the 2023 season.

I began the meeting by asking for any new members to raise their hand. As expected with such a large gathering there were quite a few in attendance. For their benefit as well as some of the longer term members that have not been to a meeting lately I recapped some of our major events from the last couple months. After that I moved on to what is coming up. We have our annual February Freeze Run on February 25 and a special whisky tasting dinner on April 28. Our annual drive-in movie night will be June 17. And of course, we will fill up the intervening months with plenty of other social events as they are planned. It was now time to talk about some driving events.

We started off covering the driving events with Chris Askin speaking about autocross. We will be having four events at Pocono this year. If you never ran an autocross at Pocono, you are missing out. It is quite a bit longer and faster than a typical autocross course. And, if you never did an autocross with us before, the club will pay for your first event. We would love to see some new faces at autocross this year. It is a fun way to spend the day and learn a bit of car control. Give it a try.

John Gaydos was on hand to speak to our Street Survival program. Automobile crashes are a leading cause of death in teens. This program aims to reduce that risk by teaching young drivers better driving skills and habits. We have three events tentatively planned for 2023 so far. We are always looking for volunteers to be in-car coaches or help with course setup. If you are interested, please reach out to John at: [streetsurvival@rtr-pca.org](mailto:streetsurvival@rtr-pca.org).

Next up we had our Technical Chair Myles Diamond and co-chief instructor Jack Cooney speak to the members in attendance about our outstanding HPDE program. Get your Porsche out on the track to see what it can really do in a safe and controlled environment. Our instructors are top notch, and we get to drive on some historic racetracks such as Watkins Glen. Registration for all events is open now so please don't wait to register as some events book up quickly. Not ready to commit to a whole weekend but still want to try it? Sign up for our Intro to DE program offered at Pocono and NJMP. For just \$149, you will get a full day of instructed driving on the track. Just be prepared to get hooked!

I then turned things over to the editor of this fine publication. Rita addressed the crowd and spoke to our quarterly release schedule for the year. Lately we have been getting more and more contributions from new sources. And we want that to continue as it makes this magazine that much better. So if you have an idea for a story that you want to contribute please do so. You don't need to be a professional writer. We just want folks to share their stories and pictures. You can reach out to Rita at: [editor@rtr-pca.org](mailto:editor@rtr-pca.org)



Next up was Roy, our Membership Chair. He asked for all the new members to stand up and say a few words about their Porsche and why they joined the club. After we heard from everyone Roy explained just what makes this car club so special. The events, and the people really elevate our club above most others. No matter what aspect of car ownership you are into, we likely have an event for you. For our new members in attendance and reading this article, welcome! We hope to see you at more events in the future.

Done with the RTR portion of the evening, we turned things over to Charlie Vail at Porsche Warrington. He made himself and his staff available to answer any questions from the audience. Then, we pulled the names for the raffle prizes that the dealership was giving away. Can't beat walking away with some free Porsche swag.

Our March meeting is set to be held on March 22 at [Pristine Auto Solutions](#) in Norristown. They are an automotive customization shop. As I write this article, they have my Porsche in their shop doing a full color change wrap. Come out to the meeting to check it out. Please keep an eye on your email for all the details. See you again soon!

Joe Kucinski



# PCA Meets PCI

## PCI...AS IN PORSCHE CLUB IRELAND.

Jeff Smith and I were contacted in July 2021 by Chris Karras, an RTR member who currently resides in Ireland, about information regarding RTR's HPDE program. He related he was now on the Executive Committee of Porsche Club Ireland and was looking to transfer our HPDE methods to their nascent Track Program. Now, Chris is a long time RTR member whose resume includes DE Driver and Instructor, Club Racer, Club Race Chair, RTR Secretary and Street Survival Coordinator. He is currently Secretary for PCI. He knew what he was looking for.

So back to 2021; somewhat coming out of COVID; lots of restrictions in place. Chris wanted to bring several PCI Committee Members to our events but they couldn't travel from Europe. We settled on filming the classes and providing material but turned out the Watkins Glen facility was restricted by COVID. We couldn't use the Media Center and the small classroom we could use was crowded (COVID restricted?) and not conducive to filming. Chris left with a great refresher, lots of information and ideas and a determination to provide proper training for PCI's HPDE participants. We sent along our classroom presentations for the instructed levels and our Instructor training materials for teaching the teachers. He was well armed.

Fast forward to 2022 and everything's back to normal....almost. Chris contacts us again and says he's bringing a couple of PCI Committee members along to see firsthand how we do it. What follows is what they experienced, mostly in their words and those of a couple of the RTR Instructors they experienced.

John Kane arrived with Chris at our NJMP event in June. Turns out John is PCI's Chief Instructor and previously a single-seater and saloon (sedan in American English) racer. Chris asks that we give him the full monty, Green class, Blue class, Advanced class, Instructor Mentoring and do some instructing. But first he had to adjust to driving from the left seat.....in Chris' GT4.....instant Green Student! John was paired with Ken Boyd as an Instructor for the weekend for every good reason. He soaked in everything thru the 3-day weekend and here's what they said:

**John as Driver:** Being a visitor I only met Ken for the first time on Friday morning. He came in search of me immediately after the drivers' meeting and made himself known. He suggested we go out in the familiarization laps and made an arrangement to meet me at the car ten minutes beforehand. That established the routine for the rest of the event.

Ken gave very honest feedback, and always sought my views on how each session had gone. He really gave the time needed to make sure we explored every aspect of the session. Ken took me out as a passenger to show me some refinements to two particular aspects of our lap, and this made a huge difference to me in subsequent sessions. I don't think he had enough time to teach me to anticipate problems and I was able to explain to him after some sessions why I moved off line because I expected there might be an issue, such as some dust rising from over a crest or a car in front going off line and getting loose on track.

I would like to think that we can develop a program in Ireland that would deliver instructors that could coach our members to this level. Well done Ken, and thanks for the time, effort and interest you gave over the few days we spent together.

**Ken as Instructor:** I know you didn't come to NJMP Lightning primarily to hone your driving skills, but I could see in the 2.5 days we shared, you were rapidly adapting to the track, driving from the left-hand side and shifting with your right. Your rapidly picking up the line, aggressive cornering and braking, and car control overall are certainly consistent with your long driving experience. It was great fun riding with you. I feel confident you will be able to incorporate some of what we do into your own Driver's Ed events, and I think you have the personality to make a great instructor and leader within your own HPDE program.

**John on Classroom:** I had seen some of the slides previously, and the classroom setup and knowledge on display was really impressive. I thought the presence of more than one instructor was a good idea, as the other instructor could reinforce a point or offer an alternative view. This was especially so when we got into later blue and white classrooms where the detail of lines thru specific corners was debated to great effect with the attendees. I will take home lots from these sessions, particularly the chair on the table to visually indicate the weight distribution of the car on circuit. Thanks Jack!

**Ken as Instructor:** John came from Ireland to get an insight into how PCA conducts its HPDE program. He is an experienced driver, having raced many years ago, but still an occasional track-day enthusiast. Due to limited availability of track time and limited club membership and resources, their program is not as robust, but John came for a weekend event, representing PCI, looking to learn more about the HPDE process than to work on driving skills. He had a blast and was very appreciative of the opportunity to see how we do things here in the States.

**John on the Event:** I was just blown away by the extent and quality of the event. I also spoke to other PCA members, people who don't know me and who I will probably never meet again. All suggested I was in the best place with the RTR to experience the best DE event. You have a reputation and I have found out that your events really do deliver. Chris has outlined to us in Porsche Club Ireland (PCI) how RTR approaches this, and our challenge as we moved through our first two years of track program was to understand a concept that only he had seen. I have now experienced this and my colleague Augusto will visit the next event at the Glen. While PCI has decided to adopt this program, we now have a much better understanding of how it works so we can adapt it to our own circumstances, which extend only to three to four track days for a half day each per annum.

I am really sorry that there is nothing I can point to as a dislike, nor do I have any suggestions as to how RTR can improve the event. 10/10 and super event. I would have no hesitation in recommending this event as a safe and enjoyable event, where participants can learn lots and have great fun driving and socially. Many thanks for having us, I hope to see you again sometime in the future.

Augusto indeed visited with Chris at Watkins Glen in August and, again, drove Chris's GT4 from the wrong side. Augusto Amaya is the Motorsport Officer for PCI, the equivalent of RTR's Track Chair. He was paired (on purpose) with Bob Hargesheimer and got A+ instruction for the entire weekend. He attended classes, the track walk, happy hour and the final Instructor meeting where he was made an Honorary Instructor! He likes us. We didn't create the same detailed evaluation as John's but you'll see his comments at the end as it incorporates our next visitor.

In September we heard from Chris again and he was bringing a third PCI member to our (always amazing) Summit Point event in October. Rob Eastwood was coming to drive Chris' GT4 from the wrong side but this time tasked with writing a piece about his experience to distribute to the club as a bit of advertising for their program. Robert was a true student driver and would experience it all from the student's perspective. He was paired with Steve Schueren, an Instructor who instructs Instructors. Think Rob learned a few things? Take note of how Steve teaches.

**Rob as Driver:** Steve was a great coach. We focused on individual areas of improvement which built upon each other which I found to be a great approach. Communication was spot on, enough to know what to do, not too much as to distract from the task at hand. Made me feel comfortable with the track and the car which helped me to relax and focus on driving. I could really feel my driving improve over the weekend thanks to Steve's guidance!

**Steve as Instructor:** This was a first for me, instructing someone that normally drives a car from the right seat on the left side of the road. Learning a new car from the opposite side for the first time on this racetrack certainly added to the challenges for you. You aced it, if you hadn't told me, I would never have known.

Your previous driving experience and natural skills allowed us to cover quite a bit during the 3 days together. Because you were looking to bring back teaching information to Ireland as well as learn HPDE skills yourself I have tried to list the main things we covered over the weekend. I have listed them in the order that we covered them and how I teach them. Feel free to refer to these before your driving events as well as share them with others.

**The Line:** At each event and track establish your "line" based on very specific, fixed turn-in points in order to provide a consistent and repeatable line. If your instructor doesn't provide these, establish your own. Always start each turn from that point and not just in the general area. This will help you avoid early turn-ins, cheating towards the center of the track, and to utilize the full width of the track.

**Braking:** Use the "reverse" braking technique, hardest braking early, less braking at the end to set up the turn. Finish your braking before the turn-in point. The brakes on your car are more powerful than you realize. Use them harder to effectively shorten your braking zone. Less time with your foot on the brake equals faster lap times.

**Steering:** Set your wheel at the turn-in point. Be deliberate and somewhat aggressive doing this, tell the car where to go. Your tendency was more to guide the car as we do on the street, your turning needs to be faster and more deliberate as you drive faster. Use your throttle to adjust the car position in the turning radius and avoid making adjustments with your steering wheel. When coming out of the turn, listen to your car and open the wheel only as much as the car needs, don't drive to track out unless the car needs to. Using the apex to determine if you're online and how much throttle and when to apply it will give you better exit speeds.

**Rob on Class:** Very good presentations and highly knowledgeable teachers. Scheduled well also!

**Steve Instructing:** When you put on your helmet before each session also put on your high-speed driving focus and forget the street driving habits. Focus, focus, focus.

Sit closer to the steering wheel than normal street driving for better car control and less strain on your arms.

Set up passes by being in the leading car's mirrors so they know you are there. Keep a constant distance using just your throttle, not getting too close that you might have to brake while following. Prior to the last turn before the passing zone drop back a little and time your acceleration and momentum for the pass. Don't commit too early to the pass in case the point is to the side you weren't anticipating. Be patient but ready to go.

You have very good car control, driving instincts, and ability. Your questions were relevant and you effectively applied the training to on-track success. Thanks for making me comfortable in the passenger seat and I look forward to seeing you at the track and driving together in the future.

**Rob on the Event:** I was highly impressed by the friendliness of all the event staff, from the coaches, to the pit marshals. Great job all round. The set up and people involved made it a very enjoyable and safe event. The latter is particularly notable and very important to me. Thank you to all!

## And finally, from our friend Augusto, with film to follow!

Hi Jack and Jeff,

Many thanks for sharing your personal emails, I'm happy to keep in touch this way while remaining open to help, facilitate and collaborate going forward in any way I can.

From what Rob told me last night about his experience at Summit Point I could tell that you guys keep on delivering world class events one after another; kudos to you both cause John, Rob and myself had a fantastic, productive and highly educational experience at three different venues; talking about the importance of consistency!

We have our last track day coming Friday week, it will be the last one of our busiest seasons so far: we will end the year with six track days at three different circuits in Ireland and the UK. It is both exciting and worrying cause we need to keep up delivering great events just as you guys do and that is not an easy feat.

Saludos,

Augusto.

p.s. I made a video the night before returning home from the US after an unforgettable weekend at The Glen just to commemorate how slow I was around it, pls have a look:

<https://youtu.be/bQV79pvtDgk>

Augusto Amaya  
Motorsport Officer  
[www.porsche-club-ireland.ie](http://www.porsche-club-ireland.ie)

## BTW, he was FAR from slow!!

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# 2023 Philadelphia Auto Show

**IT STARTED BACK IN MARCH OF 2022.** I was covering the Philadelphia Auto Show for some of the automotive websites that I write for. Part of the coverage involved me interviewing Kevin Mazzucola, the Executive Director of the show. After the formal interview, I was chatting with Kevin about cars in general and of course mentioned our Porsche club. I asked at that point if it would be possible for Riesentöter to have a display of cars at the 2023 show. He said he was interested and to circle back in a few months when planning for the 2023 event would begin. The wheels were in motion.

Eventually, Kevin put me in touch with his staff and I worked with them to plan some floor space for our club. I originally told them to save space for ten cars. That was a wild guess because at that point I had no idea how many members would be interested in taking part. Jeff sent out an email to all our members and I got seventeen members that said they would be willing to show their Porsche at the Philly Auto Show. I asked the show to expand our space and they made room for fifteen of us. Of course, as the day drew closer conflicts popped up and some folks had to drop out and we ended up with ten cars in the show. This was the exact number I originally estimated. Huh, maybe I am smarter than I thought.

Anyway, we were lined up to display at the show. What I didn't know at the time is that 6 ABC was planning a one-hour special preview of the Philly Auto Show. As luck would have it, Natalie Jason is one of our members and she works for 6 ABC. She lined up 6 ABC cameraman Dan Buchmann and I coordinated with her and the members that were displaying cars. We did a little video shoot a couple weeks before the show. It was about three hours of interviews and rolling car shots. It was the middle of winter, and we froze our butts off, but it was a lot of fun. We ended up with about a minute and a half of airtime in the special. To view the whole show, click [HERE](#). Our spot starts around the 28-minute mark. I think it turned out great.



A couple of days before the show officially started was our move in day. Everyone that participated from our club met down at the Pennsylvania Convention Center to load in our cars. It was exciting to get our cars loaded in, but it was also a cool opportunity to get a sneak peak at all the other vehicles arriving for the show. We loaded in, I put up a couple Riesentöter banners and bike barriers were then put in place to keep the crowds away from the cars. The show also provided a display sign for each car listing the year and model and the owner's name. Then we could just sit back and watch the crowds pour in.

And pour in they did. The Philly Auto Show typically draws about 250,000 visitors each year. I went to the show and hung out in our section for the last two days of the event. Our little cars garnered a LOT of attention from the crowd. Many pictures were taken along with video shots of our little collection. And if I must say we deserved the attention. We had a fantastic mix of Porsche cars on display. We had a 1956 356 Coupe race car, a 1960 356B T5 Coupe, a stunning 1991 964 built by the folks over at RS Werks. On the newer side we had a 2022 Targa 4S, a 2011 Cayman, and a 2011 C4S Cabriolet. In the middle we had a 1974 914, a 1983 944, a 1989 944 S2, and a beautiful 996 GT2 in white.

Since Porsche decided not to take part in the show this year, our little collection was really all the Porsche fans in attendance had to enjoy. Save a Porsche or two in the Custom Alley section. It was a wonderful opportunity for us to bring our cars to the people. One remarkable moment involved the 1983 944 we had on display. Our member and current owner of the car was at the show one day. He purchased the car just a short time ago. The original owner of the car still lives in the area and got to see his car for the first time in years and talk to the new owner about it. It was an emotional moment for the original owner that brought him to tears. We say often that it is not just the cars it is the people. And this is exactly what we mean by that. The human side of our hobby is a powerful force.

After the two-week run of the show was over, we met back down at the Convention Center to take our cars back home. We needed to jump one car to get it going again, but outside of that minor hiccup everything went off without a hitch. That night as we were leaving, I spoke to Mike Gempp, Director of the Philadelphia Auto Show for a few minutes. He thanked us for being there and also noted that our display garnered a lot of positive attention. It was a fun and unique event for Riesentöter to be a part of.

I want to give a special shout out to Kelsey Baker from the Philadelphia Auto Show for helping us put this together and for answering my endless questions. Next year I think this event will be much simpler to organize now that we learned some lessons from 2023. I hope that more of you consider taking part. HUGE thank you to everyone that took part this year. You really helped to make the event special, and we could not have done it without you. I hope to see you all at another RTR event soon.

Joe Kucinski



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
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# Porsches at Motul Petit Le Mans 2022

## MICHELIN RACEWAY ROAD ATLANTA. OCTOBER 2022

**Braselton, Georgia, October 1, 2022** – This racetrack is loved by fan and driver alike. Opened in 1970, Michelin Raceway Road Atlanta track is embedded in the rolling hills of Georgia, northeast of Atlanta. With 2.54 miles racetrack involving 12 turns, it's a tricky venue that must be navigated while often in heavy traffic. Forty three professional entries qualified for the 25th annual Petit Le Mans. Of the 43 entries, there were three Porsche competitors – one qualified at the GTDaytona – Pro, GTD-Pro, class and two others in GT Daytona, GTD.

The Porsche race cars which participated in the Petit Le Mans are fundamentally the same racers as prepared from the factory. The livery is chosen by the private owners, but under the skin they are very much the same as required to meet and stay within the IMSA regulations and the Balance of Power constraints. The BoP has the objective of creating as much parity in raw performance as possible across all the marques – Acura, Aston Martin, BMW, Corvette, Ferrari, Lamborghini, Lexus, McLaren, Mercedes Benz AMG and Porsche.

The three Porsches were:

- Pfaff Motorsports (Canadian team) Porsche 911 GT3.R, car #9 in GTD-Pro, with Porsche factory drivers Matt Campbell (Australia), Matthieu Jaminet (France) and Formula 1 guest driver Felipe Nasr (Brazil).
- Wright Motorsports Porsche 911 GT3.R, car #16 in GTD, with Ryan Hardwick (USA), Jan Heylen (Belgium) and Zacharie Robichon (Canada).
- Team Hardpoint Porsche 911 GT3.R, car #99 in GTD, with Rob Ferriol (USA), Katherine Legge (UK) and Nick Boule (UK).

The current version of the Porsche sports racing cars, the 911 GTD.R's are technically and powerfully more advanced than the previous 991 version. From one article we learn that the new 992 generation is superior to the previous 991, with technical specifications as follows: "Compared to its predecessor, the new 911 GT3 R features a larger engine producing up to 565hp, a more constant aerodynamic performance and an optimized vehicle balance." In more detail:

GTD-Pro and GTD classification parameters:

Concept: Single-seater customer race car; homologated for the FIA GTE category; homologation basis: Porsche 911 GT3 (992 series)

Displacement: 4,194 cm<sup>3</sup> (4.2 L)

Power: About 565 hp (depending on BoP setup)

Transmission: Porsche six-speed sequential dog-type transmission

Layout : Water-cooled six-cylinder boxer motor in rear position (behind rear axle)

Weight: About 2,755 lbs (depending on the BoP)

The reader might ask, so if the car set-up requirements for GTD-Pro and GTD are virtually the same, what's the difference in classifications? The difference is "Pro" drivers. There is a complex classification of drivers which, when mated to car classifications, creates the subtle difference. In theory, the Pro drivers in the same type of car as the GTD drivers should finish ahead of the GTD drivers. That's the theory. But it didn't turn out that way.



At the end of the 10 hours of racing, there were five GTD cars that finished ahead of the first GTD-Pro entry. This was due to a complicated restart after a long double yellow (full course) for an accident. The first Porsche to see the checkered flag was fourth in GTD and 21st overall, the 16 car, Wright Motorsports Porsche. The second one, finishing in 3rd place in GTD-Pro and 25th overall, but behind five other GTD competitors, the Pfaff Motorsports Porsche clinched the Manufacturer's Championship for 2022 in this series. The third Porsche to finish was the 99 car, the Team Hardpoint Porsche that came in 12th in GTD class and 37th overall. This was a relatively small number of Porsches, compared to many other races I've attended, but on the positive side – it makes for a cornucopia of marques to please a great variety of spectators who can compare and contrast across many makes and models.

There was also a spectacular bolide on exhibit among all the eye-popping cars on-site – the new PORSCHE 963 – which is a top contender in 2023 for the most coveted trophy in sports car racing – the 24-Hours of Le Mans in France. What's so special about this car? The 963 is Porsche's hat in the ring of the most sophisticated, most expensive and fastest class of sports cars – the new GT Prototype sanctioned by the International Motor Sports Association (IMSA), the Automobile Club de l'Ouest (ACO) and the Fédération Internationale de l'Automobile (FIA). The specifics of this new classification are too intricate to explain here (you can read more about it in my piece - **IMSA Transitions from DPI to LMDh/GTP**) but suffice it to say that, in person, these cars are more majestic and imposing than those in Formula 1. But I digress.



Briefly, unlike the GTD and GTD-Pro sports cars which are built in large numbers for private customers and plainly resemble showroom equivalents, the Porsche 963 is a one of a kind, or very limited production sports prototype racing car designed by Porsche and built by Multimatic in Canada to compete in internationally sanctioned series. These include the Hypercar and GTP (Grand Touring Prototype) classes in the FIA World Endurance Championship and IMSA SportsCar Championship, respectively. The 963 will compete against equivalents from other marques like Acura,

BMW, Cadillac, Ferrari and maybe others. The 963 name harkens back to the Porsche 956 and Porsche 962 that raced in the 1980s, which also competed in American and European racing series. The car was first exhibited in Europe at the 2022 Goodwood Festival of Speed. It sports a livery of red, white, and black in keeping with historic examples.

A few days after the exhibition of the 963 at Road Atlanta on October 1, the 963 was transported to Daytona International Speedway for testing and further development. An article points out that "The [Porsche 963] race car, built according to the Le Mans Daytona hybrid [LMDh] regulations, is expected to cause furor and score victories in the FIA World Endurance Championship WEC and the IMSA WeatherTech SportsCar Championship from 2023." It has also been announced that Porsche's racing partner since 1971 is none other than The Captain – Roger Penske: "The works [Porsche factory] drivers Dane Cameron (USA), Matt Campbell (Australia) and Mathieu Jaminet (France) shared duties at the wheel of the hybrid racing car. In the presence of experienced American team founder Roger Penske (The Captain), the team improved the setup of the Porsche 963 and refined the interaction between the engineers, drivers and mechanics." Readers can attend the debut of the 963 at the season-opening event for the 2023 IMSA Championship – the Rolex 24 Hours of Daytona on January 28-29, 2023.

There is so much to chat about concerning the 963 that, as others have already done, I could easily devote 3,000 words to it. But I'll spare my readers the agony. Instead, I will let the images from my colleague, AJ Bristol, give you a distant glimpse of the ingenuity of man – the Porsche 963. Thanks to the skills in photography of AJ Bristol, the following are all his images taken on site on October 1, 2022 at Michelin Raceway Road Atlanta.

Luis A. Martínez

Photo Credits: AJ Bristol Images



## REFERENCES and FURTHER READING

- [https://motorsports.nbcsports.com/wp-content/uploads/sites/3/2022/10/00\\_Championship-Points-Provisional.pdf](https://motorsports.nbcsports.com/wp-content/uploads/sites/3/2022/10/00_Championship-Points-Provisional.pdf)
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# Brumos Collection Museum

## I JUST STEPPED INTO MY SWORN ENEMY'S CAMP! AND I THINK YOU SHOULD TOO!

I worked for Holbert Racing for close to 20 years. Al Holbert of Warrington Pa. was the Driver. Al was a second-generation driver; his teams won 5 IMSA road racing championships. Al's father Bob raced in the late 50's and early 60's in Porsche's and even in Shelby Cobra's, winning multiple road racing championships.

The toughest competition for Al early in his racing career came from Brumos Porsche in Florida. Two drivers in particular, Peter Gregg and Hurley Haywood. Peter's nick name in those days was "Peter Perfect" he did not make mistakes. He made you make mistakes. Hurley was incredibly fast and smooth. Never a wheel off track and just as fast in the dark or rain. Hurley is one of the greatest endurance racers ever! Hurley has won more LeMans 24 hours and more 24 hours of Daytona than anyone. They were an incredible duo, often called Batman and Robin back in the day. It took a while before we became competitive with them but eventually Al was just as often the guy to beat!



Quite a few cars from those days in the 70's and newer cars from the Brumos Racing days are in an incredible facility in Jacksonville Florida. The building itself was designed to look like the Ford plant that was on the river in Jacksonville in the 20's.

They have a rotating collection of over 70 cars appropriately named "The Brumos Collection". One car in the collection that's currently on display is the 962 Porsche we built for A.J. Foyt in 1987. It is still displayed in the beautiful Copenhagen black and orange livery. For me this car alone was worth the visit!

Visiting has been on my bucket list since they opened. I am fortunate enough to have met Steve Toman from the Brumos Collection a few years ago. Steve invited me and spent quite some time with my wife and I when we got there. Steve may be on the front desk when you get there, moving cars around in the facility, or taking photos of the marvelous cars in their beautiful space.

As if Steve's hospitality was not enough to make it a great day, Hurley Haywood came in and spent time with us as well. I worked with Hurley in the early 80's at a few races and enjoyed reminiscing with him about the old days. We swapped a few race stories until it was time for him to give a tour to two gentlemen that won a charity auction.

The collection spans more than a hundred years of cars. My favorites were the Porsches, but there is something for everyone. The early Indy cars are really beautiful. We spent a little over two hours there and could have easily spent two more. Please go see it if you have the chance!

[www.thebrumoscollection.com](http://www.thebrumoscollection.com)

[www.instagram.com/stevetoman/](http://www.instagram.com/stevetoman/)

[www.instagram.com/Michael.Wessner](http://www.instagram.com/Michael.Wessner)

Michael Wessner



# The Supercar



**THE AUDRAIN AUTOMOBILE MUSEUM FOUNDED IN 2014 IN NEWPORT, RHODE ISLAND** holds special exhibits throughout the year. Their collection includes over 300 cars and motorcycles. Their signature event is The Audrain Concours and Motor Week. I attended the Concours in 2021, and am hoping to attend this year. They also have a YouTube series, **Mansions and Motorcars** where Donald Osborne and Jay Leno select one or two cars and visit various mansions in Newport. You learn about the cars and some history of each mansion they visit.

In 2022, one of the Audrain's special exhibits was **The Supercar** and it was a must see for me. The drive up was uneventful, the way I like it, the weather not so. Cold, wind and rain. But that's OK, the cars are inside.

How do you define a supercar? Probably something like this: a car that shows great advancements in design, performance and technology compared to a standard road car. At the gallery, the exhibitors point this out but conclude, you the viewer should decide as you take in the show. The likely suspects: Porsche, Ferrari, McLaren, Mercedes, Ford, Lamborghini and Bugatti; fifteen cars in all. I spent time enjoying all of them but for brevities sake I'll cover only a few.



The first car you encounter is the **1967 Lamborghini Miura**, certainly appropriate as legend has it it's the first car referred to as a supercar. The car was unveiled at the 1966 Geneva Auto Show. It is an aluminum bodied mid-engine V-12 producing 350 HP. Prodigious for its time, celebrating its 56th birthday in 2022! I might know some folks who were in high school in 1966. I won't tell who they are.

Next, we have the **1994 McLaren F1** designed by Gordon Murray the man responsible for designing the Brabham Formula 1 racing car that led to the term "ground effects". Aerodynamics that harnessed the wind to keep the car on the road and provide exceptional cornering abilities. The McLaren F1 uses venturi channels below the front bumper to manage air flow and create downforce in conjunction with air flow management through the roof and a rear spoiler deployed under braking. The driver's seat is smack dab in the middle with two passenger seats on either side. The car achieves an astounding top speed of 240 MPH. Only one prototype and 68 production cars were produced between 1993-98.



Then I paid a visit to the **1986 Porsche 959 S**. I'll guess most Riesenotter members are well aware of this super car. It was monumental to be in its presence, so close to it. A Porsche aficionado's dream. Porsche built 345 examples of the 959, 29 were built as factory S (Sport) models. The S model used larger turbochargers bringing horsepower up to 508 with a top speed of 211 MPH. The car is an all-wheel drive car with a stalk on the steering column that allowed distribution of torque to front or rear wheels. Choices included, wet, dry, snow, 50/50. In dry mode 80% of the torque went to the rear wheels. An outstanding engineering feat.



I've seen a Veyron at a concours once or twice maybe? But this **2006 Bugatti Veyron EB 16.4** was up close and personal. The first ever production car with 1,000 horsepower. What would that be like? Driving a 1,000-horsepower car? Surreal? That amount of horsepower is over 3 times what I have in my 2011 Spyder. OK, now a days there are many 500, 600, 700 horsepower cars but the Veyron accomplished 1,000 16 years ago... In order to make this amount of horsepower Bugatti developed a W-16-cylinder, quad turbocharged engine. Specialty tires (Michelin Pilot Sport PAX) and brakes (8-piston calipers upfront, 6-piston at the rears) were required to manage this beast. Included in the brake package were carbon fiber reinforced silicon carbide discs. The Veyron could stop from 250 MPH in ten seconds, requiring 1/3 of a mile in distance.

Out of the corner of my eye I spied a Carrera GT. Not your typical Cars and Coffee car, although I did see one at an Exotic Cars People's Choice car show several years ago. This **2005 Carrera GT** was finished in yellow over a brown leather interior. Simply beautiful. The Carrera GT has a naturally aspirated V-10 engine developing 605 horsepower. The engine was initially said to be developed for Formula 1 racing. I pondered that story as this is a 5.7-liter engine, definitely too large for F1. And if you like, check **Mansions and Motor Cars** season 4 episode 3 on YouTube. This car is in this episode. When Porsche pulled the plug on their F1 program they decided not to let this engineering masterpiece go to waste. So, keep the big V-10 and build 1,270 road cars to accommodate it. Many of the engineering features were designed to make the car light and strong, for example a 4-disc carbon fiber racing clutch. The clutch discs are 7.5 inches in diameter about 1/3 the size of a normal clutch disc. This set up allowed the engine to achieve its 8,000 RPM redline very quickly.



Out of the corner of my other eye I spy another yellow Porsche. It's a **2015 918 Spyder (pictured at top)** If I'm allowed to have a favorite Porsche this, is it. Am I biased? I am a 2011 Boxster Spyder owner after all. The only thing in common with these two Spyder's is the font used for the Spyder script on the rear deck lid! I still love mine though. The 918 Spyder produces 900 horsepower via a 4.6-liter mid-engine naturally aspirated V8 mated to two electric motors. Zero to 60 MPH arrives in 2.4 seconds, faster than you can say "I would love to own a Porsche 918 Spyder someday soon." At the time the 918 Spyder was the fastest production car on the Nurburgring, covering 12.8 miles in 6 minutes and 57 seconds, beating the previous record holder by 14 seconds. I wonder what you could say in 14 seconds? This record of under 7 minutes was the first for a street legal production car. This particular car has the Weissach package, which reduces weight by 100 pounds and has an upgraded aero package. The 918 Spyder emits less CO2 than a Toyota Prius. Did I say Prius? Yes, the car that most often messes up my backroads driving experiences.

No more eyes left to use the "out of the corner of my eye intro", so I'll end here. Enjoy the pictures. Also exhibited were the following Supercars: Ferrari F40, Ferrari Enzo, Bugatti Chiron Sky View, Lamborghini Reventon Roadster, Ford GT "69 Heritage", three Mercedes: CLK DTM AMG, Black Series, CLK GTR Strasseversion. A Tesla S Plaid was also included.

Thoroughly a great exhibit, and to circle back with the exhibit organizers suggestion: "you the viewer decide", me the viewer decided all of these cars are Supercars.

G.R. Gallo

[< Table of Contents](#)

# Sidetrack: The Source for PA Traffic Laws

**AS DRIVERS OF PORSCHEs AND OTHER FINE MACHINES**, we can sometimes be the target of traffic citations—often presumed to be in violation simply because we drive performance cars. Sometimes we deserve the charge, but we are more likely than not to be picked out over the Toyota Corolla that just did the same thing ahead of us.

This can be a frequent topic of conversation, so it's all the more important that we know what we're talking about. When a point of contention is reached, I'll often ask the narrator what statute or source they were citing. Their response is usually their opinion, or perhaps a perception of an existing law (if there even is one).

The worst thing to do in any argument is to make up the premise, and since I am generally familiar with the Pennsylvania statutes—meaning that I know how to find them—I thought I'd reference their entirety here for your inspection: <https://www.legis.state.pa.us>, go to the statutes tab, and Consolidated Statutes link. Title 75 is where most of the vehicle stuff is. This is the source and support for all PA traffic law arguments.

Some of these statutes are straightforward, but others will leave you wondering how they came about. Some you will be acquainted with, and others you may have thought you knew (but turns out you missed the point), and still others that really no one would ever care about—including law enforcement.

I'll state right now that I was ignorant of many, and dead wrong on a bunch of others for which I stand collectively corrected. But let's have some fun and poke around to see what tickets we might end up having to pay should we be cited for any one of these statutes that are specific to traffic laws.

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**SECTION 3314: PROHIBITING USE OF HEARING IMPAIRMENT DEVICES** – “No driver shall operate a vehicle while wearing or using one or more headphones or earphones.” Although the exception is hearing aids and one-ear dongles for cell phone Bluetooth, it is aimed expressly at headsets (including AirPods and like devices). I'm surprised that the one-ear dongles are permitted as they too impede hearing.

**SECTION 3112: INOPERABLE OR MALFUNCTIONING TRAFFIC SIGNAL** – this is commonly referred to the “Ride on Red” law and was put in place with motorcyclists in mind who often cannot trigger the vehicle sensing devices. If the light remains red for more than four minutes, the driver can treat the signal as a stop sign and proceed with caution. Four minutes is interminable—set your smartphone stopwatch and see what I mean.

**SECTION 3701: UNATTENDED MOTOR VEHICLE** – this is for an unattended vehicle on the public roadway for any reason. Leaving a vehicle running and unattended is illegal. Warming up your car in the driveway? Completely permissible as that is private property. Leaving it running while you run into the Post Office? Returning into the house for your cell phone? All illegal if you leave your running car behind on a public roadway.

**SECTION 3316: PROHIBITING TEXT-BASED COMMUNICATION** – “No driver shall operate a motor vehicle on a highway or trafficway in this Commonwealth while using an interactive wireless communications device to send, read or write a text-based communication while the vehicle is in motion.” Looks like you can text at a stoplight—but if you're in front of me, you better be ready to move when the light turns green.

**SECTION 3703: DRIVING ON SIDEWALK** – “...no person shall drive any vehicle except a human-powered vehicle upon a sidewalk or sidewalk area except upon a permanent or duly authorized temporary driveway.” This includes your back end hanging out and blocking the sidewalk. I would have thought this was self-explanatory, but it looks like we needed a statute—suggesting this practice has occurred enough to introduce a law.

**SECTION 3720: SNOW AND ICE DISLODGED OR FALLING FROM MOVING VEHICLE** – “When snow or ice is dislodged or falls from a moving vehicle and strikes another vehicle or pedestrian causing death or serious bodily injury...” It goes on to mention a fine of no less than \$200 and no more than \$1000 per incident—in case you wanted to know what your life is worth. Personally, I'd confiscate the car of the offending driver.

**SECTION 3717: TRESPASS BY MOTOR VEHICLE** – “It is unlawful for a person to knowingly operate a motor vehicle on private real property other than a private road or driveway without consent of the owner or lessor of the real property.” This appears initially simple and harmless enough but remember that it includes businesses wherein you have no business. Like parking at a bank to go to the restaurant across the street.

**SECTION 3321: VEHICLE APPROACHING OR ENTERING INTERSECTION** – “When two vehicles arrive at or enter an intersection from different highways at the same time, the driver of the vehicle on the left shall yield the right-of-way to the vehicle on the right.” Note the part that says, “at the same time.” Arriving at the same time means your vehicles have stopped at the same time, as opposed to the same millennium.

**SECTION 3542: PEDESTRIAN RIGHT OF WAY** – “When traffic-control signals are not in place or not in operation, the driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection.” Note the operative word is within, not sort of close to or somewhere around the crosswalk. Many pedestrians are injured asserting the right of way.

**SECTION 3505: RIDING ON ROADWAYS AND PEDAL CYCLE PATHS** – “General rule: Except as provided in subsections b and c (don't bother looking it up), every person operating a pedalcycle upon a highway shall obey the applicable rules of the road as contained in this title.” A pedalcycle is a bicycle, tricycle, or unicycle – anything you can pedal. As with pedestrians, the cyclist is expected to obey the same laws as the driver of a car.

Cyclists often claim the same rights to the road as other vehicles—fair enough. But they must also abide by the same laws as cars, meaning they can't pick the rules they want to follow a la carte. Passing on the shoulder or between cars at an intersection, blocking the roadway with the entire cyclist club, blowing through stops (with or without active traffic) and not signaling are all illegal. Share the road. Share the rules.

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What's interesting about these statutes is that they are subject to interpretation. The judge and the jury are well, the judge and the jury. In other words, it's not our understanding but their understanding that counts in a court of law. If you look for a loophole to support your premise, you will more than likely find one. But it won't matter when you are fighting a citation as you stand before a judge.

As drivers of performance cars, we have likely been guilty of violating many of these and other statutes. Some laws seem stupid, and others are easily misinterpreted. When we get into traffic law debate however, the Pennsylvania traffic statutes are the only real foundation for an argument. They are after all the laws and rules of the road, whether we choose to agree with them or not.

David Newton



# Shifts and Giggles

**PEOPLE ARE ALWAYS TRYING TO PREDICT THE NEXT HOT COLLECTOR'S CAR.** Let's look back to the 60's shall we, when Ford rolled out their Mustang in 1964 and 1/2. They sold millions of those things. They were an economy car, but look today and that little economy car is a hot commodity. Yeah, okay not as hot as the Porsche Carrera GT, but it's an affordable collector's car nonetheless. So, what is going to be the next one....

In 1978 people placed orders for the Corvette Indy Pace Car edition. They sealed them in their garages and wrapped them in bubble wrap only to have them go for almost half of what they bought them for many years later.... all with under 5k on the odometer. They are just now starting to fetch a wee bit of coin but I have to tell you if you invested the money in stocks in 1978 instead of that pace car you would be sitting mighty pretty about now probably close to 2 million.

So, I have an idea on the next hot car, they sold about 2 million of them worldwide....and you know what, they are like hens' teeth.... ok maybe like hens' feathers...but if asked you when is the last time you saw one, you'd have to scratch you head and think really .... all hard. Wendy actually had two of these things, they were disposable cars that got her back and forth through college and her first real job. I'm talking about the.... Dodge Neon. You heard it here first, stock them up, because when the upcoming recession is over, you'll be the one sitting pretty my friend. Just don't go for the basic a model, seek out the SRT4's you'll be sorry you did.

Now to that barn full of Pontiac Feiro's I've been sitting on...you'll soon see me at Barrett Jackson mark my words.

Jeff Walton

# CLASSIFIEDS

## FOR SALE: Original Becker radio from my 2000 Boxster

Goodman Auto Radio removed it and replaced it a new Alpine unit.  
Model CDR-220, Porsche part # 996.645.126.00  
Includes original manual

No longer sold by Porsche. Original list price \$1,055. **Asking \$475.**  
Contact Ed Goss at [esgoss@icloud.com](mailto:esgoss@icloud.com) or 484-332-1500



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# CLASSIFIEDS

## For Sale: Porsche Workshop Manuals for 911 Carrera-5 Volumes Plus, Bentley 911 Carrera Service Manual and some assorted Porsche books

1984 - 1989 Porsche 911 Carrera Workshop Manuals - Set of 5.

- These are OEM Workshop Manuals - 5 Volume Set in English - Original - NOT a Reprint

This 5 volume set of Porsche Workshop Manuals cover the 1984-1989 Porsche 911 Carrera 3.2 G-Series cars and is in near excellent condition. Seems mostly complete.

The set has the following volumes:

Volume I – Engine

Volume II – Transmission

Volume III - Chassis, Heating, Air Conditioning

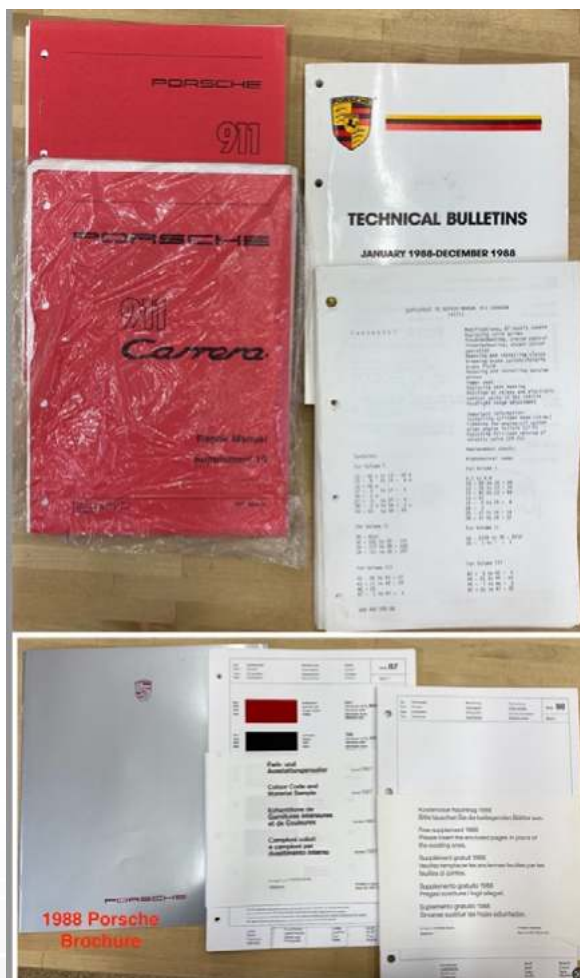
Volume IV - Body, Electrics (with wiring diagrams for 1984 thru 1986)

Volume V – Electrics (Wiring Diagrams 87 Models onward)

**Price: \$750 includes extras and updates shown below**

Contact: [Porsche@BaersGarage.com](mailto:Porsche@BaersGarage.com)

Quakertown, PA area



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# CLASSIFIEDS

## Porsche OEM Turbo II Design 19" Wheels for Sale

Set of 4 wheels that according to Porsche parts listing fit most 2009 to 2012 911's.

Part numbers are:

Fronts: 997-362-157-02 Wheel, 8JX19" ET57

Rears: 997-362-163-03 Wheel, 11JX19" ET67

Includes installed tire valves and TPMS sensors.

Excellent condition with the exception of some scrapes on back edge of one rear wheel (shown in pics below)



Wheels bought for 2009 911S (997.2).

New cost, over \$8000.

**Asking \$1800.**

Contact:

[Porsche@BaersGarage.com](mailto:Porsche@BaersGarage.com)

Quakertown, PA area

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# CLASSIFIEDS

**For Sale: Schroth SHR Flex head and neck restraint.**

\$300 or best offer. Please leave a message at **215-321-7815** or text at **267-473-0241**.

Eric Suber



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[< Table of Contents](#)



# CLASSIFIEDS

## For Sale: Trailex CT-8055

The Trailex CT-8055 is the most popular option for trailering a GT4, GT3, or other wide-body Porsche. This trailer was purchased new in January 2022 and used once. Includes a full size spare and a trailer brake controller. I need to clear space in my driveway, so my loss is your gain. Buy it now before it goes to auction.

\$9995 or best offer. Text me at 267-473-0241.

Eric Suber



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## Dear RIESENTÖTER Members,

The volunteer editorial staff have brought this issue of Der Gasser magazine for everyone's enjoyment. This is your magazine and we want you to be part of it.

- Do you have a story about your car you would like to share?
- Have you taken your Porsche on a trip or met up with other Porsche owners at an event? We love to see some photos and maybe a brief write up.
- Do you have a business you would like to advertise? We are accepting advertising from members and their businesses. RTR has 1500+ primary members within our region in southeastern Pennsylvania. Please contact us at [editorteam@rtr-pca.org](mailto:editorteam@rtr-pca.org) for more information.
- Do you have a Porsche related item to sell? We can list the item in our classified section. Please contact us at [editorteam@rtr-pca.org](mailto:editorteam@rtr-pca.org) for more information.

Thank you,

Der Gasser Team

RIESENTÖTER

