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COVER

Photo credit: RTR AX Team

2023 RTR Event Calendar

Driver's Education

June	6/16-18	DE @ NJMP
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

June	6/8	Watches and Whisky
June	6/17	Drive-In Movie
June	6/24	Philadelphia Concours

Autocross Events

June	6/22	AX at Pocono
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Street Survival

July	7/29	Street Survival
September	9/23	Street Survival

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**

Come visit our newly remodeled showroom

3401 Lehigh Street, Allentown, PA 18103
610-967-4121 ▪ porschelehighvalley.com



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Street Survival Chair	John Gaydos	streetsurvival@rtr-pca.org

MEMBERSHIP MILESTONES

YEARS	June	July	August	September
60	Anthony V. Williams Joanne Williams			
50				David Reiter Karen Reiter
40	Chris Kellett Ronald J. Kellett Michele Thompson Paul Thompson		David A. Duerr	Cheryl Herman Lawrence Herman Howard S. Hinsdale Linda G. Hinsdale
35			James G. Reading Mitchell J. Reading	Deb Welter Peter J. Wilson
30		Mary Lynn May Robert May Mary Chris Schueren Steve Schueren	Daniel D. Galyon Alan H. Kozak Harriet Kozak J Yasha Kresh Myrna Kresh Janet Muhich Diane Owens Richard Owens	Barbara Azarik Robert A. Azarik Jackie Ewing Richard C. Marzella
25	Elizabeth Dechant Miles K. Dechant Donald Kaas Rebecca Kaas	Cindy Ayers Guy Ayers Leslie A. Brun Gary R. Gallo Mark R. Hunsberger Betsi Hyatt Gary L. Hyatt Ruth Ann Kiesel William A. Kiesel Anita Petito Dr. George D. Petito Hannah Plimpton Margaret Schubert	Jeffrey E. Martin David W. McCoy Deborah McCoy Marti Reiss Ronald B. Reiss Brian P. Sullivan Katherine M. Sullivan	David Cottam Rebecca L. Moore Charles Pistorio Jane Shelton Charles R. Snyder Janet Snyder
20	Albert Garcia Greta Garcia Rosemarie M. Kozo Joe A. Kucinski Chris Morganheira John Morganheira Joe Piernock Sheila Piernock Jim E. Sangiorgio Maureen Sangiorgio Deb Scott Alvaro	Jennifer M. Dodd Joshua P. Dodd Cheryl Zawarski Martin Zawarski	Christopher Duncan Ann Marie Siegal Todd Siegal Christopher Suplick Karl E. Werner Tyler Zulli	Janice Olex Stephen T. Olex Ira L. Straff
15	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	Patricia Henriques Raymond Lombardo Mario J. Messina Fred P. Slack Paul Wilson	Ralph Kaye Ryan Kaye Chung M. Lee Mark A. McCarty Jessica Raber Michael Raber Raymond G. Smith	Linda Hargesheimer Robert S. Hargesheimer Kevin Johnson Hans Laessig Stefan R. Laessig Jean B. Luff Ronald D. Luff Brian Rothenberger James C. Rothenberger Karen L. Shoop Edgar Stach
10	Marc Brenner Denise Brunt Robert T. Brunt Brian M. Hayes Linda Hayes David R. Schaeffer	Milan J. Kralik Barry Lerman Brenda Olenick Michael A. Olenick Karen L. Roberts	Jason W. Beck David W. Callaghan Diana Callaghan William Georges Austin Hawthorne Davis Koch Kurt C. Koch Robert Moses Lee Patrick Denise Rossi William Rossi Jonathan Rothrock Michael Silver Rick D. Silver	Angelo Buongiovanni Chari Buongiovanni Ziad D. Kubursi Susan Shafer Anthony Verratti Jean Verratti Jonathan E. Zanoline
5	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	Iva Dario Marc Dario Frank Feldmann Anthony Sofia Greg Theodoropoulos	Christopher Barr Colleen Barr Dirk Frese Bijan Khosrowshahi Mark Montgomery Jose Rivas Tom Schearer James Semple Joseph Smedley	Harry Comfort Domenico Cuoco Natalie Jason Dan Mahoney Paul Mossberg Reid Wientge

RTR Member #'s June 2023:

Total Primary Members **1895**

Affiliate Members **986**

Total Region Membership **2881**



Vom Präsidenten

CHANCES ARE IF YOU ARE READING THIS YOU ARE A MEMBER OF RIESENTOTER, but let me remind you, you are also a member of the Porsche Club of America. So, this means, not only can you pal around with members in your own region, you can do so on a national level. Sure, you do the national events like Parade and Treffen but say you are going to Niagara Falls you can certainly look at that's region's website and check out what's going on in their site area.

Just like with Pocono, our neighbors to the north of us, they invite us on their trip to the Finger Lakes and it's a chance to do something a little different.

Just keep an eye out when you are traveling this great country- maybe you are just passing through, but it wouldn't hurt to reach out to the region to find the best roads just to pass through.

It's always great to see and hear from other regions to see what they do differently. So go ahead use your membership around the country - after all you paid for it - might as well get the most of it.

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



914 Owners
save the dates for the
4th 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/.

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/I1kYRYVKhIBAKpNmxRono9>





Editor's Note

THE OFFICIAL START OF THE SUMMER SEASON HAS ARRIVED! The warmer weather and sunny days invite us all to enjoy more driving days and activities with RTR And PCA members. To follow the message from our President, Jeff Walton, club activities can stretch beyond RTR and surrounding regions and zone borders. Over the years, I've participated in many RTR regional events, but also registered for several social and driving events within Zone 1 and 2 regions that made the PCA experience even more rewarding. Be sure to check out websites and online newsletters from PCA National, the regions and zones, especially if you are traveling the US this summer.

On a similar theme of RTR and PCA membership, we can all help to encourage a new member in our daily travels. In the past few months, I encountered several Porsche owners and had the opportunity to talk with them. The conversation usually begins with ownership of the Porsche. We exchange the usual topics of how we love our rides, options on the vehicle or background on the Porsche purchase. I always ask the owner if they are PCA members. Most times, the response is a puzzled look followed by a "no, what is PCA?" After my brief 60 second elevator pitch on general info and benefits of membership, the owners ask for the PCA and Reisentoter website info as well as the yearly cost and process to join. They search to locate the links on their phone, smile and thank me for the info. I've also spoken with some folks new to PCA to highlight benefits and activities with the goal to help make the club a better experience for them. As a PCA member for over 15 years, I've always tried to be a cheerleader for RTR and PCA. If you happen to connect with a fellow Porsche owner in your summer travels, I ask that you also be an advocate for the club and mention the topic of PCA. RTR has historically been one of the larger regions in Zone 2 and the country, so don't let opportunities to connect with another Porsche enthusiast pass by. You never know where the conversation will take you or what you will learn from the experience. Let's all strive to do our part and spread the word to keep future membership numbers trending in a positive direction. I hope you enjoy this summer issue of Der Gasser.

Please continue to provide feedback and comments to editor@pca-pca.org.

Rita Hancock



March Membership Meeting

ON MARCH 22 THE GOOD FOLKS AT PRISTINE AUTO SOLUTIONS HOSTED OUR MARCH MEMBERSHIP MEETING. And as luck would have it, we had another beautiful day with temps in the mid-60s and plenty of sunshine. It was a great early spring evening to get the Porsche out of the garage and take a bit of a drive. And plenty of members did just that as they filled up the shop that recently vinyl wrapped my car in purple. Actually, in Matte Purple Black Iridescent by KPMF to be exact.

When I plan these membership meetings I try as much as possible to choose locations where I have personally used their services. Like most of you, I am very particular about my car, and I consider carefully who I want to work on it. When I was considering a color change wrap the folks at Pristine Auto Solutions came highly recommended to me. They worked closely with me throughout the process, offering suggestions along the way. And at our March meeting my newly wrapped car made its official debut. It was on display inside the shop so everyone could get a close look at the work that was done.

Of course, my car wasn't the only one on display. There was a lovely 992 GT3 parked in the shop and a 991.2 GT2 RS parked just outside. And that was on top of the dozens of member cars that showed up for the evening. With the nice weather folks were able to grab some food and beverages and wander around outside to check out the cars as they arrived. And inside was not too shabby either as there was a Porsche racing sim set up for some friendly competition.



Eventually it was time to get down to business and kick off the formal meeting. After I welcomed everyone, I kicked it over to our club president Jeff Walton so he could speak to a few of the fun events we have coming up. He spoke about our special whisky tasting dinner on April 28. More on that amazing night can be found elsewhere in this issue. Our annual drive-in movie night will be June 17. And we will be hosting the rally for the Philadelphia Concours this year. Plenty of great stuff coming up. It was now time to talk about some driving events.

We started off with the most basic but one of the most rewarding events, which is Street Survival. John Gaydos, who is our Street Survival representative, was on hand to give an overview of everything that is involved. It is a fantastic program, and we are always looking for volunteers and coaches so if you are interested, please reach out to John here: streetsurvival@rtr-pca.org. We then moved on to our autocross events. We will be having four events at Pocono this year. Everyone loves the Pocono autocross. It is quite a bit longer and faster than a typical autocross course. And if you have never done an autocross with us before, the club will pay for your first event.

If you feel that you need even more speed our HPDE program is for you. Technical Chair Myles Diamond and co-chief instructor Jack Cooney did another wonderful job explaining to everyone how the program works and what you can get out of it. If you really want to get the most out of your car and yourself as a driver, then HPDE is a must. But if you are more of the virtual driving type, no problem. We have you covered there as well. Our 2022 High Speed Driver of the Year recipient Jared Rodeheaver happens to also be heavily involved in sim racing. He explained to the crowd everything you need to get started and how well the virtual skills you learn translate to the real world.

Then it was my turn again and I spoke about Der Gasser. As usual I called upon the members to submit some article ideas for publication. Our newsletter is always so much more engaging when we have input from our members. Don't be shy. We would love to hear your ideas. You don't need to be a professional writer. I mean look at this article for example. Probably not going to be submitted for a Pulitzer. That is OK. We just like to share stories and information with our membership. You can help us do that. If you have an idea reach out to Rita, our editor at: 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. This is always one of my favorite parts of these meetings. It is great to see new faces, and hear about what they are interested in. The great thing about our club is that no matter what they are interested in, from track days to fine dining, we have it. 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 Cam Sprouse from Pristine Auto Solutions. He spoke about all the services that they offer. Everything from vinyl wraps to window tints, detailing and performance part installs. After Cam finished up, I dismissed the crowd and announced that our April membership meeting would be on April 19 at Berardi's Detailing in West Chester.

Joe Kucinski



April Membership Meeting

HARD TO BELIEVE BUT FOR THE THIRD MONTH IN A ROW WE HAD SUNNY SKIES and temps in the mid-60s for our membership meeting. This time it was April 19 at [Berardi's Detailing in West Chester](#). We had about 75 members show up on this pleasant evening to get caught up on all things RTR as well as learn a bit more about Berardi's and what they do there.

As usual we had a fantastic mix of Porsche vehicles thanks to the members that arrived. That includes the very special 1991 964R built by RS Werks and owned by one of our members. If you missed it while it was on display at the Philly Auto Show earlier this year, here was another chance. It was parked inside along with the white 991 owned by Mike Berardi himself. The pair of cars made the perfect backdrop for our meeting.

As usual our host provided some delicious food to enjoy prior to the meeting. As members began to pour in, mingle, and grab a bite, the parking lot outside filled up with Stuttgart's finest. The opportunity to catch up with our members and the cars they are driving is always one of the highlights of a membership meeting.

But after about an hour of chatting and car drooling, it was time to get the meeting kicked off. I called everyone to order and then handed the stage over to Jeff so he could share some details around the various events that are coming up later in the spring and the summer. He covered the whisky dinner, drive-in movie night and the Philadelphia Concours. Jeff also mentioned a new special event we have coming up at the Omega Boutique in the King of Prussia mall. Watches, whiskey, and food provided by Morton's Steakhouse should make for a lovely evening.

From there we focused on our many driving events from Street Survival to autocross and track days. Our usual suspects were on hand to speak to the crowd about each of these exciting activities. We even spoke about sim racing, if that is something that you might want to give a try. Low barrier to entry and brakes and tires are totally free when you race on the computer. But the skills you will learn will translate to the real world. I covered each of these events in more detail in the write up for the March membership meeting elsewhere in this magazine. So, check that article out for more information.

After all the driving discussions were over, I talked about Der Gasser. As usual I pleaded with our members to submit some article ideas for publication. The more names you see in the table of contents, the better the issue is. Please share your stories with us. If you have an idea, please reach out to Rita, our editor at: editor@rtr-pca.org

I then put on my Membership Chair hat and asked for all the new members to stand up and say a few words about their Porsche and why they joined the club. We only had a couple of new folks at this particular meeting. But that is OK, it is always good to see the new folks come out and get a taste of what the club has to offer. I would like to welcome all our newest members again, and I hope to see you at some more of our events soon.

I then turned it over to Mike Berardi who was our host for the evening. He spoke briefly about what his shop does. Paint protection film, window tints, paint correction, detailing services and more. He then fielded several questions from members about many of these services. When all questions were answered I dismissed the crowd and announced that our May membership meeting would be on May 17 at [Tifosi Motors in Downingtown](#). I hope to see many of you there.

Joe Kucinski





May Membership Meeting

THIS IS NOT A COPY AND PASTE MISTAKE. IT WAS 65 DEGREES AND SUNNY AGAIN for our fourth membership meeting of 2023. This one was held on May 17, and it was at a very special facility. Our host was [Tifosi Motors located in Downingtown](#) and owned by fellow RTR member Martin Gibbins. Tifosi Motors offers a number of services from car storage to a stunning collection of classic and exotic cars for sale. And they share a building with Richard Mullen Coachbuilding who do amazing body and restoration work. And they do it the old-fashioned way with English Wheels and Power Hammers. Also in the building is Scuderia Performante which is regarded as one of the best independent Ferrari shops in the country. All three businesses were kind enough to open their doors for us and allowed us to take in all of the incredible automotive scenery.

Also on hand was Chuck Harders the CEO of Red Horse Motoring Club. You may remember we had a meeting at his Pottstown location a few years ago. Chuck was there to announce for the first time publicly that a new Red Horse Motoring Club location was going to be built right next to the building where we were meeting. We were the first to see the blueprints of the facility and it looks amazing. It should be opening in about a year and a half.

And as if the cars, people, and businesses were not enough, Martin provided us with some fantastic Italian food from the nearby Pomod'oro restaurant. Ten7 Brewing was also on hand with a couple of beers on tap. It proved very popular as we kicked two kegs in the course of the evening. Typical German car enthusiasts!

Anyway, it was an amazing atmosphere to have our meeting and we kicked things off as usual with Jeff giving a run down of upcoming events. Jeff again covered the drive-in movie night and the Philadelphia Concours. He also mentioned we had one spot open due to a cancellation for our Omega watch and whiskey event in the King of Prussia mall. That last slot was quickly filled so we should have a full house for that one.



It was then time to talk about a little bit of driving. We covered our autocross, HPDE and Street Survival programs. They are covered in more detail in the other meeting roundups in this issue, so no need to go into great detail again here. I will just say that if you have not done one of these events with us yet, you are missing out. Give it a try.

After the driving discussions were over, I once again asked members to contribute stories and ideas to our wonderful Der Gasser newsletter. I always say that this publication is so much better when we get input from our members. So, please share your stories and photos with us. No need to be a professional writer. Don't be shy.

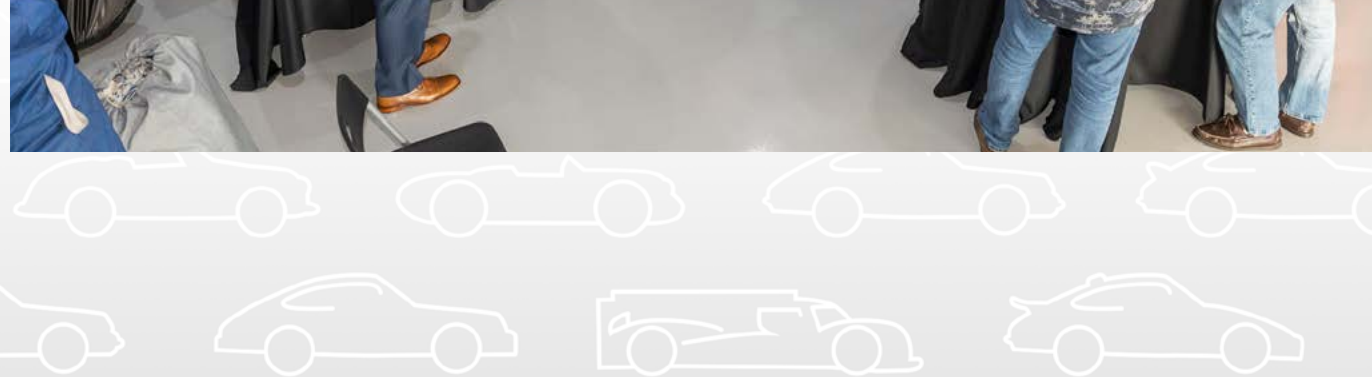
We had about 75 members on hand for this meeting but only two new members in attendance. But that is OK, we are glad they decided to come out to their first event. As usual we asked them to tell us their name, some info about their car and why they joined the club. Hopefully we will see them at many more events in the future.

After that I introduced our host Martin to the crowd and turned the podium over to him to talk about his shop and everything that he does there. He then brought Chuck up front to speak to the exciting new Red Horse location that will be breaking ground soon. After that the meeting was dismissed but the fun didn't end. Several folks stuck around for a while to check out the car eye candy that was all around us. I fell under the spell of one car in particular. There may be more on that later. In any event, it was a great time. Members chatted with each other, and new friendships were formed. Some folks didn't want to leave, and hung around until about 1 AM. You know who you are!

Thank you to all the members that came out and thank you to our host for putting on a fantastic event for us. If you don't come to our meetings, you are really missing out on some good times. Please join us at our next formal meeting which will be on July 19 at PA Euros in Exton. Two things I know for certain. One, you will have a good time. Two, it will be 65 degrees and sunny.

Joe Kucinski

Photos by: Tom Silknitter, Silknitter Photography



Scotch Malt Whiskey Society Dinner

WHEN A CLUB EVENT SELLS OUT IN JUST 45 MINUTES you know you are in for something special. I feel fortunate to even be able to write this article as I was one of the lucky two dozen people that managed to snag a spot for our Scotch Malt Whiskey Society dinner at the Capital Grille on April 28. In case you are wondering, even as the VP of the region I have to keep my eyes peeled for emails announcing these events like everyone else. I am in the habit of checking for something new on a regular basis, if you are interested in events like these, I recommend you do as well. And if you don't make it in time, please join the waitlist and we almost always have cancellations. But enough about that. On to the evening.



Scotch Malt Whiskey Society (SMWS) Ambassador, Ben Diedrich flew in from Chicago just to attend our dinner and provide his expertise on the spirits that we would be tasting that evening. SMWS bottles some of the finest rare whiskey in the world. And it is not sold to the public. You need to become a member of SMWS to get your hands on any of this wonderful, one-of-a-kind whiskey. Everyone that attended our dinner that night had a one-year membership to SMWS included in the price of the dinner.

Before we entered the private room at the Capital Grille where we would have our dinner and taste our whiskey, we had a Dutch treat happy hour for about an hour or

so at the bar. Members slowly began to arrive and fill up the bar area. It was a cold, and rainy night. Perfect weather to enjoy some lovely whiskey. Of course, I began the evening with a glass of red wine, but hey, that's just me. But after catching up with some old friends and meeting a few new ones it was time for the main event as we were led into our private room.



A long table was set before us. The usual cutlery and plates were out for each of us. But there were also several glasses of water with straws in them set out as well. They would come into play soon enough. Diedrich welcomed us to the dinner and gave us an overview of what we could expect for the evening. The first thing he warned us about was that the whiskey they offer is typically quite strong. As in over 110 proof strong. That became clear from the first sip. The glasses with the water and straws were for us to add a few drops of water to the whiskey to open up the flavors and cut down on the burn.

We knew from the very first glass this would be a fun night. Diedrich never had to pair a whiskey with a salad course before, but he did a great job as we enjoyed our first course. He spoke to us about how the SMWS obtains their whiskey and what the markings on the bottle label mean. All fascinating stuff. And Capital Grille did their part by bringing out one delicious dish after another. Diedrich had each dish paired with another whiskey.

The food and drink were wonderful but so was the crowd. We had a nice mix of new members as well as some that have been with us for many years. Lots of Porsche talk as you would imagine. But also, plenty of non-Porsche talk as members got to know each other a little better. It was just a fabulous way to spend a Friday evening. But all good things must come to an end. Eventually all the bottles were dry, and the food stopped coming. We still milled about for a while chatting and saying our goodbyes before heading back out into the rainy night. I pulled into my garage a little before 1 AM. Tired, but still excited about the fun evening. Then it dawned on me that I had to be up at 5 AM to drive up to Carlisle for the Porsche swap meet the next morning!

Even though the evening was done, the experience continued on as I was now a member of SMWS. I got an email invitation a couple days later to join a welcome zoom meeting to officially welcome me to the club and tell me a little bit more about how it all works. Now I just have to decide which bottle I want to order and try first.

Joe Kucinski



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Roatan, Honduras



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



Riesentöter Autocross

AUTOCROSS SPECIAL

Are you looking for a safe environment to test the limits of your car's handling as well as improve your car control skills?

Autocross might be the option for you. This is an opportunity to test your car and your skills in a safe environment. This is an environment for all skill levels from novice to skilled driver.

The RTR Autocross Council has put together a short virtual information session on May 31, 2023 to help you better understand autocross and what to expect when you sign up for an autocross event. The link to the session will be posted on the RTR website in the Autocross Schedule.

We will cover a brief overview of autocross, registration, tech and what happens once things get going. We have four autocrosses lined up at the great Pocono speedway.

Now use this information session to help you take that first step.

2023 RACING

The Autocross Council focus this year is on the Pocono events. Riesentöter sponsors these races with Central PA PCA and NNJR PCA.

The Pocono events race on the "East" course. This is an infield course with many challenging turns. You will experience the traditional challenge of maneuvering around cones. You will also experience the thrill of gliding around the race track turns.

This is an experience for all skill levels. If you never experienced this type of handling, we have expert instructors who will ride in your car and provide counseling on the ways to maximize your experience.

So get ready for Pocono. Here are the dates:

- Sunday, June 4
- Sunday, July 2
- Sunday, August 6
- Saturday, September 30

Details for these races are on the RTR website under [Autocross Schedule](#).

SPECIAL OFFER

Riesentöter and the Autocross Council announced they will continue the first time promotion for 2023. We are offering first time drivers ONE FREE RACE!!!!!!! Come get yours!

Register for your FREE RACE with the Autocross Chair: autocross@rtr-pca.org.

Trevor Naidoo and Dan Ruble

Photos by: RTR AX Team





PCA Meets PCI

Editor's Note: PCA Meets PCI was published in the March 2023 Issue of Der Gasser. This was to be viewed with a Part 2 write-up titled Porsche Club of Ireland with some history and experience shared by the drivers. Porsche Club of Ireland was missed in the March publication. Apologies for some duplication, but both articles are now included in this issue for you to view and enjoy.

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

BTW, he was FAR from slow!!

It's not just the cars.....

Jack Cooney



Porsche Club Ireland: A Little History

BACKGROUND

Before 1997 Porsche owners in Ireland looked to Region 27, the Northern Ireland region of Porsche Club Great Britain, for Porsche activities and camaraderie. On 9 March 1997 five Irish members of Region 27 drove their Porsches to a meeting at the International Airport Hotel, Dublin, and agreed to propose a new club be formed in Ireland. One of the five assumed the chair of the group and contacted Volker Spanagel, Porsche Clubs Manager, who arranged Dr.-Ing. h.c. F. Porsche AG to recognise Porsche Club Ireland (PCI) on 15 September 1997 as the 157th Porsche Club in the world. There are now more than 700 Porsche Clubs worldwide with Porsche Club of America the largest by far. PCI remains friendly with Region 27, with each club inviting members of the other to their major events and counting a few members who have joined both clubs.

In 2022, its 25th year, PCI has more than 450 members located throughout the island in rough proportion to the distribution of the population: more than half live in the Dublin area and a significant number live in Cork.

Porsche Prices in Ireland

Porsche ownership is far more expensive in Ireland than in the United States. Although there is no sales tax in Ireland, for new cars or used cars from outside the European Union (EU) there is a value added tax (VAT) of 23% on entry into Ireland and a vehicle registration tax (VRT) adds from 7% to 41% (depending on the car's carbon dioxide and nitrogen oxide emissions and of course Porsches are generally charged at the top of that range). Used cars from within the EU are not charged VAT but they do incur VRT. For used cars Revenue Ireland charges VRT based on the open market selling price of similar cars, an often inflated amount Revenue determines based on a confidential analysis. In addition to the one-time VAT and VRT taxes, an annual road tax ranges from €120 to €2,400 based on carbon dioxide emissions for new cars and engine displacement for older cars. Again, Porsches tend to be at the top of the road tax range. Now that Britain has left the EU, imports from Ireland's closest and largest source of right-hand-drive cars incur duty and VAT charges in addition to VRT and road tax. One bright spot is that vehicles that are at least 30 years old at the time of registration incur a fixed VRT of €200 and an annual road tax of only €56 (but import of British cars still incur duty and VRT making them uneconomic). Air-cooled 964s and earlier models are popular. Among newer Porsches, 996s and 986s are the more affordable choices.

Club Runs

In addition to track events, PCI offers a number of morning, half-day and multi-day holiday weekend events that combine scenic and spirited drives on public roads with socialising. The overnight events are the principal opportunity to have a drink with fellow Club members. Irish drink driving laws are strict and obeyed. Virtually no one has a drink and then drives before the following morning, and even by then people are cautious not to have drunk so much that they could still test over the limit the next morning. Meetings before or after a one-day or morning drive are limited to tea or coffee along with conversation. People who drive to a house party are expected to take a taxi home and return the following day to collect their cars.

Track Events

With only one racetrack in Ireland and one in Northern Ireland, PCI historically offered three or four half-day track events. The practice in Ireland and the United Kingdom is to offer a mandatory safety briefing (virtual or on-site), no instruction (or at least none mandatory for any type of driver) and an "open pit lane" where drivers can enter and leave the track when they choose. Overtaking is allowed only on straights and always on the left with the overtaken car expected to indicate (signal) right and move right to allow the faster car to stay on line into the turn. Windows are expected to be closed so turn signal indicators are used instead of hand gestures. Without the time on track divided in sessions for drivers with different levels of experience, closing speeds are often very high. Without instruction, drivers do not always indicate that they are aware they will be overtaken or move to the right.

In 2021 PCI started to offer basic classroom instruction via Zoom and asked some of the Club's more experienced drivers to sit in with less experienced drivers. There was an awareness of the PCA DE program through Chris, a PCA and PCI member and RTR instructor who raised some points during our online meetings. Arising from these discussions Augusto, the PCI Motorsport Officer, and John, the PCI Track Leader, decided to investigate the PCA DE program in greater depth. It became apparent very quickly that to understand the program fully it would be best to experience it first-hand. Following some urgent trans-Atlantic communications Augusto and John decided to travel to the United States and take part in a RTR DE event. In 2022 John went to Lightning in June and Augusto went to Watkin Glen in July.

Augusto and John were deeply impressed by the RTR DE program and came away with great memories and lots of learning. At a high level the program administration was first class, with good pre-event marketing and a very slick registration and payment process. On arrival, they met great people, all willing to talk and share their Porsche related experiences. Ireland is famous for being the country of a thousand welcomes (Céad Míle Fáilte in Gaelic) but we found a similarly wide welcome when we visited which added to our experience and for which we are extremely grateful.

We were struck by the way the instructors met as a group while the drivers briefing was on, and with how the run groups were organised. The classroom time was also valuable both in the group and technical classes and some of the messaging was noted and has been implemented at home.

The on-track experience was fantastic, and our instructors were top notch. Both Augusto and John had the benefit of having multiple instructors ride along and demonstrate how they communicate their message to drivers, and found the post-run debrief to be extremely valuable. They also had the opportunity to play instructor candidate and got valuable feedback as to how we could improve our technique.

So what, I hear you ask, did we take away from all of this?

We went to the United States determined to understand the RTR DE program and we absolutely achieved that. It made us all the more determined to tailor and to adopt a DE program in Ireland for PCI but in order to do that we both realised that we would have to identify, adapt and customize RTR's best practices so a DE program could work here. Our track days are fewer in number and attendees and are traditionally only half days.

What has happened since?

Quite a bit, really. Since our return we prepared for the PCI Executive Committee a blueprint document outlining plans for the development of the PCI DE program which was well received and approved. Highlights of the program include:

- Coaching development program to ensure that we have enough coaches to meet demand.
- An independent coaching evaluator at each circuit we visit to ensure our coaching meets a good standard.
- The development of our LACE program (more about that below).
- A decision to extend our track days to full-day events.

Our LACE program is the first stage of our PCI DE development program. It was developed to ensure that our drivers:

L - know and can drive the Line

A - pay proper Attention to the circuit and their surroundings

C - they are Consistent in what they do

E - always observe the Etiquette of the event

Our aim is to develop a cohort of instructors who can deliver the LACE program to our members as our first stage PCI DE program.

We have met with officials of the commercial track day schools at Mondello Park and Kirkistown Raceway and they have agreed to be our independent coach evaluators. We now have eight coaches to lead our program in Mondello and five in Kirkistown, with more going through that program at both circuits.

We have extended some of our track days this year to full days, and this has been broadly welcomed by our drivers. We have moved away from open pit lane and started to run groups for large parts of the day, until numbers make an open pit lane feasible again.

We are a small club, and therefore it is vital that any member we entice to come to the track with us is made to feel welcome and is not under pressure when on circuit for the first time and importantly will be eager to attend the next event in the calendar. Our track days in 2023 will have a beginners section, where newcomers will be part of a small group, with coaches assigned individually, to ensure their first experiences are positive and enjoyable.

Summary

We are conscious that our track days can only thrive if we make them attractive for our members, enforce a program that mitigates the risk of damage and most importantly offer them an enjoyable experience that they want to repeat.

That is what we found in the United States when we went there, and we would both like to express our thanks and appreciation to everyone who met us while we were there and helped us understand the RTR DE program so that we could take it home and adapt it to our smaller club but with the same aims and objectives. We will keep you informed of our progress.

Augusto Amaya

PCI Motorsport Officer

John Kane

PCI Track Leader

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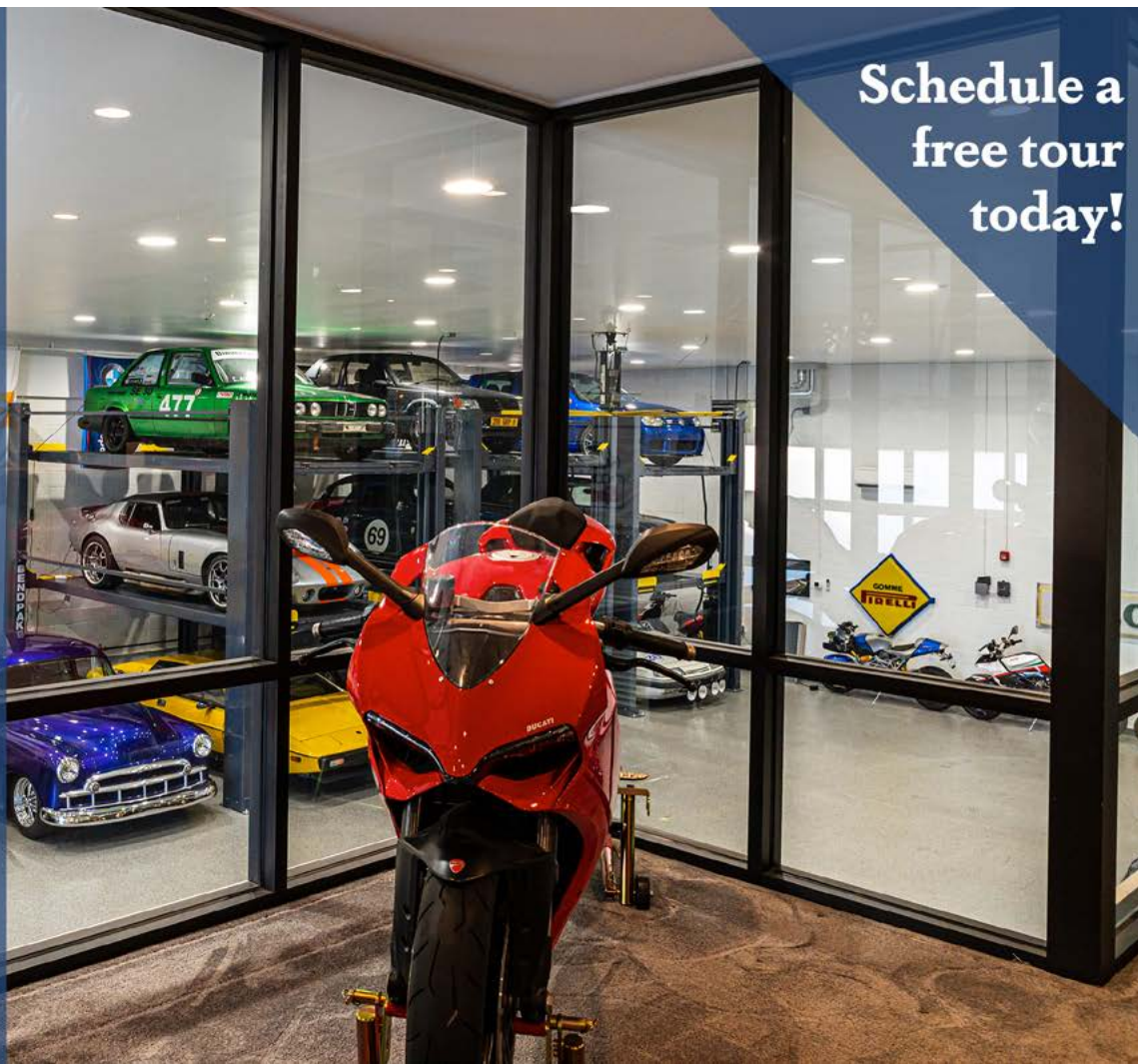
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Three Wheel Win

DISCLAIMER

If you expect this article to be about maintaining, buying, selling, driving or racing Porsches you are hereby advised that the subsequent article is about none of the above and if your expectations not being met will cause you to be disappointed, you should cease reading immediately and spend your time reading the more Porsche related articles throughout this fine publication.

However, if you are willing to stray from perusing proper Porsche “propaganda” and publicity for a few minutes, you might enjoy reading about a bicycle race won by a 10 year old and what the victor learned from pitting his three wheeler against English racing bikes.

This true story recounts the author’s experience and is part of a book being assembled for the benefit of his children and grandchildren. It is hoped that the similarities of racing a bicycle or a car generate enough relevance to make inclusion in this publication acceptable and worthwhile. If this hope is unfounded, reread the first paragraph. You’ve been warned.

It was July 4th and every kid in our neighborhood was ready for the 4th of July celebration which consisted of bike decoration contests, races, barbecues, free soda for everyone from the back of a truck loaded with ice, beer and sodas and generally anything a 10 year old boy could imagine.

This was the first 4th of July celebration for me so I didn’t quite know what to expect as I wandered around looking for something I could participate in.

I spotted a line of English racing bicycles and asked someone what was happening. They told me there was going to be a 50 yard race. I wasn’t old enough or big enough for an English racer but I did have a three wheel Schwinn bike which I knew was pretty fast so I got my bike and entered the race. There were about 20 bikes in the race and mine was the only 3 wheeler.

As I rode my bike to the starting line, a number of older riders perched atop their tall racing bikes looked down at me smiling condescendingly and assured me I didn’t stand a chance in the race. Should I withdraw my tricycle from the race and avoid embarrassing myself? Nah! I knew how fast my bike was and it didn’t matter that it was not a two wheel racer. I saw it as an advantage since both of the rear wheels were driven by a chain drive. This was not your baby’s first bike with pedals driving the front wheel. But this distinction escaped notice by the over confident racers I was determined to beat. They only saw a young kid on a three wheeler in a race where he didn’t belong because he would just get in their way as they blew by him. As we all lined up, another advantage I had would have become apparent to them if they were paying attention. The third wheel allowed me to sit on the bike with my feet already on the pedals just like the Rifleman Chuck Connors always started a gun fight with the rifle already in his hands. My two wheel competitors had to start with both feet on the ground and run with the bike until they gained enough speed to hop onto the seat and then start pedaling.

The starting gun sounded and we were off. I started pedaling at the sound of the gun and my bike hit peak speed very quickly. My tires were smaller than theirs were but they were turning a lot faster and I breezed to victory in what can only be described as “no contest”. My bike crossed the finish line before the English racers hit full speed. If the race was 50 yards longer, I would have lost but in this 50 yard race they stood no chance and I won by 15 yards.

So, what did I learn at this young age of 10 by demolishing the competition with a bike no one expected could beat an English racing bike? I learned that once you commit to the race or anything else only focus on the advantages you can identify which will help you achieve success. I learned that your competition’s confidence is not always justified no matter their numbers. In this case, their loftier perch gave them a different, higher viewpoint but victories are won by being able to see the smaller details.

I learned that “Every dog has his day” and that the fastest is not always the fastest. It depends on circumstances like the distance of the race. I learned that you do not make fun of or belittle your competitors which adds fuel to their desire to prove you wrong. I don’t believe my legs ever pumped those pedals faster than they did that July 4. And finally, I learned to pedal like I was being chased by a hungry lion, like my life depended on crossing that line first.

John Gallagher



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Market Analysis Report: May

“ROUGH WINDS DO SHAKE THE DARLING BUDS OF MAY” - WILLIAM SHAKESPEARE

And we had rough winds in the Porsche market for the month of May. Despite offering the most cars we've seen all year, there were 585 Porsches offered on the various online and legacy auctions throughout the month. However, the lowest sell-through rate year to date was 70% and the second lowest dollar volume was just over \$31 million. But not all markets were shaken by the winds of May as some, like the 356 markets, fared well while others, like the 992 GT market fell apart.

The 356 markets remained strong with an 88% sell-through rate off of 8 sales with an average price paid of just over \$112,000. Now that might seem low for an average price, however, it should be noted that the offerings consisted of run-of-the-mill coupes and cabriolets, not a special car in sight. But that's ok considering we didn't have any legacy auctions taking place this month. The top 356 for the month was a 1958 356A Cabriolet finished in a lovely shade of Meissen Blue and coming off of a recent, extensive restoration. Had the car had its original engine the price would have been much higher, but this sale for me is an indication of the strength and interest still held for Porsche's original.

Classic 911s (1976 & earlier) on the other hand had a difficult time finding new homes with only 59% of cars on offer selling. No one series of 911 stood out as sales were hit or miss but the top end of the market seemed to suffer the most with two notable no sales; one being a 1967 911 Soft-Window Targa 5-speed that was bid to \$226,000 and the other an original 1970 911 S/T bid to \$385,000. The S/T was a surprise as one would think that with Porsche's imminent announcement of the new 992 911 S/T, at least a collector or two would want to bag one of the only 33 cars produced to complete the set in their garage.

But it wasn't just the top end of the classic 911 market that suffered from wind burn either as three cars capable of topping the \$1m sales mark failed to sell leaving a highly optioned Chromaflair 2019 GT2 RS as this month's top sale at \$585,000. The first was a very rare 1996 993 GT2 Clubsport that remained unsold at \$1,605,000 against a probable \$2m reserve price. The other two were models we've seen trade hands earlier this year, a 1988 959 Komfort and a 2005 Carrera GT which failed to sell at \$1,450,000 and \$1,060,000 respectively.

On the top end of the modern 911 market, we saw the 997.1 GT3s start to dip a little bit with an average sales price of \$134,000 and two out of the five cars on offer failing to sell. 992 GT3s also continued their slide with new market lows at \$224,000 and \$235,000 and not a single 6-speed GT3 Touring selling for over \$300,000 as that ship has sailed. GT3 RS variants on the other hand climbed with the sale of a 2010 RS at a strong \$242,000 and three 991 GT3 RS' selling for an average price of \$211,000.

Cayman GT4s were a hard sell this month with a 10,000-mile 2016 GT4 selling for below \$100k at \$94,000, which is a trend I'd love to see for personal reasons, and a 2020 GT4 selling about \$5,000 light at \$122,000. And then there is the GT4 RS market... Two more cars failed to sell at bids of \$266,000 and \$245,000 proving that huge overs for the GT4 RS aren't in the cards as they were for their 911 brethren.

As I stated at the beginning though, it wasn't all gloom for May. We had a number of record sales such as \$123,000 for a 120,000-mile 1994 911 Coupe finished in Amazon Green Metallic, and \$81,000 for the lowest mileage 2002 996 Carrera 4S we've seen in five years. We also saw a 928S sell for a record price of \$108,000, about 4x the average for these cars, and a "normal" 987 Boxster S achieved \$52,000.

But while May might have been a bit of a disappointment, I am looking forward to June's auctions with the 75th Anniversary Porsche sale hosted by Broad Arrow Auctions at the Porsche Experience Center in Atlanta and the sale of the Gruppe P Collection on Bring a Trailer that includes a 1967 Porsche 910. Will we finally see an important Porsche race car sold next month? Stay tuned.

David K. Whitlock

David K. Whitlock is a 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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Side-track: Not Your Average Cars and Coffee

MOST OF YOU HAVE ATTENDED A CARS AND COFFEE BY NOW, and many of us have appeared at more than we can count. While they can range widely in attendance—from a few cars to over a hundred, I just left the largest Cars and Coffee in my personal experience—by far. Including many of the spectator vehicles (because you really have to), there were well over a thousand cars that showed up.

Sunday, May 7th was the second inaugural Main Line Cars and Coffee (MLC&C). Second, because they moved the location to a much larger venue at the Radnor Financial Center—relocated from the municipal parking lot across from the Bryn Mawr Post Office. I'd gone a few times to the original spot as it was right across the street from my office, so parking for me was easy.

A fun fact: this new location was the former home of Sears in Saint David's where I worked as a clerk when I was in High School. Across the street was B. Altman's, and I appreciate most of you have never seen either. Both stores are long gone, but this site now offers parking ten-fold the size of the former Bryn Mawr location. Which, I guess was the point—Main Line Cars and Coffee had outgrown their clothes.



MLC&C has been around for a while now, and with every meet they seem to grow and mature. So when they announced the venue change for the second meet of the year, I wasn't shocked. But when they disclosed where they were going, I knew it would be epic. MLC&C is always on my calendar, but I circled this one with a big red Sharpie.

I reached out to my RTR/PCA friends to see who was going and to my delight, several were planning to attend (whether or not I was). I was hoping to meet up with at least a few of them. As the day approached, I watched the weather in anticipation. The only thing

that really affects the turnout for a Cars and Coffee (or any car show) is rain.

The morning was a tad cool, but warmed up quickly. I knew that traffic getting into the venue would be difficult (and it was), but we were routed to spectator parking efficiently. With the exception of a few dopes sneaking through an otherwise well-organized entry route naturally. We ended up parking in a great spot within about 15 minutes from arriving at the main entrance.



Christine and I met up promptly with fellow Riesentöter member Chad Kacyon who was there with his son Nicky—like his dad, a brilliant kid who talks his way around cars better than most of the attendees and participants (and that does not exclude me). Our biggest problem at this point was managing row after row of the most eclectic collection of cars I've seen as far back as I can remember.

The categories were broad and varied, but featured American muscle, German and Asian imports and Italian exotics. Sprinkled around were my favorite picks—cars that I haven't seen in so long I forgot they existed. Like a mint Lotus Elan, and a Datsun 240z. So then, did Porsche show up? You bet we did. In every class imaginable, from variants of the infamous 911 (a range of all decades), to the 914 and even a Taycan.

Though I favor Porsche, like many of you I am essentially brand agnostic when it comes to observation. You have to be in an event like this, otherwise you'd be looking past brilliant machines in search of a single marque. The best thing about any Cars and Coffee—but especially this one—is the varied collection of magnificent cars in mixed colors, years and styles.

Even with all the cars we saw at MLC&C, we stayed only 90 minutes. But I still took over a hundred pictures—some of which you can see here. Funny, with all these vehicles on display, one out of every four shots I took is of a Porsche. My pictures do tend to lean toward exceptional design, so this information isn't too surprising.

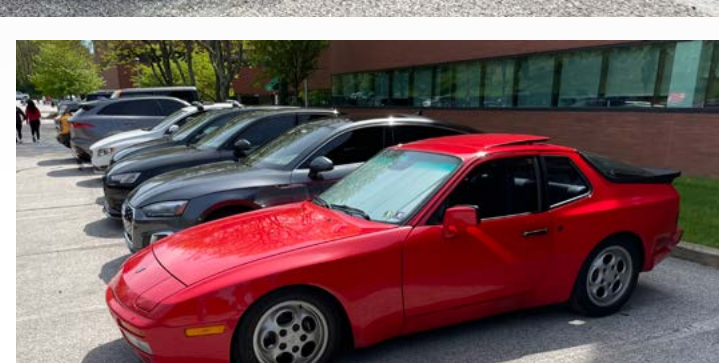
The weather was perfect, and the inventory was stunning. There's something about a gorgeous day that makes the entries twinkle as if begging to be found their way into digital film. And as I'd mentioned earlier, many of the spectator vehicles could have been participants themselves, so when we completed the circuit we took a meandering route back to the car.



I'd say the only damper of the day was a few knuckleheads so impressed with themselves that they just had to act up. Radnor Police was on hand to make sure things didn't get out of hand, and I hope the actions of these few don't ruin it for the rest of us—a Cars and Coffee of this size can be banned by the community, merchants and residents nearby. We've unfortunately seen this happen before.

All in all, a wonderful event. Leaving was a mixed bag—easy to exit in terms of traffic, but difficult to depart knowing we likely missed something very rare and equally sensational. Cars and Coffee events are not usually as comprehensive as this one, nor as well attended. And I will certainly join another Main Line Cars and Coffee (especially at this new location). But it will be very hard for them to top this one.

David Newton





Shifts and Giggles

SIZE DOES MATTER. IT REALLY DOES. SOME PEOPLE HAVE SMALL ONES. SOME PEOPLE HAVE BIG ONES and gender plays absolutely no rule in it whatsoever. I've seen females with huge ones and males with the smallest that are almost laughable but for most, in general, have no idea just how small or how big it really is.

I'm talking about car dimensions. Very few know how wide or how long their car or cars are - they just guess. They sit behind the wheel and their surroundings are estimates at best.

"Yeah, I know the tire and fender are over there"

"Yeah, I know kind of where the front bumper lies"

Until they get out of the car and just shrug off the fact, they could park another semi-trailer between their front bumper and that cement parking block. Or "hey call me a taxi, I need a ride to the curb" as their significant other yells from the passenger side.

And all these new fandango hoopla they keep adding to cars is making it worse. They now have backup camera and side camera and roof cameras and bells and alarms and buzzers to keep you from hitting things. How nice - back in the day we had our good ole sense of well.... sense.

Now all of that stuff is fine for the parking lot but it's different once you get out into the real world. I've seen it and it can be dangerous. They approach a one lane bridge thinking you both can make it or a one lane road. You can usually spot these drivers as they hug the double lines forcing you to swerve as they think nothing of it all while your mirrors almost part ways in the near collision

I think everyone needs to become a Marsha Brady in perception - she's the one that won the driving contest between her and Greg because she didn't knock the egg off the parking cone (The Drivers Seat Season 5: Episode 15).

So, whenever you buy a new car go out and buy yourself a carton of eggs and grab a parking cone and see how close you can get using no cameras- and try all sides - it will be the best \$12 you ever spent for both of us because I will no longer have the bee Jesús scared out of me every time I see you rolling down the road in your however big or small vehicle you are in.

Jeff Walton

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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 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 for more information.

Thank you,

Der Gasser Team

