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COVER

Photo credit: Jeff Walton

2023 RTR Event Calendar

Driver's Education

October	10/13-15	DE @ Summit Main
June	6/24	Tech - The Glen
June	6/30	Close Date - The Glen
July	7/14-16	DE @ Watkins Glen
August	8/25	Close Date - Pocono
August	8/26	Tech - Pocono
September	9/15-17	DE @ Pocono SE
September	9/29	Close Date - Summit Point
September	9/30	Tech - Summit Point

Social Events

October	10/14	Oktoberfest
October	10/20	Watches and Whisky
November	11/12	Phil-a-Trunk
December	12/2	Holiday Party

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.

Experience the new Macan.



PORSCHE

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Lehigh Valley**

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MEMBERSHIP MILESTONES

YEARS	October	November	December
50			
45			Eileen Checkowski Tony Checkowski
40	Gretchen Bogert Richard C. Bogert	Howard Greenberg Zachary Greenberg	Richard J. Reber Ariel Several Jay R. Several
35			Adam L. Schaible Ann Slade Edwin W. Slade
30	Judith L. Parrotta Louis N. Parrotta		
25		Elizabeth Borel Garth S. Borel Caroline G. Centofante Dale M. Centofante Joanne De Menna Bradley E. Gast David Horoschak Gabriel T. Tatarian	Maria Cataldo Michael Cataldo Michael Delfiner Tracey Delfiner Charles A. Jones Laurie Leigh Mele Michael Patrick Mele Kim Pace
20	Leroy D. Nunery	Kathryn L. Hoffman William E E. Hoffman Charlotte Radbill Christopher T. Radbill Michael Thomas Stephanie Thomas Evan Winters Byron L. Zerphy Eric Zerphy	Adam Brand Howard S. Brand Tim S. Holt, Jr
15	Marc A. Albanese Ted J. Albanese Susan Doblmaier Thomas Doblmaier Denise Hubbs Robert J. Hubbs S. J. Knopp A W. Lambright	Gerald M. Goetz Mary Goetz	Brent D. Asplundh Griffith Asplundh Jared Asplundh Scott M. Asplundh Joyce Devaney Richard J. Devaney Frederick A. Haynes Lori Haynes Alex Thorne Jack Thorne
10	Amy Ahnert Gregory J. Ahnert Cynthia Schwartz Ira Schwartz Drew E. Widing	Bradley Jahn Ava John Adam S. Keech Amrit Moola Saritha Moola Patrice Nisch Robert M. Nisch Denis F. O'Flynn O'Brien	Nancy A. Allen Louis R. Cipollo Dave S. Dempsey Denise Dempsey William Geiger Deanna Hansen Peter J. Hansen John C. Kontes Rachael A. Krause Amy Mathers Jeffrey C. Mathers Lawrence Parretti
5	Justin Golia Ralph Golia Joe Held David Kramer Mike Macenka John McGowan Stephanie McGowan	Rochele Balsavage Timothy Brooks Patrick Clark Joshua Fiedler Bradley Hahn David Hurwitz Greg Mascioli MJ McCloskey III Michael Modes Carl Voellm	Plamen Alendaroc Daniel Brown Nyssa Capaul Jason Collins Dan Cooney Kevin Douglas John Heil John Heil Kaveh Kousari

RTR Member #'s September 2023:

Total Primary Members **1895**

Affiliate Members **985**

Total Region Membership **2880**

NEW RTR MEMBERS

Joyce Hertz	
Rose Laserow	
James Hanna	2022 911 Turbo S
Caryl Hanna	
Boyu Wu	2018 718 Cayman
Jiayi Chen	
Simon Oosthuizen	1982 928
Tarek Mourad	2019 911 Turbo
Richard Oring	2022 Taycan 4S
Wendy Trow-Fox	
Charles Collings	2010 911 GT3
Darren Pearson	2020 911 Carrera 4S
Amit Powar	2023 911 Carrera
Hardik Sheth	2000 Boxster
Rutuma Desai-Sheth	
Susie Derafelo	
Sean Smullen	1995 911 Carrera
Dawn Smullen	
Michael Hanna	2016 Boxster GTS
Noelle Datta	
Bok Tang	2012 Cayenne S
Juliet Meehan	
Robert Raymond	2016 Boxster
Ray Dimmick	2018 718 Cayman
Gayle Dimmick	
Matthew Belfi	2017 Macan
Nick Lockard	1986 944 Turbo Black
Ernest Berckman	2021 911 Carrera S Cabriolet
Stephen Selznick	2018 911 Turbo Cabriolet
Adam Beck	1998 911 Carrera S
Haans Homer	2022 911 GT3
David Rivera	2018 Panamera 4S
Debby Whitney	
Nicholas Kohart	2006 911 Carrera S
Harry Gustafson	2021 Taycan 4S
Avery Jones	
Ellen Carlino	2015 Panamera GTS
Kevin Carlino	
Michael Rusden	1987 911 Carrera Targa
Cole Rusden	
Raj Kaikini	2000 911 Carrera
David Zelouf	2022 Panamera Turbo S E-Hybrid Sport Turismo
Brian Cash	2000 Boxster
Bill Weir	2009 911 Carrera S Cabriolet
Kevin Flanagan	
Ali Chaudhary	2020 Cayenne Turbo Coupe
Pamela Hext	
Mario Moses	2013 911 Carrera S
William Salter	2003 Boxster S
Pasquale Casale	2017 911 Carrera 4
Jithin Raghunath	2015 911 Carrera 4 GTS
Julie Spears	
Sue Dillon	2015 Macan S
Bill Wong	
Philip Worrell	2002 Boxster
Andrew Dugery	2003 911 Carrera
Mike Zhang	2021 Taycan 4S Cross Turismo
Colin Murphy	2018 911 Carrera
Scott Schied	2016 Macan S
Jordan Klein	2023 718 Cayman GTS 4.0
Natan Andres	2023 718 Cayman GTS 4.0
Aline Bergesch Barth	
Edward Bennett	2018 Panamera 4 E-Hybrid
Michael Dutka	2022 718 Cayman GT4
Jennifer Hannigan	
Jerry Mcguire	2019 911 Carrera
Cindy Mcguire	
Richard Davis	2016 Cayman
Hardeep Rai	2004 911 Turbo Cabriolet
Ethan Silverstein	
Mike Simard	2018 911 Targa 4 GTS



Vom Präsidenten

I KNOW IT'S A BIT EARLY, BUT I WANT YOU TO GO GRAB A PEN RIGHT NOW.....I'LL WAIT....

ok welcome back, now I want you to take that pen and go to your refrigerator and circle November 12th of this year on your calendar, a couple circles, make it clear as mud that you have something on that date....it's a Sunday....then pen in Phil-a-Trunk in bold letters. Now open your phone, go to the calendar, and place an event on Sunday November 12th,2023, and set a few alarms while you're in there to remind you - mark this as Phil-a-Trunk. You are not done yet, go to your office and open your laptop, bring up google calendar and add the same event - Phil-a-Trunk...November 12, 2023, it's a Sunday. Yeah, never mind about church, you'll be forgiving because you are helping out your neighbors, which is a very good thing.

And if you are new to the club, in which there are plenty of newbies, Phil-a-Trunk is the official kickoff event to the LARGEST food drive in the nation - WMMR Preston and Steve's Campout for Hunger. This is our 10th year with our food drive and our 5th for Phil-a-Trunk (Riesentoter presents)/.

We will be joining other clubs as well, like the mustangs, corvette, possibly Ferrari (Joe K and Stuart are you reading this?), and about 20 other clubs down at the Wells Fargo Center. BUT - the Porsche club will meet at the Capital Grille starting at 7am, for coffee and breakfast sandwiches, then a bit earlier this year around 8:45 we will be heading via Valley Forge Fire Department escort down to Xfinity Live parking lot to try and last year's total of 140,000 pounds of food to help fill the food banks of Philabundance.

We already have \$1050 in the bank, thanks to one of our newly married members as of June, in lieu of gifts, asked for donations to Phil-a-Trunk - How fantastic is that? Plus \$50 came for my headliner guy.

This year will be the BIGGEST yet.... because mainline Cars and Coffee will be joining us, but that's not all, Xfinity Live is holding their street festival at the same time (more info coming), plus we will again have our mini-autocross event, and mini competitions throughout the day, such as best sounding exhaust, best paint or wrap job. best wheels, best engine....etc... Fun for the entire family....PLUS all those cars,, ,tons of cars.

So, if you have never been, look at your calendar and come on down, for those who have been, I'll see you there. It really is a site to see the generosity that not only our club provides but everyone in attendance. Visit www.philatrunk.com.

Pedal down

Jeff Walton



Editor's Note

THE SUMMER OF 2023 SEEMED TO FLY BY SO QUICKLY. Our area encountered super humid days coupled with the smokey haze from Canadian wildfires and a few nasty storms and flooding to round out the season. Kudos to RTR members as events continue to forge ahead amidst the dog days of summer. This issue captures highlights of the 2023 RTR summer for you to read and enjoy.

As we look forward to the official start of the Fall season this month, please check in on the website and calendar for opportunities to connect with fellow RTR members. If you have a story to share along your journey, please contact me at (editor@rtr-pca.org).

My thanks to all who contributed to this issue and continue to make Der Gasser shine. Please reach out if you have any comments or feedback.

Rita Hancock McKeown



I DECIDED TO WRITE THIS ARTICLE AFTER SEVERAL RECENT CONVERSATIONS I HAD with some new members, prospective members, and even some long-time members that have not been to any of our events. The purpose of this article is to inform/remind folks that you are all welcome to attend our functions, no matter what model of Porsche you happen to own. I have been getting some questions lately asking me if folks would be looked down on or feel out of place at our events if they were not driving the latest and greatest Porsche model. The answer is a resounding NO! We don't care what model Porsche you drive, how much horsepower it has, how valuable it is, or if it is cooled with water or air. Heck, it can even be electric. Or have fried egg headlamps. It certainly doesn't have to be a 911. Or even a sports car. We love the Macan and Cayenne SUVs.

Are there some people that may put their noses up at anything less than a GT3 RS or Carrera GT? Probably. But they are not in RTR. At least I haven't met them yet. I have been a member of this region for 20 years now. During that time, I have had some fairly expensive Porsches, and some not so expensive Porsches. Some have been rarer models, and some have been quite common. I buy what I like, have some fun with it, maybe modify it a bit and then sell it and move to the next Porsche that catches my eye. My financial advisor thinks I am an idiot and probably has a pretty strong case for that. But it is what I like to do. As I write this I have just one Porsche to my name, and it is a simple 1999 Boxster.

My Boxster is not very powerful, or very fast. It doesn't get the 20-somethings at local cars and coffee events drooling and posting pics of it on their Instagram pages. If you look closely, you will find quite a few nicks and scrapes in the paint. And on occasion a windshield wiper will fly off in the middle of I-95 during a thunderstorm while competing in one of our rallies. But my little Boxster is a blast to drive, and it is as welcome at our events as the 911 Dakar or the new Sport Classic. Don't get me wrong, we love the new stuff. If there are any dealers reading this with a Spyder RS allocation, give me a call! But we love everything with a Porsche badge. So, buy your Porsche, pay 46 bucks to join PCA and you are in.

The direction of any club is set by the leadership team. And I can tell you that all the RTR board members are welcoming people that want to have a good time at our events. And they do everything they can to ensure everyone else is having a good time. No one on the RTR board cares if you have a warehouse full of rare collectible Porsches, or if you have an old 924 project car. We have both ends of that spectrum in our club and that is what makes it so amazing. I have witnessed the interaction between both of those types of owners many times and there is always mutual respect. I don't want anyone in this club to ever feel like their Porsche is not good enough to join our events.

So, for any of you reading this that are on the fence about coming to any of our events, please come on out and give it a shot. I try to make as many events as possible, so if I am there, please come up and say hello. Let's chat about cars and get to know each other. You can also reach out to me anytime via email at: vicepresident@rtr-pca.org We have a ton of stuff coming up this fall so you will have ample opportunity to take part in an RTR activity. I encourage you to take advantage of that and make some new friends.

Joe Kucinski





July Membership Meeting

ON JULY 19 OUR FRIENDS AT PA EUROS HOSTED OUR MEMBERSHIP MEETING. If you are not familiar with PA Euros they are located right in Exton, PA and their spotless shop will service your car, install performance upgrades, mount wheels and tires, and just about anything else you need. In addition, they always have a nice selection of hand-picked cars for sale. Prior to our meeting a lot of members didn't know this shop existed. But once you see the place and meet the team, you won't forget it.

Starting a little before 6:30 PM the first few members began to trickle in. Upon entry everyone was given a raffle ticket for the door prize drawing that would take place later in the evening. Folks mingled while partaking in a delicious buffet provided by Mission BBQ. For the second meeting in a row, we managed to drink all the beer provided. I need to start reminding our hosts that German car enthusiasts enjoy a good beer. Anyway, it is tough to beat a social hour with good food, drink, company, and cars. But we did have some official business to attend to, so we called the meeting to order around 7 PM.

After welcoming everyone I handed things over to der präsident Jeff Walton. He announced that Phil-a-Trunk is starting to get closer, and we expect it to be bigger than ever this year. Main Line Cars and Coffee will combine their November event with Phil-a-Trunk so we should have the largest collection of cars we ever had at this event. Mark your calendar for November 12. You won't want to miss it.

Our Social Chair Wendy touched on some of the social events that we had coming up including the Generous Pour dinner at Capital Grille, some casual happy hours, and our holiday party which will be held on December 2.

We then pivoted to talking about our driving events. Again, since we have covered these in detail in other areas of the newsletter, I will not dive into all the details again here. But we have the Street Survival program to teach teen drivers to be safe. We have our autocross program which includes four events at Pocono this year. And we of course have our DE program with Pocono being the next track on the calendar. All of these are amazing programs and I encourage you to get involved with at least one of them, if not all of them. You will have a great time.

Speaking of having a great time, you are really enjoying this issue of Der Gasser, aren't you? Well, if you aren't, there is one way to fix that. Contribute an article of your own. In the meeting I reminded everyone that we are always looking for some original content from our members. If you have an idea, please reach out to editor@rtr-pca.org and the team will work to get your piece in the next issue.

Next up, I put on my new membership chair hat and asked for any new members in the crowd to stand up and introduce themselves. We had a handful in attendance which is always good to see. Hopefully you all had a great time, and we will see you at more events soon. Welcome!

We then had a couple special guests in attendance come up and speak. First was Jamie Orr, the organizer of the L'oe Show car show in Pottstown. It is a five-day festival of events that includes an RTR organized rally and concludes with an amazing German car show on September 3. After Jamie we had Mark Bowie take the podium and speak about the upcoming Radnor Hunt Concours d'Elegance weekend September 8 - 10. If you have never been there, you are missing one of the great car events in the country.

At this point we turned things over to our hosts to speak a little bit about their shop, and what they offer. If you are anywhere near the Exton area, this place is worth a visit. After the PA Euros presentation it was time for the door prizes. There was a drawing for a custom-made metal Porsche crest, and gift certificate to Oakes Detail and a \$500 gift certificate to PA Euros that could be put towards any service or even the purchase of a vehicle.

After the prizes were handed out it was time to wrap things up. We began to say our goodbyes and ogle the beautiful cars on display one last time before heading off into the night. Thanks to everyone who came out. See you in August at Porsche Main Line.

Joe Kucinski

RTR Family Drive-In Movie – June 17, 2023

IT WAS YET ANOTHER FUN RTR FAMILY MOVIE NIGHT AT THE KIMBERTON FIREHOUSE

GROUNDS. Thanks to Wendy Walton for planning another great gathering venue for RTR members! Our group enjoyed hot dogs, French fries and lots of popcorn and movie style boxed candy while gathering, catching up and enjoying the movies.

The first showing was Speed Racer. This was one of my fav cartoons as a kid, so I really enjoyed every minute of nostalgia watching Speed Racer, Spritle and Chim-Chim, Trixie, Pops and the Mach 5 fighting Captain Terror and other villains of the day. The feature film was Baby Driver, another action packed thrill-ride with great music on the 21 foot screen. We had the bonus of a perfect sunset and with a little June chill in the air, chairs, blankets, or staying in your car was the ticket for the evening.

Rita Hancock McKeown



August Membership Meeting

AUGUST 17, 2023, WAS ANOTHER BEAUTIFUL DAY FOR A MEMBERSHIP MEETING. And I can't think of a more beautiful facility to spend it in than the newly completed Porsche Main Line dealership. Apparently, I was not alone in my thinking because we had probably the largest meeting turnout of the year so far. We had well over 125 people show up to check out the new building and enjoy the delicious food that was put out for us. If the building and the food were not enough to draw you in, how about the cars? Among the vehicles in the showroom were a new 911 GT3 RS, a 911 Dakar, a 991 Speedster, a new 2024 Cayenne Coupe and two new 911 Sport Classics. Most of these cars you only see in magazines, and here they were for us to enjoy in person as we ate our crab cake sandwiches.

The social hour officially started at 6:30 PM. I usually like to arrive a bit early at our meetings so I can greet members as they arrive and help with any last-minute setup. So, I arrived at 6 PM. There were already about 30 other RTR members inside. So much for being early. I knew at that point that this was going to be an impressive turnout. And sure enough the people and cars kept pouring in. It was great to see so many folks come out. And as usual Porsche Main Line knocked it out of the park with terrific food. So, there were a lot of smiling faces and full stomachs in the crowd as I and everyone else mingled with other members. As fun as it was catching up with friends and drooling over the incredible cars, at 7 PM it was time to formally start the meeting.

This time of year is very busy for RTR. We still have HPDE, and AutoX events, a number of social activities and some of our signature events like Phil-a-Trunk and Oktoberfest are coming up so there was a lot to cover this night. Jeff kicked things off speaking about Phil-a-Trunk of course. It is gonna be HUGE this year! He also touched on the exciting L'oe Show in Pottstown that is on Labor Day weekend and the spectacular Radnor Hunt Concours d'Elegance that is the following weekend. September is going to be packed.

Wendy took the stage next and ran through some of the social events we have coming up. They include our Oktoberfest on October 14, and our holiday party on December 2. In addition, we are bringing back by popular demand a second Watches and Whiskey night at the Omega boutique in King of Prussia in October. We will also be sprinkling in some casual happy hours from now until the end of the year.



But wait, there's more! John Gaydos stepped up and spoke to the crowd about our HPDE program. We still have events at Pocono the weekend of September 15 and at Summit Point the weekend of October 13. John also spoke about our Street Survival program. Our next one will be coming up on September 23. We are always looking for coaches and volunteers to help with this amazing program so if you are interested, please reach out to streetsurvival@rtr-pca.org for more information.

Trevor Naidoo was up next to speak about our autocross program. Remember, if you never ran an autocross with RTR before the club will pick up the tab for your first event. So, you have no excuse not to try this. And believe me, you will have a blast. Our next event will be at Pocono on September 30. If you are bored in September, you are just not trying. Look at our calendar for the month, and you will find an event every few days.

After the autocross discussion I said a few words about Der Gasser. Please send us your story ideas. We really do want to hear from you. And so do other members of the club. It is the member stories that really makes each issue interesting and fresh. Send your ideas to editor@rtr-pca.org and the team will work with you to get your story into the next issue.

Next up was our Membership Chair, Roy Blumberg, to welcome our new members. With such a large crowd we naturally had several first timers in attendance. As usual we had the new folks stand up and tell us why they joined the club and what Porsche they have. The theme for the night was retirement, as a couple folks told us they treated themselves to a Porsche as a retirement gift. I can't think of a better way to open the next chapter of your life than by buying a Porsche, and I think these new owners are soon going to find out why.

Normally at this point I would turn things over to our host. But most of the Porsche Main Line team was out in California enjoying Monterey Car Week. Can't blame them for that. But I will thank them here for hosting a fantastic meeting as they always do. See you all again soon.

Joe Kucinski





Porsche Lehigh Valley Celebrates Porsche's 75th Anniversary

PORSCHE LEHIGH VALLEY CELEBRATED THE 75TH ANNIVERSARY OF PORSCHE with a spectacular event held at the dealership on June 10th. The event also celebrated the new Porsche showroom, which recently underwent a multi-million dollar renovation.

With about two hundred people in attendance, guests enjoyed a lavish buffet provided by Catering by Karen Hunter, and danced to live music thanks to Limelight Entertainment. Guests were also treated to valet parking, and were given Porsche swag bags upon exiting the event.

"We couldn't be more excited to celebrate this milestone with our clients, friends and family," says Andrew Wright, Managing Partner at Porsche Lehigh Valley. "With the heritage of the brand, the history, and the mystique, it's gratifying that we get to sell and service these terrific automobiles, and delight our customers. It's really quite special. We've only been with the brand for about five years, so it's a great time to be part of the Porsche family of dealerships."

Guests also got to check out a very colorful 2023 Porsche Taycan 4S Cross Turismo that was fully wrapped with various colors to illustrate Porsche's newly expanded Paint to Sample program.

"Porsche Lehigh Valley is proud to offer the Paint to Sample program so clients can really custom tailor their Porsche and make it uniquely theirs," says Jim Sangiorgio, Porsche Sales Manager and Brand Ambassador, Porsche Lehigh Valley. "The vibrant wrap on that unique car showed some of the colors that were from previous models. A lot of them may be out of production, but you can still get them through the Paint to Sample program."

According to Porsche Cars North America, Porsche is expanding its capacity for its popular Paint to Sample program to meet increasing demand and improve ease of access for customers. With the newly revamped Paint to Sample, more than 160 pre-approved colors will be available with the option to specify a color through "Paint to Sample Plus." These colors are in addition to the wide selection of paint choices Porsche already offers, including several no-cost, non-metallic colors, and additional-cost metallic colors ranging from \$650 to \$840 depending on the model. Special color options are also available for between \$2,580 and \$3,270 depending on the model.

The array of colors offered is extensive and varies depending on the model and production facility. More than 100 additional colors beyond the standard offerings are available for the 911 and 718 variants. Panamera, Macan and Cayenne have access to more than 50 Paint to Sample color choices. The Taycan has 65 color choices.

"People want customization," notes Wright. "They want a Porsche that's special, unique, one of a kind, that's their own. They can certainly achieve that with the Paint to Sample program."

Also in attendance were several representatives from Porsche Cars North America, Inc. "Since the debut of the first Porsche sports car 75 years ago, the Porsche brand has been synonymous with excellence, sophistication, and performance," says Jay Kober, Region 34 Regional Manager, Porsche Cars North America. "For 75 years, Porsche has been committed to providing a best-in-class experience for each customer. That is one of the key reasons there has been growing demand for Porsche year after year. Porsche Lehigh Valley's stunning new facility is part of that success. The beautiful new Porsche Lehigh Valley showroom exemplifies all those qualities. It is an investment in the future."

"We attended Porsche Lehigh Valley's Grand Opening & 75th Porsche Anniversary celebration to show support to Andy Wright and his team, for their amazing new facility," says Joyce Jordan, Area Marketing Manager, Porsche Cars North America. "As Porsche turns an impressive 75 years old, there are and will be events and opportunities across 2023 to commemorate this landmark anniversary." For more info, go to:

<https://newsroom.porsche.com/en/2023/company/porsche-75-years-porsche-sports-cars-anniversary-show-32500.html>

<https://www.porsche.com/usa/aboutporsche/75years/>

Event attendee and long-time dealership client Loren Hulber had rave reviews about not only the Porsche brand, but also the new showroom. "I just watched the Porsche 75th anniversary celebration from Stuttgart," says Hulber. "They introduced the new Mission X Porsche concept car of the future. It's so impressive what Porsche is doing and leading the way in technology. And the effort that Porsche Lehigh Valley has put into updating this showroom is outstanding. It's an architectural gem! From a Porsche standpoint, it's a showplace!"

"In the beginning, I looked around and could not find quite the car I dreamed of, so I decided to build it myself." – Ferry Porsche

Maureen Sangiorgio

Photos by: Joshua Schray, Dealer World





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Cozumel, Mexico



Costa Maya (Mahahual), Mexico



Belize City, Belize



PCA hosts over 3,500 events, activities, and programs every year

As a member of PCA, you're invited to show off your prized possession to people who can appreciate it while attending a wide array of PCA-sponsored events. PCA activities include autocross, HPDE, Club Racing, rallies, concours, sim racing, car shows, driving tours, tech sessions, and much more. Whether you like a bit of friendly competition or prefer to socialize, there is something for you.

MORE INFORMATION: www.pca.org/activities



PORSCHE CLUB OF AMERICA

Parade to Palm Springs

I DECIDED TO DRIVE OUT TO PARADE THIS YEAR, AT PALM SPRINGS CALIFORNIA, mostly for the road trip experience. I have made road trips before, of course, but it has been a while and now I have a roadster that should make the trip more exciting, a 2018 718 Boxster.

My plan, as much as I had one, was for two specific stops going out and then finding camping spots for the rest of the trip. I thought this would allow me to spend more time in the scenery and away from any anonymous interstates.

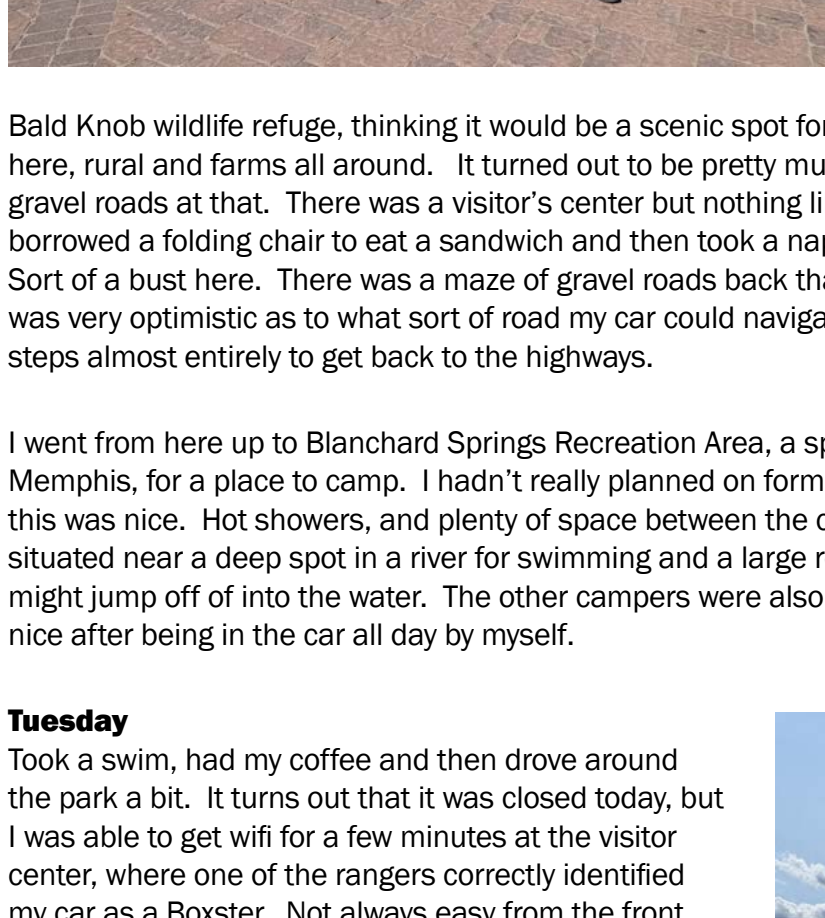
Saturday

I knew the first couple days of the trip would be mostly prologue, and just getting to the fun parts. I really don't have much to say for today. I stopped at Potomac Wayside Park on 340 on my way to 81 for the first time. If you blink you miss it, but it turns out to have a short hike down to the Potomac and a decent spot to stretch your legs. Long day ended outside Asheville NC at a friend's house.

Sunday

I stopped in Hot Springs NC because not only was it on the route my phone picked out, but this was one of my stops when I thru-hiked the Appalachian Trail in 2000. But I recognized nothing from the town and it was raining so I only retraced a few of my steps on the trail. I'm not going to quite admit not packing a rain jacket for a trip to dry Palm Springs: there was one in the car but buried under a lot of other things in the trunk.

Thunderstorms and heavy rain as I crossed Tennessee on I40. I wondered a little bit about flooding since I have those low side intakes but didn't have any trouble and got a look at Memphis and Beale St before getting into my motel.



Monday

My big stop in Memphis today was to tour the National Civil Rights Museum which is situated where Martin Luther King was assassinated. I wanted to do something with Graceland since it's here as well, but it didn't seem like there was a way to see anything quickly: it was either park and spend the entire day or nothing. I chose nothing and went into Arkansas, my first time in this state.

I picked out a lunch spot at the Bald Knob wildlife refuge, thinking it would be a scenic spot for a picnic. Two lane highway to get here, rural and farms all around. It turned out to be pretty much nothing to see and down long gravel roads at that. There was a visitor's center but nothing like a picnic table or anything so I borrowed a folding chair to eat a sandwich and then took a nap right on their deserted front yard. Sort of a bust here. There was a maze of gravel roads back that I started into, but Google Maps was very optimistic as to what sort of road my car could navigate and I ended up retracing my steps almost entirely to get back to the highways.

Tuesday

Took a swim, had my coffee and then drove around the park a bit. It turns out that it was closed today, but I was able to get wifi for a few minutes at the visitor center, where one of the rangers correctly identified my car as a Boxster. Not always easy from the front and probably the only time this happened on the trip. (Later in the trip someone would start to guess Mazda and then stop when I quickly shook my head.)



STRONG CITY, OKLAHOMA
Home of the legendary world champion bull rider Sage Kimzey

Oklahoma was the second state for this trip that was entirely new to me. Now the only one that's left is Hawaii.

Wednesday

This area turns out to have missed the storm entirely, just as a local said it would. On the other hand, the bugs were pretty bad. I should point out at some point that I am packing without a tent on this trip. I made a last-minute decision while packing to leave it behind to bring less stuff and simplify. This is how I camped along the Appalachian Trail for nearly five months so it's not entirely crazy. Instead, I had a tarp and a bivvy sack, but never had any rain at night to need it.

Back on the road, I checked out Talimena Drive, a scenic road with turnouts and views that might just make the list of drives when the Parade comes to Oklahoma in 2025. I had it pretty much to myself since I was there so early in the morning.

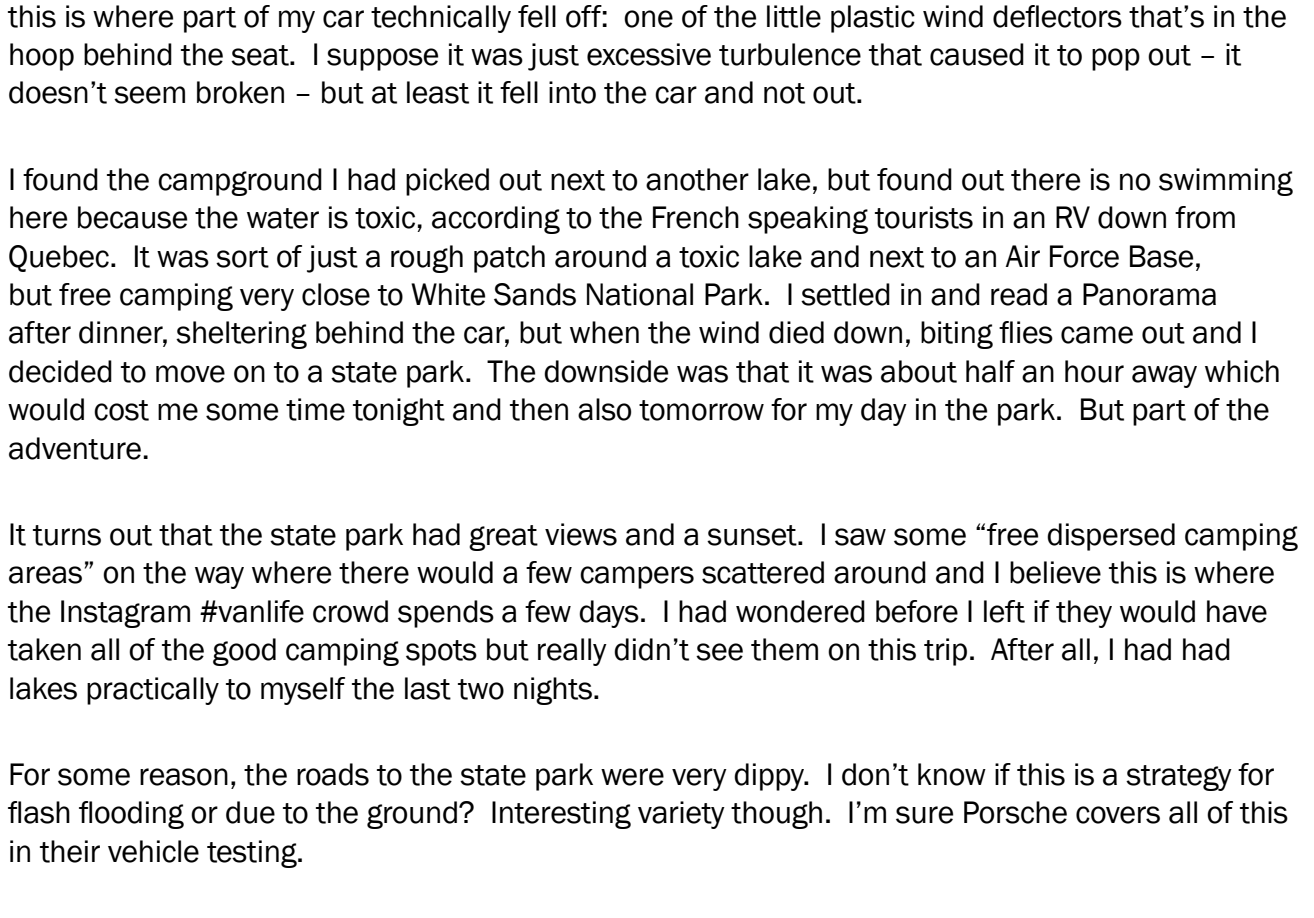
At one of the overlooks I asked myself, can you really say you've bonded with your car if you have not crouched down next to it so you can apply sunscreen to your face with the side mirror. It was such a luxury to be able to spread the tarp down at another overlook, take a nap and not have a single car intrude. I know it was the middle of the week, but also in the summer of revenge travel.

I finished up the scenic portion and then made a more expedient diagonal path through the state to my planned camping spot for night. This did bring me back onto the interstate some but I do feel like I got a good sense of the state from enough of the side roads and small towns. I was impressed as well with the natural beauty of the bright green grass coupled with the red clay earth.

I'd see some places that would look like a great photo about a minute too late to make a convenient stop. I thought of that in front of an oil derrick, but also knew that would probably be considered trespassing in a state where everyone carries guns - I had already seen that at a gas station earlier. But I'm only here once. I decided to turn around at one point to get the car in front of the memorial sign that commemorated the "home of legendary world champion bull rider Sage Kimzey" but then also as I was making the three point turn to get in front of the sign saw the first car in an hour which turned out to be a tractor trailer moving at a good clip. I finished up that three point turn in record time and recommitted to not turning around for photos.

I pulled into the campground and found a place to sleep that didn't seem to have bugs like last time. It was also on a lake, and a little close to the road. I imagined that some of the cars that pulled in only to immediately turn around and leave had only come to check out my car. I might have gotten a thumbs up from a Camaro (or was it a middle finger?) I hadn't seen another Porsche really since I left home and wouldn't see sports cars at any of these campgrounds either. I mean it was almost a rule in Oklahoma and later Texas, that the vehicle of choice is a full-size truck, but I guess I expected to see at least one other person out there in a fun car.

Great night's sleep. Starry night and that might have been the Milky Way I saw or maybe just clouds.



Thursday

More great scenery getting into Texas the next day, then very dusty and windy. It gave me some appreciation for the area as a sort of hostile place where one just works and survives. Freight trains come through town, cattle yards, this felt like a place for work and not for living. I did get a photo in front of an oil derrick, real quick before I could be discovered.

Into New Mexico. I had sort of looked forward to seeing Roswell but ended up taking a bypass around it and what I imagine to be several souvenir stores. The road here was really windy and this is where part of my car technically fell off: one of the little plastic wind deflectors that's in the hoop behind the seat. I suppose it was just excessive turbulence that caused it to pop out - it doesn't seem broken - but at least it fell into the car and not out.

I found the campground I had picked out next to another lake, but found out there is no swimming here because the water is toxic, according to the French speaking tourists in an RV down from Quebec. It was sort of just a rough patch around a toxic lake and next to an Air Force Base, but free camping very close to White Sands National Park. I settled in and read a Panorama after dinner, sheltering behind the car, but when the wind died down, biting flies came out and I decided to move on to a state park. The downside was that it was about half an hour away which would cost me some time tonight and then also tomorrow for my day in the park. But part of the adventure.

It turns out that the state park had great views and a sunset. I saw some "free dispersed camping areas" on the way where there would be a few campers scattered around and I believe this is where the Instagram #vanlife crowd spends a few days. I had wondered before I left if they would have taken all of the good camping spots but really didn't see them on this trip. After all, I had had lakes practically to myself the last two nights.

For some reason, the roads to the state park were very dippy. I don't know if this is a strategy for flash flooding or due to the ground? Interesting variety though. I'm sure Porsche covers all of this in their vehicle testing.

The other interesting part of this state park was that when I walked over to where I had spread out my sleeping bag on the tarp, I saw something scurrying away. As far as I could tell, this was a scorpion. We don't have those on the Main Line, so I might not have identified them correctly. I went back to get my phone to take a photo but it didn't stop on its way to hide under the wooden post that made up the tent platform. So. Did some phone research as to whether scorpions are aggressive (nah) or deadly (not for someone of my weight) and then just went to sleep.

Friday

Pretty good night's sleep. I checked out some of the nature trails at the campground to try to make the most of my stay here, and then into White Sands where I got an annual parks pass and decided for the five mile trail, the longest offering. I was concerned a bit about attempting this in what was almost the middle of the day, but it really wasn't that hot. I thought it was amusing that while I was hiking, other hikers who had turned back told me to also quit early because there wasn't anything else to see other than the state dunes that were around us. But, I thought, how do you know if you didn't complete the trail? They were pretty much right, of course, there was no oasis out there, but it was a nice hike. I tried sledding in the sand, which I'm told is really a thing, but got nowhere with that.

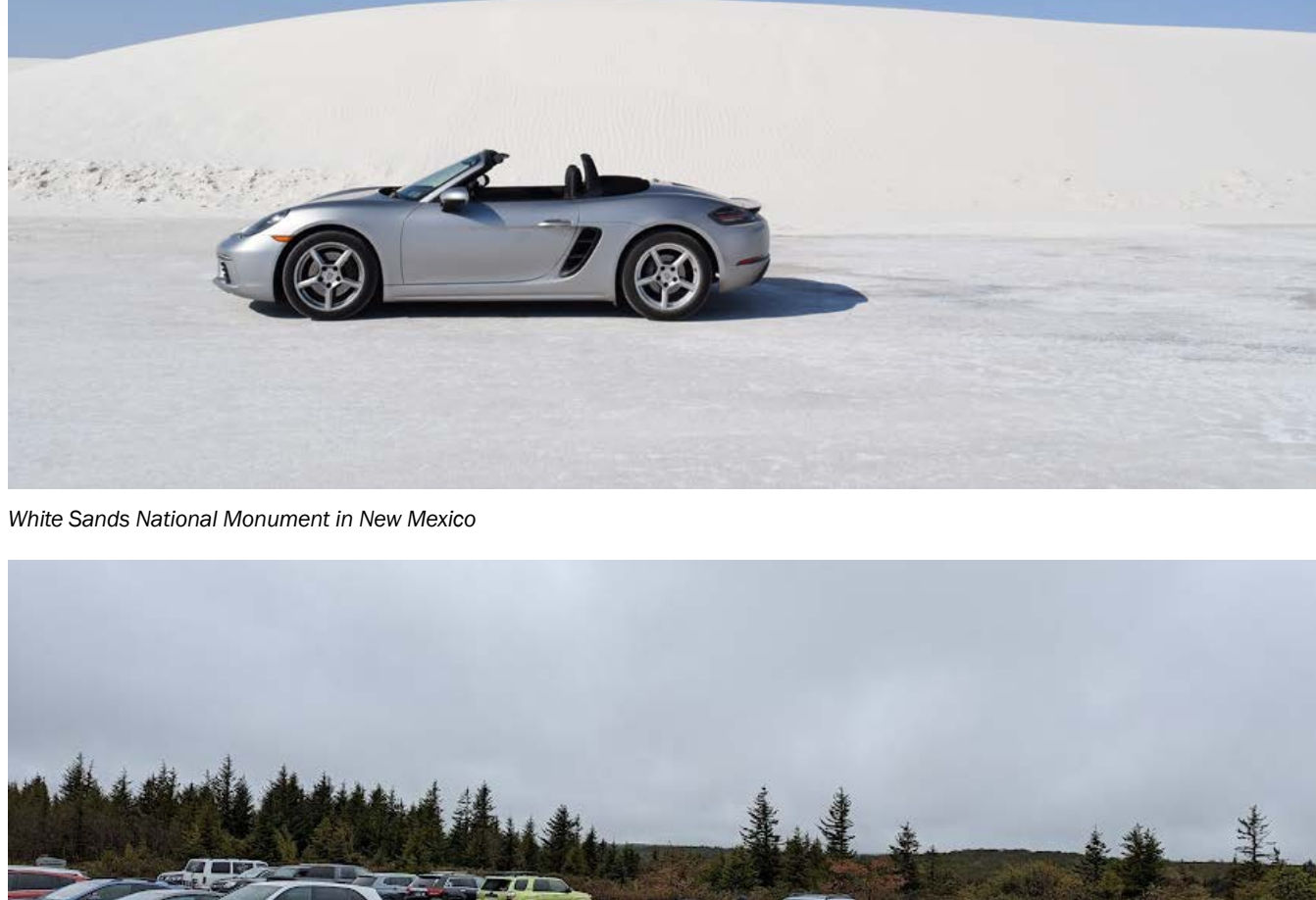
Ate my lunch here at one of the picnic areas and found the only spot in the park to fill water bottles. I'm glad I could easily do this at the state park because the water came out in a trickle here.

Finally saw a Starbucks after I left. Had some coffee and a big wifi session. I had had the idea of stopping at one or something like it about every day to escape the hot part of the day, read, get on the laptop, etc, but this was the first time. I credit the backroads routes which also meant not much in the way of civilization. Gas stations and dollar stores but not coffee shops or even appealing diners.

Someone from the Arizona Region had tipped me off on a scenic road in Arizona (Coronado Trail National Scenic Byway) and then I traced out a route to it that also looked scenic. And it was lovely mountain scenery. When there are signs discouraging trucks and warning that the road isn't plowed in winter, you might be onto something.

Before I got there, I saw a sign for a lake and decided to try going down that road for a swim. It's sometimes taking a chance when you only see a sign from the road that doesn't give the mileage to the destination, or knowing much about it. I stopped early because I spent a river, and pulled in off the road where some cars were parked and people were camping. Sure enough, there was a path to the river, just ignore the no trespassing signs, where I could rinse off the sand from the sledding attempt, the sweat and the sunscreen. Picked up some compliments on the car and even offered a beer. I had just left the car there with the other campers, top down and everything, and everything was fine.

Into Arizona and greeted with driving through a large copper mine. This was unlike anything else I had seen on the trip. The road was practically paved of the mine; at one point there was a huge conveyor belt overhead with ore or whatever being dumped out next to me. Very distracting, and an interesting industrial comparison to the mountain scenery. Stopped at the first campground along the road, in the Apache National Forest and found a campspot. The road into the campground was fairly rough but I managed.



OLIVER LEE MEMORIAL STATE PARK - New Mexico

Saturday

Pleasantly good overnight so no bugs. It's the high elevation here. Part of the bonus of not having a tent is that you might wake up a little early. I made my usual oatmeal breakfast and got out onto the scenic highway which I practically had to myself again. I liked it so much that I used the atlas to pick out some more scenic routes. I considered the Grand Canyon but if I was going to go that I wanted to see the North Rim and it was too far out of the way.

I use metric for my car's PCM and saw the outside temperature cross 40C (104F) today as I descended from the mountains.

I decided not to camp for my final night but to take advantage of a friend's hotel room outside the resort. I'm that close to the Parade! I had already gotten down to I-10 for the expedient route, but decided that I might be a little late, but just had to take some more backroads. I'm glad I did. It wasn't too late to get up to Rt 62 which goes north of Joshua Tree NP (I-10 is the southern boundary) and it was a fun area (for instance, open cattle ranges). I got wish right through the Agricultural Inspection. I still haven't seen any other Porsches but did wish I asked if any others had come through today. I didn't stop at the Welcome to California sign (remembering what happened at the earlier photo opp), but it was small given the road I was on. As I got closer to Joshua Tree, I had some sticker shock with California gas prices and also started to see a lot of Teslas. I drew a connection here and it also meant I was relatively close to Los Angeles. It was really windy getting on to I-10 (convertible with windows down), and sure enough saw a sign warning of high winds.

Checked into the hotel. Not too late at night either so I didn't regret taking the slower route into the place. And aside from maybe the tent, no regrets about the trip out either. Sure I might have done things differently if I did them over again, or if I had been able to do more research along the way, but it was fun to be spontaneous. It didn't feel rushed but was a nice progression across the states and generally not too much time in the car each day. In general the car was really comfortable and of course, I'm subjecting myself to the sun and heat deliberately just because it feels like the duty of a convertible driver. I'm old enough that I allowed the top up, a/c on during the hotter part of the day but I'm sure it would have been different if that was always the case. I'm also glad that the car is practical enough to carry all of my camping gear and also handle rough parts of the road when at the campgrounds. I certainly wondered about driving this far without a spare tire and even considered putting a mounted spare - one of the winter tires - in the passenger seat for the entire trip as insurance. Even with the toll-free number and overnight shipping, a blowout would have been a major hassle.

OIL DERRICK IN TEXAS
Filling up from the source in Texas

I think I enjoyed the drive out more than the event itself or the ride back. On the ride back I visited a friend and a relative and there was less excitement, partially because I was going back to work rather than going to an exciting event in California. Some of the highlights of that ride back were

- Driving out a rough road only to find out that in Arizona, "lake" might mean a shallow place to fish rather than a spot to swim, but still having a memorable breakfast by the water
- Taking the road less traveled through the Navajo reservations
- Stopping at a Thriftway in Kansas to eat ice cream for dinner shirtless in the parking lot
- Driving all around looking for access to a lake for a swim after a hot day in traffic, including a fruitless search in a campground for the manager. (Yes, found it)
- That great feeling on the skin as the day cools off and traffic lightens up
- That great feeling when you see over 600 miles distance to empty on the fuel gauge

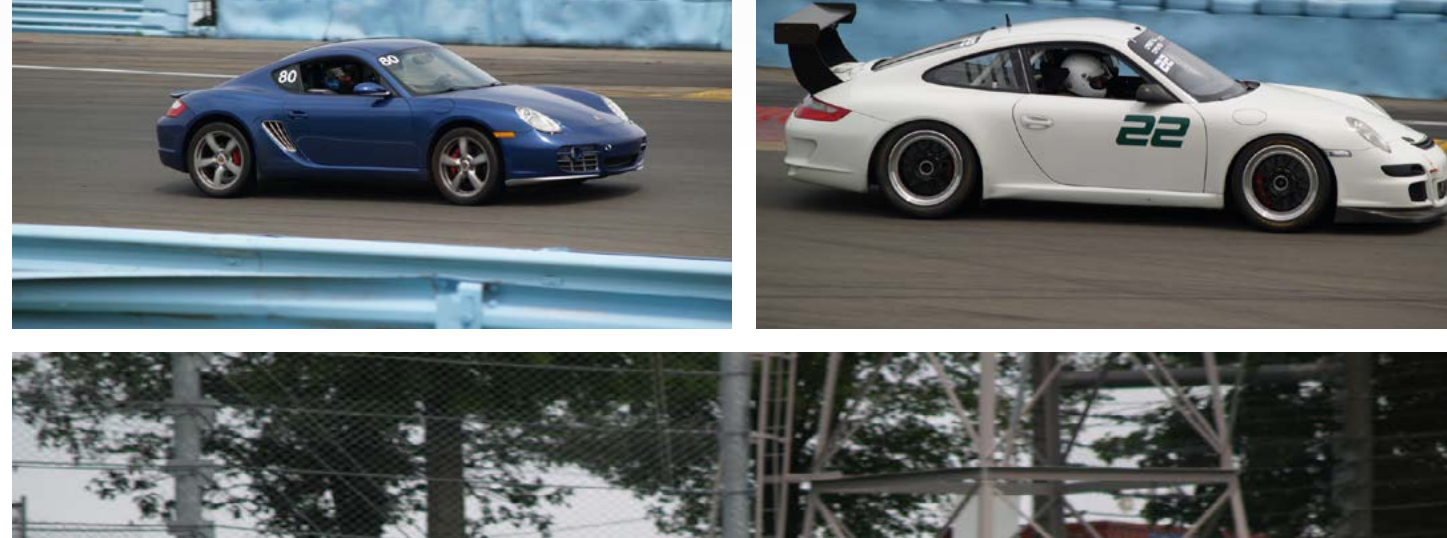
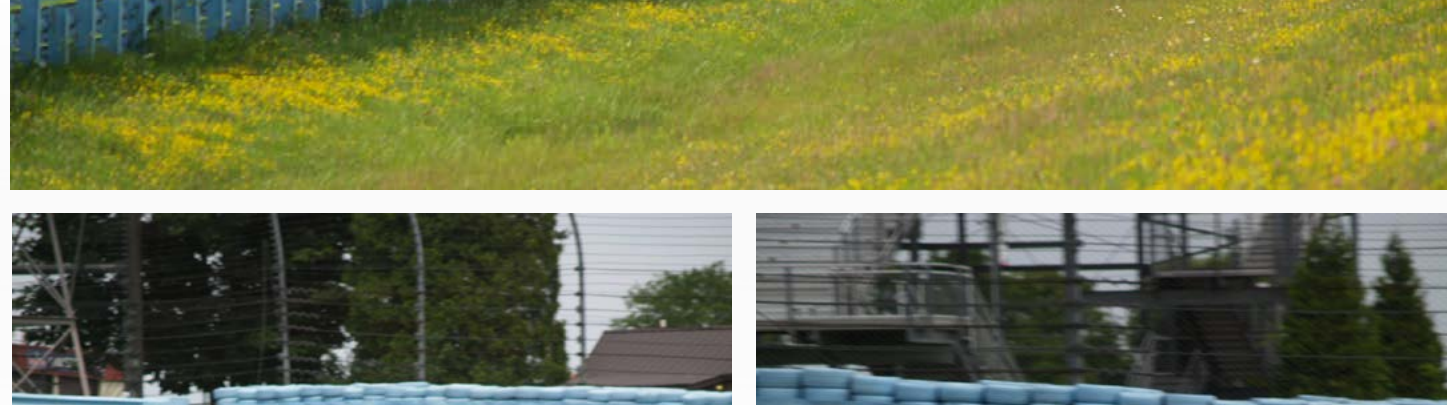
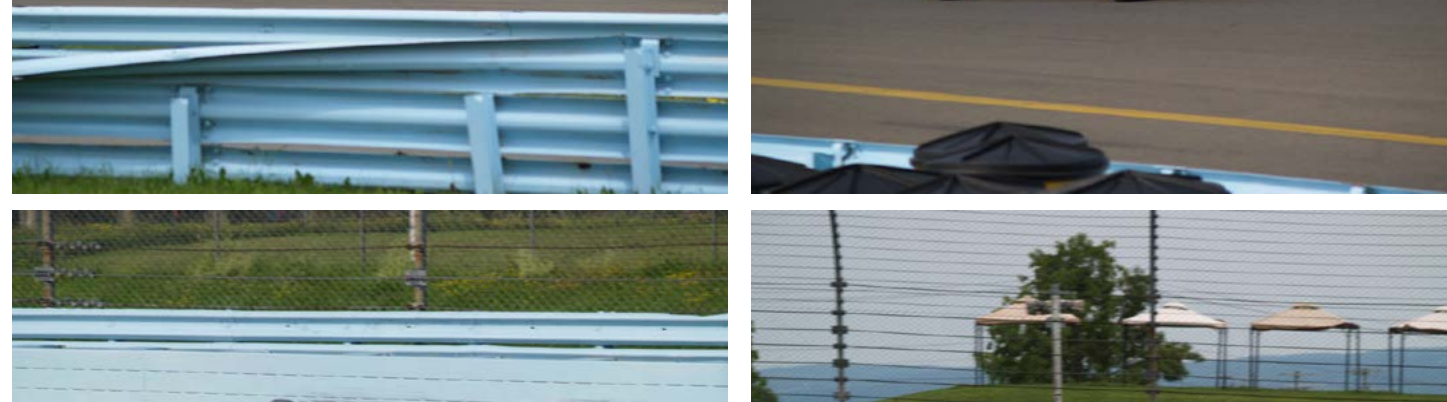
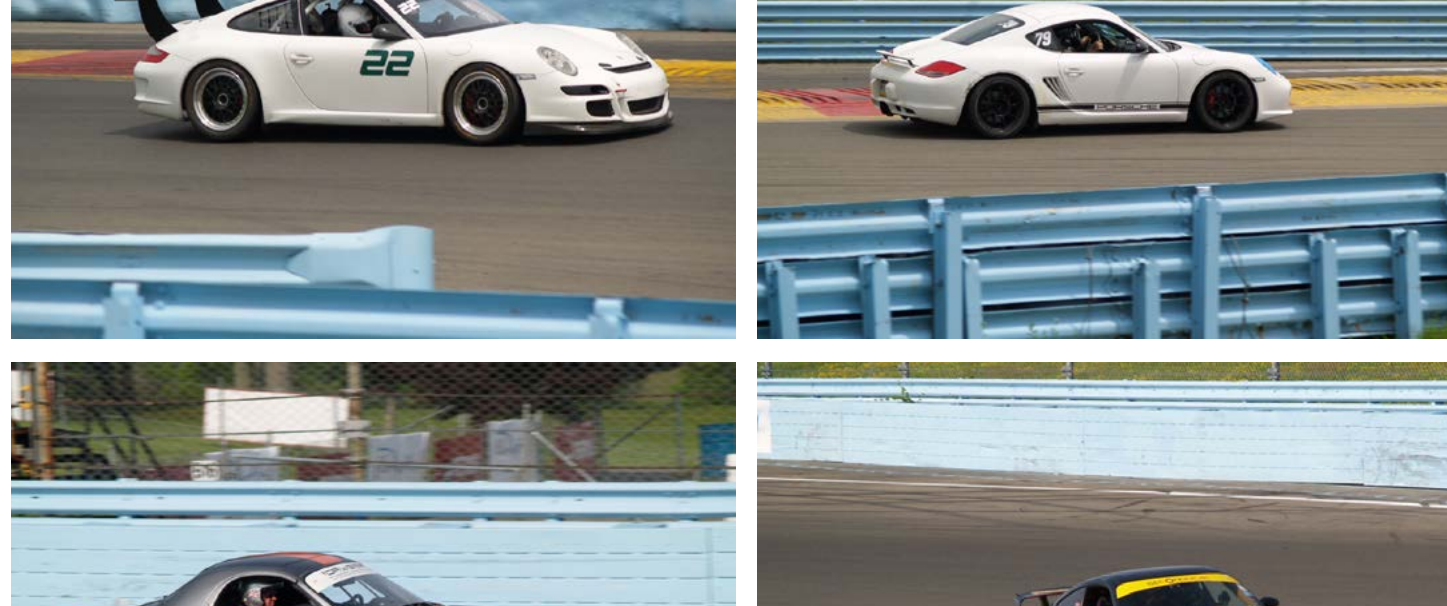
I might go to another Parade but can't imagine that it will ever be the same as this trip.

Stephen Paylor

White Sands National Monument in New Mexico



RTR DE Watkins Glen





Nothing to Something

LET ME EXPLAIN THAT TITLE.

I attended the August 16, 2023 RTR meeting where Joe Kucinski requested members to write articles for the club's quarterly publication, Der Gasser. He said that he has written over 1000 automotive articles which were published including many in Der Gasser. At the other end of the spectrum, I've had barely a handful of articles published in Der Gasser and I'm out of ideas for future articles. I've got Nothing!

But having Nothing doesn't mean I don't want to contribute to Der Gasser in the future because I do. That's Something at least. But is that Something enough to generate an article that anyone would want to read? Where do the ideas come from that make publishing over 1000 automotive related articles possible? Joe's talk inspired me to investigate this question.

In previous articles I wrote about personal experiences with Porsches and an article about a bike that I thought readers would find interesting and/or informative. That pond may have been fished out. Let's find out.

In 2006 I wandered into Brandywine Porsche, now Porsche of the Main Line, looking for a 911 which I always coveted. The showroom had 4 or 5 new vehicles all of which were priced below \$100,000. Fast forward to the August 2023 RTR meeting held at Porsche of the Main Line. The showroom had 6 or 7 cars on display. One was priced under \$100,000 and a few had prices which began with a 2 and one with a 3. The showroom was brand new and beautiful and the surrounding outside lots were full of new Porsches. Quite a contrast to 2006.

As I walked back to my car after the meeting, I passed the old building where I purchased my first Porsche and reminisced about those beautiful 911s in the showroom and their sub \$100,000 price tags which at the time seemed high but now a bargain at half the price of the current crop of cars I just perused at the meeting.

The old building was dark and partially demolished. I peered into the window expecting to see some display cars but there were none. Time had moved on leaving the building behind as well as the sub \$100,000 cars I had admired there. Sadly, I walked away thinking about what used to be, wishing it were back again.

After reaching my car, I was torn from my retro-reverie by the realization that most of the electronics in my car today, which I take for granted, were not present in 2006 cars. The thought struck me that leaving the comfortable past behind is the price we pay for progress to the unknown future. In the case of cars that progress has been substantial, possibly justifying the higher prices which shocked me at first glance. But comparing car prices over a 17-year period is a big task. A 2006 car is not the same as a 2023 car, prices aside. Over that 17-year period the dollar has depreciated in value elevating the 2023 price of cars and the price of all of the components used to build them. Other pricing factors are also present most of which I'm not aware of but which are not crucial to the point of this article anyhow.

My conclusion to these thoughts about past and present Porsches was that Porsches will always be expensive when compared to normal cars. The constants have been and hopefully always will be, quality, beauty, speed and the desire to drive them not just to get from one place to another but because they are fun to drive. If these ingredients are infused in future Porsches, people will somehow find a way to buy them and congregate with other sympathetic souls at gatherings like the RTR meetings in 2023 and beyond because the fun doesn't stop when the ignition is turned off. Much of the fun is enjoyed after the drive is over when you get to relive it by conversing with kindred spirits who share your enthusiasm for Porsches.

I did just that at the August RTR meeting and it was not only fun to hear from and converse with fellow Porschephiles but it also inspired me to write this article and make Nothing into Something which hopefully was worth the price you paid (your time) in reading it.

John Gallagher

Riesentoter Porsche Club Kielbasy and Coal Trip

ON A SUNNY DAY IN LATE JULY, MORE THAN TWO DOZEN PORSCHE GATHERED at a Royersford launch point for a day of adventure in the Anthracite coal region of Pennsylvania. Organized by our fearless leaders Jeff Walton and his wife Wendy, the planned route avoided main highways, using primarily back roads with plenty of yellow speed limit advisory signs through the twists and turns of northern Pennsylvania. We had gathered for the drive with the primary purpose of finding the locally renowned Kowalonek's Kielbasy and a visit to the Number Nine ("No. 9") Coal Mine.

A quick snack and restroom break an hour into the trip at Bethel allowed the trippers to reconvene before the ride up Route 125 into Shamokin. Jeff had previously scouted the route and it lived up to its reputation. Though drivers were instructed at the onset of the event that it was not a race, many sought to independently quicken the trip, challenging drivers to stay together to maintain a caravan. We meandered through thirty-one miles of twisty, winding roads into Shamokin and then ventured on to a drive-by of the abandoned town of Centralia toward our primary destinations of Shenandoah and the No. 9 mine in Lansford. Centralia is the infamous town that sits atop a smoldering underground coal mine (burning since 1962) with the fire surprisingly started by a fire department field burn that ignited an outcropping of coal on the outside of town. Remnants of the town's streets were visible, but the former home sites were overgrown with grass and weeds with no remaining residents.

Just a short ten-minute drive northeast from Centralia brought us to Kowalonek's Kielbasy Shop in Shenandoah PA. This family business has been offering their Kielbasy creations and Polish food delights since 1911, including Kielbasy (smoked, fresh, loaf, jerky, snack sticks), fresh scrapple, hot dogs, pierogies, potato pancake batter, Krakowska and Haluskie. Aside from the club members, there were plenty of other shoppers stopping by this popular spot to stock up. Members were reminded to bring a cooler and I easily managed to fill my cooler with a variety of their offerings.

After the Kielbasy stop, we trekked a short distance to No. 9 Coal Mine in Lansford (near Summit Hill). A museum displayed exhibits of work and life in the Anthracite coal region of Pennsylvania. Operating from 1835 to 1972, the No. 9 coal mine provided coal for the northeast USA through much of the 20th century.

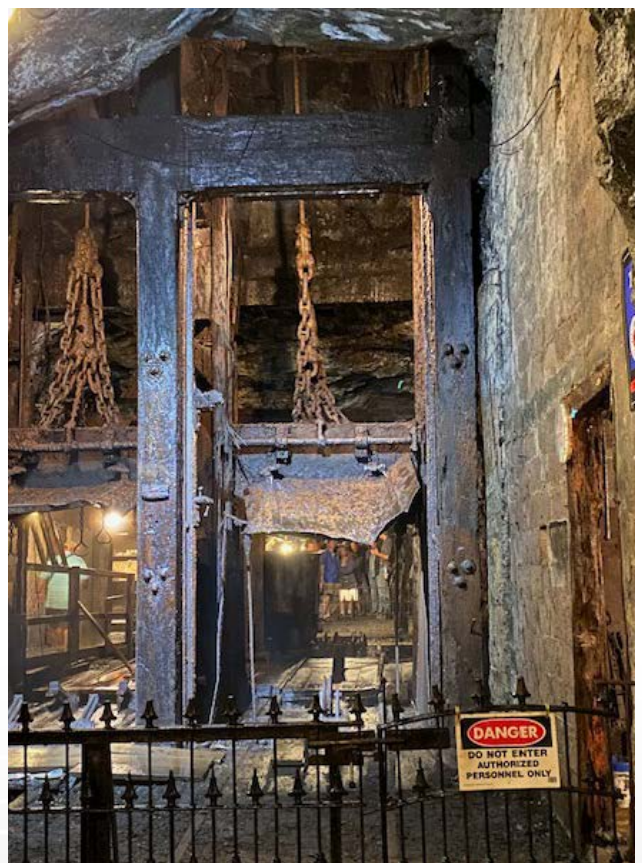
At the beginning of our hour tour, a five-wagon train car transported us a quarter mile horizontally into the mountain side to the prime operating area of the underground mine. We were guided through the dimly lit dank space by our tour guide (a former miner), who educated the group on details of mine operation as we walked through the cavern. Though the temperature was over 90°F outside, the mine remained at the year-round constant 52°F. Describing the use of manual mining tools and the many hazards associated with these tasks, the tour provided an appreciation for modern techniques and worksite environment of the 21st century. (Surprising to me was the presence of a hospital inside the mine to treat any injured miners.) Though mining has been on the decline, a check of the underground mining permit list reveals that over a dozen Northeast PA underground anthracite mines remain in operation in the Sunbury, Tremont and Hegins area.

Following the mine tour, the group stopped for a late lunch at The Brickhouse in Orwigsburg. The entire group was seated on the sun soaked outdoor patio to enjoy lunch and discuss the day's events. The adventure was wrapped up with a fifteen-minute ride to Heisler's Cloverleaf Dairy in Tamaqua to enjoy the dairy farm's house made ice cream.

It all added up to be another fun day of adventure with the Riesentoter Region Porsche club, and all members are encouraged to consider participating in some of these great events in the future. The drives are fun, the destinations are worth the drive, and you'll meet a lot of great people who happen to be Porsche owners.

Ron Knerr

Photos by Ron Knerr and Stephen Paylor



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ON FRIDAY AUGUST 11, 2023, WE HAD OUR ANNUAL GENEROUS POUR WINE DINNER at the Capital Grille in King of Prussia. As usual the event sold out in less than an hour. And as usual it was an amazing evening. If you are not familiar with this event, we get a delicious four course meal paired with a selection of seven different wines. Unlimited refills are allowed. Uber rides are encouraged. Capital Grille named the 2023 event “Intertwine” because they were uniting two award winning wine makers. But that name works for us as well as we combined a wonderful meal with wonderful people.



Members began to arrive around 7 PM for a couple of drinks at the bar before the dinner began at 8 PM. We had plenty of the usual suspects as well as a few new faces joining us. Conversation turned to cars, how quickly the summer was flying by, and how much we were all looking forward to dinner. The hour flew by and before we knew it the time had come for us to be seated in the private dining room.

The seating was a bit tight as we tried to squeeze in as many members as possible, but we are all friends here so tight quarters don't bother us at all. Besides, we had good food heading our way and seven different wines to try. My pallet is nowhere near sophisticated enough to be able to pass along the tasting notes for each wine. But thankfully they were included in the menu, so I had an idea of what I was drinking.

Our first three wines came with our appetizers and salad course. Our main course and dessert were accompanied by the remaining four wines. All we had to do was raise our hand, and our glass would be refilled with whichever wine we preferred. Why can't all dinners be like this? But as good as the food and drink are, we don't call these social events for nothing. Old friends were catching up and new friendships were being made. Car talk was a major theme of course, but it extended well beyond that.

The next thing we knew it was dark outside and the rest of the restaurant was empty. Where did the time go? The designated drivers got behind the wheel to drive home. Others wisely hailed an Uber. And the truly wise walked across the parking lot to check into the hotel for the evening. It is difficult to capture in words what a fun evening these dinners always are. If you have not joined us before, I highly encourage you to make the next one. There will most certainly be a next one! Just keep your eyes peeled for the email announcing the registration. The limited spots fill up quick and you don't want to miss out.

Joe Kucinski





July Market Update

AS EXPECTED, AUGUST TOPPLED ALL PREVIOUS MONTHS OF THIS YEAR in terms of dollar volume and unit volume as 680 cars ran through the various auctions both online and in-person with \$58,551,955 in sales thanks to the auctions at Monterey's Car Week. The real surprise was the 66% sell-through rate, which is the lowest thus far in 2023.

Monterey, by itself, could be classified as a rough week for the Porsche Market, as only 61% of cars offered found new homes. The top of the market took the biggest hit, with cars over \$1m selling at only a 50% sell-through rate, with not a single car over \$2m hammering sold. We saw similar results online, with only one million-dollar car selling out of the five offered during the month. Only two of the \$1m+ cars sold were vintage race cars, with the rest being modern classics, a theme we've seen this year played out in auction after auction.

In August, we saw more 356s cross the block than in any other month in memory, with a total of 50 cars, 33 of which sold. After a solid recent price run, the 356 market shows signs of softening as several cars brought final bids on the lower pricing side. One example would be the 1956 356A 1500 GS Carrera Speedster that sold for \$850,000 at Mecum. This time last year, we saw a GS/GT example hammer down at \$1,325,000, quite a price difference. We've also had several recent online sales on the softer side, with a 1965 356C Coupe in superb condition bringing only \$126,000 when these were recently going for over \$130k.

911 Turbos were a mixed bag, with only half of the early 930s finding homes and the average price hovering just over \$150k, thanks partly to the \$405,000 and \$267,500 paid for a pair of 1979 examples. Others hovered in the \$130k range, with a low of \$90,000 paid for a 1978 911 Turbo. Later, 3.3-liter 930s looked flat with an exceptional car, the very first 911 Turbo Slant Nose, failing to sell at a high bid of \$181,000. That car was most likely about \$100k short of where it needed to be, as it's such a significant part of Porsche's Turbo history.

964 Turbos continued their climb, with average prices for 3.3-liter cars cresting the \$180,000 mark and 3.6-liter cars over \$330,000. Surprisingly, a 1994 911 Turbo S 3.8 only brought \$800,000, as these cars have been in the \$1m range until the past two months. 993 Turbo and Turbo S' also had a strong showing, with the lowest price paid being \$160,000 for a modified 1996 example repainted in Blue. On the other side of the coin, we had a new record achieved at \$810,000 for a sub-2,000-mile 1997 Turbo S finished in Cobalt with racing stripes to match the original owner's 917 and 935 race cars.

992 GT3s continued their slide with several bids in the \$240k range, and only one Touring example selling for over \$300k at Gooding & Co. The 991.1 GT3 RS showed some strength with an average sales price of around \$200k. Where the GT market looked its softest was with RSRs. Of the three examples offered, none found homes showing that they are either too new to be considered collectible race cars or sellers had hopes of much higher prices. Probably a combination of both.

As I write this, it is still too early to tell what September will bring as we're in the midst of a holiday weekend. But if August is any indication, I wouldn't be surprised if our sell-through rate remains below 70% and we start to see some new lows achieved for cars that have been climbing since COVID.

David K. Whitlock

- David K. Whitlock is a PCA RTR Member and writer for *The Stuttgart Market Letter*, a daily market update for Porscheophiles, by Porscheophiles, delivered free to your inbox. To sign up, go to: www.stuttgartmarketletter.com

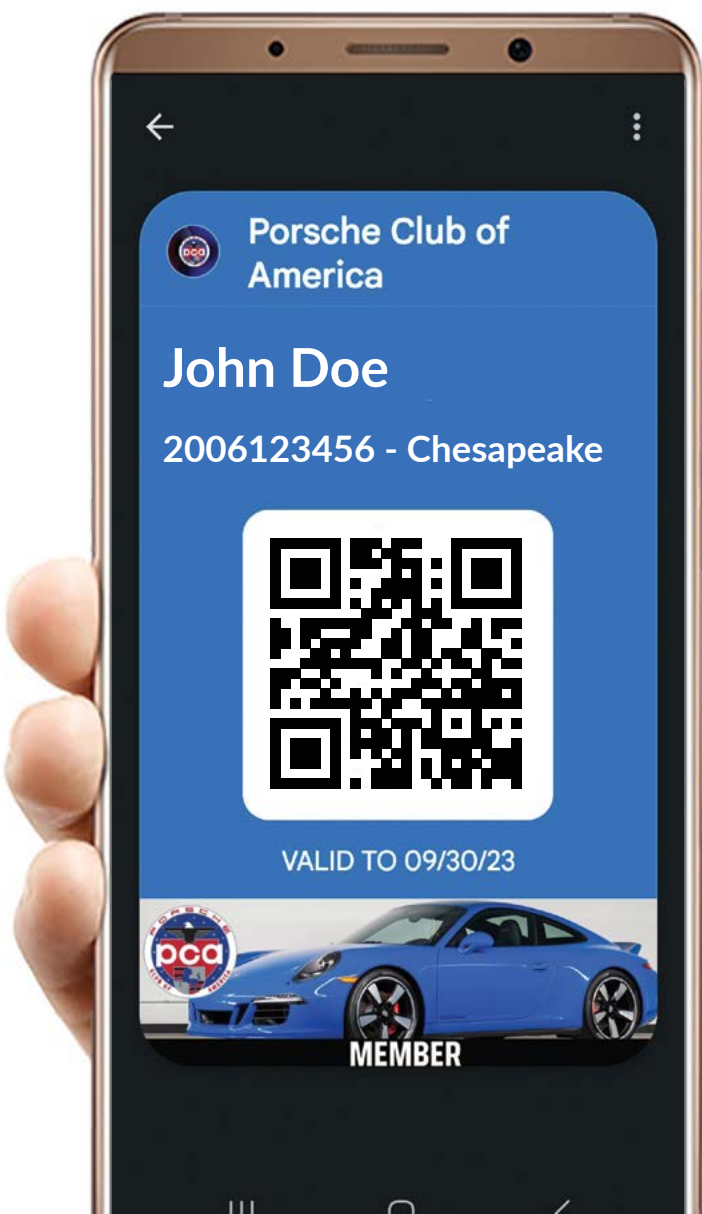


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Watches and Whisky

AS CAR ENTHUSIASTS WE TEND TO BE A BIT DIFFERENT THAN OTHER PEOPLE. And it goes beyond the fact that we are smarter and better looking. As a group we tend to appreciate fine craftsmanship. Whether that craftsmanship relates to a car or a watch doesn't matter, we are fascinated by it. We also tend to be driven more by passion than practicality. Nobody NEEDS a Porsche 911 Turbo to get around town. A Toyota Camry will do the job just fine. But car enthusiasts seek out deeper connections with our cars. Our cars should be about style, performance, passion, and that feeling you get when you twist the key. The car should speak to you. It just makes you smile in a way that a Camry never could.

And that is why there tends to be so much crossover between car enthusiasts and watch enthusiasts. Watch enthusiasts feel the same way about their timepieces. Sure, an Apple Watch or a simple Casio quartz watch will reliably display the time for you. But a good mechanical watch is a thing of beauty. It is special. It is made of fine materials, with an intricate design, built by craftsmen. You can even get a manual mechanical watch. And like a manual sports car (which is a dying breed) a manual watch is more work for the owner, but it is also more emotional and rewarding. A luxury mechanical watch makes you smile in a way that a Casio quartz watch never could.



All of this is to say that many members of our Porsche club also have an interest in fine watches. And if you have been a member for any length of time (no pun intended) you know that we also tend to enjoy fine spirits and good food as well. So, combining all four passions into a single event should make for one heck of an evening. And one heck of an evening is exactly what we had at the Omega Boutique in the King of Prussia mall on June 8.

Joshua Zhang is the manager of the boutique. And over the last several months, I purchased a few Omega watches from him, and his associate Daven Weidenhammer. I own a couple other watches from other luxury brands, but Omega has drawn me in recently

due to their style, quality, and reputation. Speedmaster is one of their most iconic model lines. How can a Porsche fan not love something called the Speedmaster? And while working with Joshua and his team on my recent purchases I was impressed with their professionalism, knowledge, and friendliness. Traits that I value and don't always experience when shopping for some other brands. I figured many in our club would also appreciate this, so I raised the idea to Joshua about perhaps hosting an event for our club. He took the idea and ran with it.

Joshua arranged to have some special Omega watches on display for us during the evening, but that was not all. He had Morton's Steakhouse provide butler-passed hors d'oeuvres such as crab cakes, prosciutto wrapped mozzarella and more. Dessert was a delicious key lime pie. The food was amazing, but there was drink too. Kevin Rhoades, the sales manager at Revivalist Spirits, brought a nice selection of his gins and whisky for us to enjoy throughout the evening. If you are not familiar with Revivalist Spirits, be sure to check them out online or at their distillery in Elverson, PA. You will be glad you did.

We could not drive our Porsche vehicles into the mall itself for us all to enjoy, but put 20 RTR PCA members together anywhere and you can be sure there is going to be plenty of Porsche talk. And there was. Catching up on the latest purchase or track experience or service story is always part of any event. But on this night, it was also intertwined with a healthy dose of watch talk. And watch buying. Several members walked out of the boutique with a new piece on their wrist. That was aided by the special, extended zero percent financing offer made available to us along with a special gift for each purchase.

After a couple of hours, the mall was closing, and it was time to start wrapping up and saying our goodbyes. At least until the next exciting RTR event which is always right around the corner. But this night was special. It was a laid back and relaxing event full of good food, drink, watches, and most of all people. Thank you to all of the members that came out. For those that were interested but put on the waitlist, I hope we can do this again someday and get you in. But if you are interested in an Omega in the meantime, reach out to Joshua and his team. I know they will take good care of you. Drive safely and I will see you all soon.

Joe Kucinski



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Sidetrack: Vroom, Vroom, or Buzz?

IN AN EARLIER SIDETRACK, I TALKED ABOUT THE NEW CAYMAN ELECTRIC VEHICLE (EV).

Yes, the trend is going toward electric alternatives, and I know for many of you this is not a good thing—I have been right there with you on that. But much like turbo chargers and dual-clutch transmissions, EV's are a technology that is here to stay. The question is whether to embrace or reject them.

If you asked me a few years ago, you'd have gotten a much more visceral and dismissive response. But I have educated myself since then—I've read many articles on electric vehicles and driven my share of EV cars. Sure, the jury is still out on the environmental impact of depleted batteries, but that's not what I want to discuss today.

Range is a popular topic with EV's, especially considering they can lose a substantial amount of reserve when leaned on hard in a back road run, or under load pulling a trailer. But from a pure performance perspective, it's hard to argue with the power that a performance EV can deliver instantly. But this is not what I want to talk about either.

Of course, we're not speaking of a Toyota Prius or a Chevy Bolt. We're talking eyeball popping acceleration here. Though I've not had a chance to dig my fingers around the steering wheel of a Porsche Taycan (I pray that day will come), I had the opportunity to review the BMW i4 M50, and I can tell you that in a 2.5-ton vehicle, the surge of energy is astonishing.

That twenty-minute test drive exposed me to the potential of EV performance, and I can only imagine what Porsche has up their sleeve for the new Cayman EV—hell, even the new electric Macan. Exciting times are ahead in the sports car industry, even if they will be a lot quieter about it. And THAT is what I'm here to talk about.

We are used to the primeval rumble that emits from our cars at an increasing rate the harder we push them. It is integral to the experience of driving a sports car. The one thing that escapes me when my backside is pinned back in the bucket seat of a sporty EV, is the lack of burble that I expect to hear under acceleration. The absence of it is downright spooky.

The incremental resonance that corresponds to an increase of exertion exists throughout the universe. My breathing and heart rate rise when I race up a flight of stairs. The volume of my voice grows with the intensity of an argument. It is a fundamental discipline of the cosmos—energy rises at the rate of exertion.

But this is not the case with an EV—in fact, sound is often manufactured in an electric vehicle to mimic the loss of mechanical noise for this very reason. We expect it, and it is unnatural when it is simply not there. Perhaps if I imagined never having that experience to begin with?

Afterall, someday children may be born into an environment without this experience. In a world of electric vehicles, silence will rule and the expectation of a rumbling engine will not be as it is today. So maybe when they punch down the accelerator (or telepathically command their car to otherwise get moving), the absence of noise is to be expected.

If that thought also gives you the willies, come sit here on the couch with me. Perhaps I will get used to it—I certainly can accept a level of performance not available in most other production modes of powered transport. THAT I can get used to. Maybe launching down a back road and diving into a corner only to hear the screeching of tires will grow on me. But it's hard to imagine.

And I know I'm not the lone voice here. I believe that many, if not most of you feel the same way. But as with any improvement in technology, the more we veer towards advancement, the more we lose what we came to love about cars in the first place. Do we want the advancement in technology in lieu of what originally attracted us to cars?

Do we want performance or nostalgia? More simply, will it be vroom, vroom, or buzzzzz?

David Newton



Shifts and Giggles

WANTED: THE DEPARTMENT OF MOTOR VEHICLES IS LOOKING FOR A FEW UNIQUE INDIVIDUALS to take us to the next level in higher education - literally. Yes, the home of endless forms and endless lines is taking the necessary steps towards a more challenging and chaotic future. We are seeking individuals who do not have their feet planted firmly on the ground, but rather individuals who can read the writing in the sky. That's right, we have openings for our flying automobile license examiner positions.

This is an opportunity to witness and contribute to the evolution of transportation as we transition into a new era and soar to new heights. Imagine where you are going, you don't need roads. Imagine taking a teen who can't parallel park, who has never been on a highway, who has never removed their phone from their hand and taking to the skies for your expert tutelage. Imagine giving the gift of flight to senior citizens who have lost their gift of sight.

Yes, be a part of a vibrant community of movers and shakers, shaping the flying car landscape. You'll be part of a team of visionaries, passionate about bringing the clouds to the masses most of which do not have a fully developed frontal lobe or the understanding of gravity but hell, do they know how to work a game pad and type with their thumbs. You'll be responsible for comprehensive evaluations for all candidates' ability to understand aviation regulations, safety protocols, traffic rules, and airway etiquette, all while being thousands of feet off the ground.

No more honking horns, screeching tires, left turns on red, or the hundreds of other things that you cannot control from the passenger seat. Instead, you'll have competency to nearly miss powerlines and tall buildings and a gaggle of geese. You'll be able to add two new directions to your repertoire as you now command the 3D space around you as you think of thousands of other things you cannot control from the passenger seat.

So spread your wings and bring your futuristic mindset, insurance card, a keen eye, and your passion for airborne marvels and let's reimagine transportation together.

Jeff Walton

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

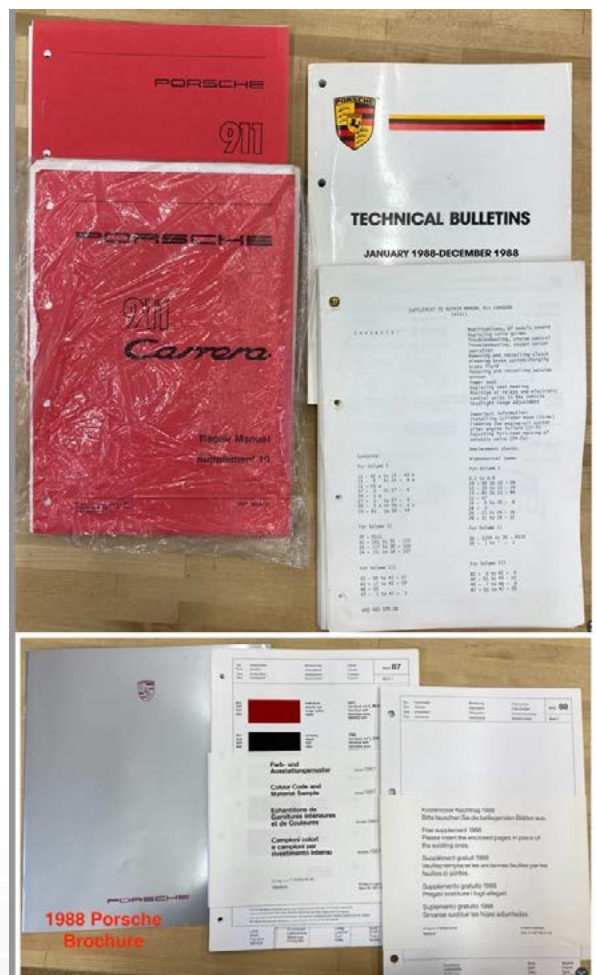
Volume IV - Body, Electrics (with wiring diagrams for 1984 thru 1986)

Volume V – Electrics (Wiring Diagrams 87 Models onward)

Price: \$650 includes extras and updates shown below

Contact: Porsche@BaersGarage.com

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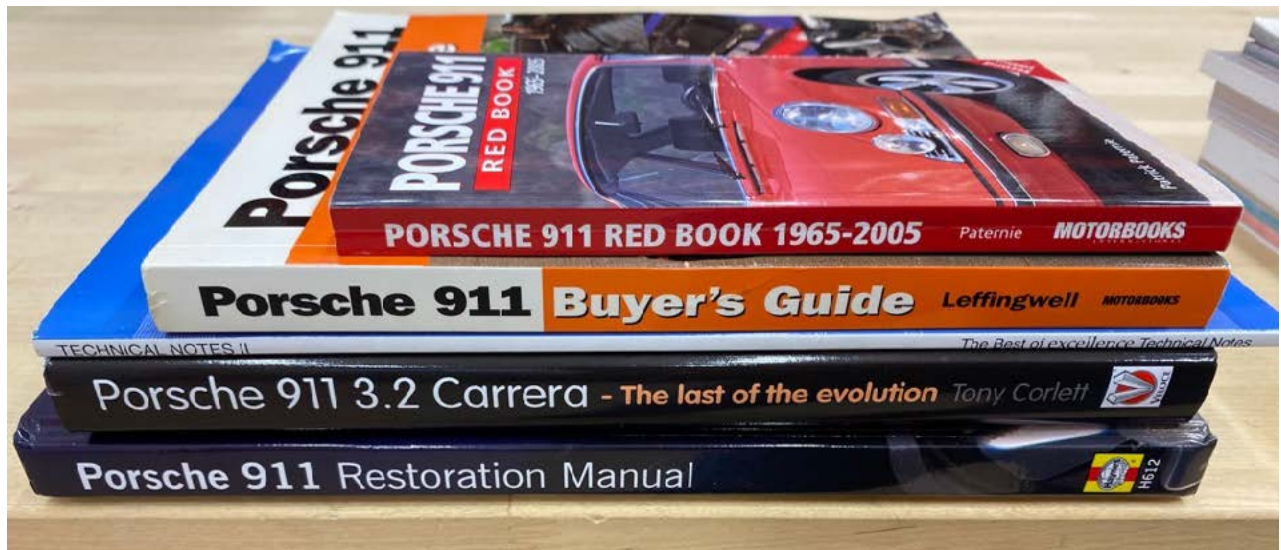
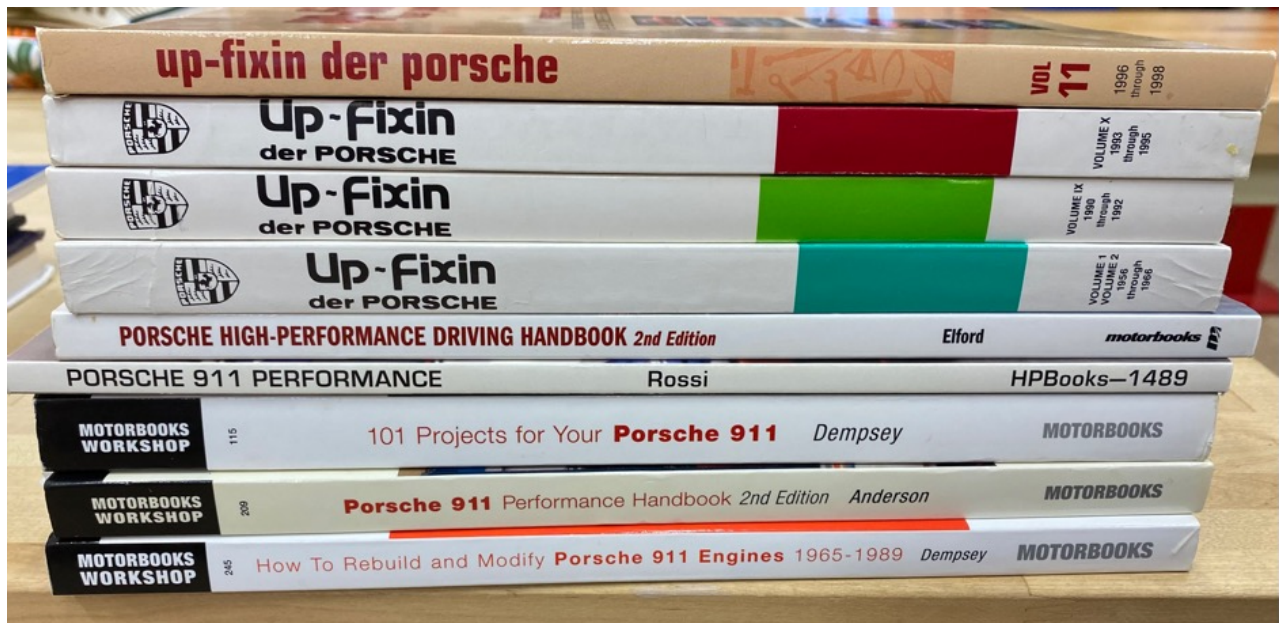
CLASSIFIEDS

For Sale: Assorted books (14) most on the 911 Carrera and some volumes of Up-Fixin der Porsche

Price: \$75

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Quakertown, PA area



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CLASSIFIEDS

For Sale: Porsche 911 Carrera Service Manual

Price: \$35

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Quakertown, PA area



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For Sale: Original equipment from my 2007 911 997 Targa

This module is no longer available from Porsche.

Part No.: 997.642.143.10

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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 editor@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 editor@rtr-pca.org for more information.

Thank you,

Der Gasser Team

