

DER 
GASSER

SPRING 2024



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COVER

Photo credit: Stephen Paylor

2024 RTR Event Calendar

Events

March	3/20	Membership Meeting at Tint World in Springfield, PA
April	4/5-7	DE at Lightening
April	4/17	Membership Meeting at Gratr Garage in Allentown, PA
April	4/21	Breakfast @ The Whip Tavern in Coatesville, PA
April	4/28	Southern Chester County Hunt Country Spring Drive & Picnic at Penns Woods Winery in Chadds Ford, PA
May	5/5	Scenic Spring Drive: Tifosi Motors in Downingtown, PA to Sunset Hill Brewing Company in Gilbertsville, PA
May	5/17-19	DE at Watkins Glen
June	6/14-16	DE at Lightning Raceway
June	6/15	Drive-In Movie Night
July	7/5-7	DE Watkins Glen
July	7/12	RTR Weekend Road Trip to Hudson Valley, NY
September	9/13	DE at Pocono Infield
October	10/11-13	DE at Summit Point - Main

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MEMBERSHIP MILESTONES

YEARS	April	May	June
45			David Corey Skip Corey
40	Fred Brubaker Helga Brubaker Gwen Kannapel Arthur W. Rothe		
35	Timothy W. Harriman Nancy Ostroff		Paul A. Marchetto
30			Frances Nelson Tracy M. Nelson
25	Michael Calluori Shannon Calluori Kenneth Doroski Dawn Fastiggi Glynis Willis Rob J. Willis	Robert Field Stuart D. Field Joyceann Heley Arona Kohn Barb Roush Richard K. Roush Alexander J. Takacs Karen Woytowich Richard Woytowich	H George Shoffner
20	Eric W. Rabe Luisa Rabe Amy Rosenstein Brian A. Rosenstein	Tim Boyer David Chantry Maryclaire D'Andrea Richard D'Andrea Christine Hunter Ralph L. Hunter	Stephen G. Frank Edward A. Kerins Lori Kocse Martin Kocse
15	John H. Brandenberger Luba Buhay Matthew Buhay Van C. Burriss Vic K. Burriss Maria Ciccarelli Elizabeth DiSpirito Neil Dispirito Susan Kemp William R Kemp Betsy Schamerhorn David T Schamerhorn Chris Pavlou	David Ford Gregory P Ford John P Horenci Kathleen Horenci Vincent M Richardson	Ryan Benscoter Holly Cammisa Louis J. Cammisa Lynn Cortner Devyn Kohler Thomas Kohler Emilie Valencia J Eric Valencia Lyle D. Woodard Vicky Woodard
10	Anthony Baran Max Ephraim William F. Ephraim Alex Graves Orim Graves Karen Litman Stephen E. Litman Thom Mollen Jeff Robins Lara Robins	Jay Butler Susan Butler George Camp Ivonne Garcia Santi Garcia Danny Hernandez mike kelly Todd Kleinman Diane Stefanatto Franco Stefanatto	Rob Allen Pasquale Deon Greg Hummel Aryn Long Eugene Long David Mizrachi
5	Marc Philip Camilon Bernadette Nutinsky Richard Nutinsky David Roehrig Matthew Schelkopf	Matthew Barbour Amit Basu York Basu Jason D'Souza Michael Folgias Fran Klass Rick Masser Daniel Pries James Reilly Mitchell Sacks Doug Tutich David Wyher	John Alber Tony Alber Charles Burrows David Cresse Vincent DiNenna Court Dunn Anthony Finio Brad Henry Prajwal Kasturi Bruce Parke Jared Rodeheaver Paul Tashjian Andrew Vagnozzi George Wattman z

RTR Member #'s December 2023:

Total Primary Members **1909**

Affiliate Members **991**

Total Region Membership **2900**



SPRING IS ALMOST UPON US...YOU CAN TASTE IT IN THE AIR along with a few snow squalls but I guess that's to be expected for March. You know, in like a GT3 or like a 356 or something to that effect. Anyway, this is about the time I tell you to keep an eye out for email blasts and the calendar as things get pretty busy between now and our awards banquet. One thing I do have to tell ya, is Wendy has decided upon our next annual road trip....so it's official save the dates of July 12th - 14th - more news will be forthcoming as we are waiting to hear back from a few people to shore up our excursions.....but, I will tell you this little nugget in case you don't know already.....we are going to the Hudson Valley and staying at West Point. So mark those dates and keep an eye out for that email blast or calendar as there are a limited number of rooms and this event is always a blast. We haven't done one since pre-covid so this is sure to be a popular event.

You can peruse old versions of Der Gasser and read about our past trips that Wendy has created. Her first trip was to Niagara Falls and we have since gone all over to Vermont, Bedford Springs, Williamsburg, Emerson New York and a few others that I'm sure I'm missing. The road trips start out as a drive, we stop for lunch somewhere in route, then you make your way leisurely to the hotel. Friday night you are usually on your own and Saturday we do a drive hitting various sites, distilleries, a bite for lunch then head back to the hotel and have dinner together. On Sunday, you are to do as you please and Wendy negotiates the same price if you wish to extend your trip as well.

Pedal Down

Jeffrey Walton

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



The objective of a PCA Rally is to follow a course from point to point, usually on public roads, to the precise detail specified in the rules - it can be competitive or for fun. Competitive Time Speed Distance (TSD) Rallies dictate a certain time schedule for the checkpoints along the way. Gimmick Rallies, also competitive rallies, may include a Gimmick (Poker Rally, regional interest). New to Rallying? Parade is a great time to give it a try!



June 9-15, 2024
Birmingham Convention Center
Birmingham, Alabama
www.porscheparade.org

Editor's Note



I HOPE YOU ENJOY THIS LATEST ISSUE OF SPRING 2024 DER GASSER. I'd like to thank all of the contributors who shared articles and photos for our membership to enjoy. Please continue to provide your feedback and suggestions to me at editor@rtr-pca.org, as I'm always looking for ways to refine and improve our magazine.

The Winter, and hopefully the cold weather, is now in our rearview mirror. With Spring, comes the forecast of longer and warmer days ahead. Yeah!! I'm sure we are all ready to return to the track or the road trips to enjoy some new adventures in 2024. Be sure to check out the latest calendar of things to schedule in this issue. You can also access the RTR webpage to view any new or updated activities and events for the season.



As I was viewing the RTR webpage recently, I caught several of the rolling photos of current and past RTR activities. So many smiling faces, gorgeous cars and terrific memories. One photo in particular caught my eye and made me smile. It was a photo of an amazing little poodle known as Portia. For me, she was always the official RTR 'mascot' and graced us with her presence at numerous PCA driving, social events and meetings over the years. She proudly wore a stylish coat or custom tags with the RTR and Porsche logo. Sadly, when I spoke with her pet parents, Betsy and Tom Zaffarano at the December Holiday Party, I was told that Portia passed away earlier in the month and was no longer with us. The Zaffarano's are very active, long-time members and volunteers of PCA and RTR. They achieved the 25 year PCA membership milestone this year! Tom held numerous positions in the club including RTR President and Zone 2

Representative and was in the role of President when RTR won the prestigious PCA Ferry Porsche Region of the Year National Award in 2004.

I first met Portia at an RTR member meeting. She had the most amazing gait and pranced like a "best in show dog" winner. She was a little star that made so many of us smile. Being a fellow dog owner for years, I understand the joys and sorrows of pet ownership as I am sure a lot of you do as well.

Portia, who represented RTR in style for so many years, crossed over the Rainbow Bridge. She will be missed by all who remember her in spirit.

Rita Hancock McKeown





February Membership Meeting

ON FEBRUARY 21, 2024, WE OFFICIALLY KICKED OFF THE 2024 RTR SEASON with our first membership meeting of the year. We were hosted by our friends at Porsche Conshohocken. It was great to be back as our last meeting there was September 15, 2021. Twenty-nine months is a long time between visits to this incredible dealership. Being our first meeting of the year, it was also the first time that we saw many of our friends that have been hibernating for the winter. So, this night was as much a reunion as it was a membership meeting.

The evening started as most of our meetings do with a period of socializing. I arrived about an hour before the official start time, and I still was not the first person there. I guess people were anxious to get out of the house and start joining in on club activities again. As I mingled around the dealership, I heard the unmistakable sound of Porsche engines pulling into the parking lot. Boy I missed that sound. Eventually, we had about 100 members arrive to share the night with us. Not a bad turnout for a Wednesday night in the middle of winter.

We grabbed beverages and noshed on some delicious pizza as we caught up with old friends. Our meeting was staged in the service area, so we took advantage of that and wandered around the cars that were in the shop at the time. I got my first look at the guts of a Taycan as one was partially disassembled in one of the service bays. Good grief, the wiring! EVs will mark the end of being able to work on your own car. Anyway, there were plenty of people to hug and hands to shake as more old friends began to arrive. By 7 PM it was time to call the meeting to order and get 2024 kicked off.

I started off the meeting by welcoming the crowd and thanking Porsche Conshohocken for hosting us. I then turned things over to our club president Jeff Walton to tell us about some of the things we can expect in 2024. It may only be February, but it is never too early to talk about Phil-a-Trunk. Many more details will be revealed in the coming months but 2024 looks to be the biggest ever. And with some lessons learned from last year we will have much better traffic control. It is going to really be something. Oh, and more exciting news. After a hiatus of nearly 4 years the annual road trip is coming back for 2024. More to come on that as well.

After Jeff spoke to the social side of things it was time to talk about our driving events. And we have a LOT of driving events. Dan Ruble is our new Autocross Chair. Welcome Dan! He spoke to the crowd about autocross and our schedule of events for 2024. We are planning to have four autocross events at Pocono this year. By the time you read this the registration links will be up on our website. A couple of key takeaways about autocross. You need a helmet and a car that is in good working order. You will have the time of your life. And if you have never run an autocross event with us before we will cover the registration fee for your first event.

Miles Diamond and Jack Cooney, our Technical Chair and one of our Chief Instructors, then took the podium to talk about the joys of Driver's Education (DE). We have a spectacular DE schedule lined up for 2024. It includes TWO trips to the iconic Watkins Glen International racetrack. We have a roster full of incredible instructors to keep you and your car safe while ensuring that you are having the time of your life while becoming a better driver than you ever thought possible. You bought a Porsche, and a Porsche thrives on the racetrack. Registration is open now, so head to our website and sign up. If you are not sure it is for you, then try one of our Intro to DE programs to get a taste of what it is like. We promise you will be back for more.

Continuing with the driving theme, John Gaydos took the stage next to talk about the Tire Rack Street Survival program. It is designed to teach newly licensed or permitted drivers how to be safe and handle emergency situations. It is a full day of instruction that includes some classroom study and a ton of driving exercises such as skid pad and slalom courses. The day starts with a bunch of grumpy teens who are timid behind the wheel. And it ends with a bunch of teens with huge smiles on their faces and more driving confidence than they ever had before. It is a spectacular program for the teens and very rewarding for those of us that coach or volunteer. We are always looking for more help so if you are interested head to our website for more information.

Rounding out our driving topics was Jared Rodeheaver speaking to the crowd about Sim Racing. Yes, you can get on the racetrack without even buying a car. There is a PCA Sim Racing league that is open to all levels of experience. You need an internet connection, a computer, a headset, a controller, and an iRacing subscription. Beyond that you are ready to race. No risk of damaging your car or replacing tires every few weekends. It is a great way to get involved with the PCA, have a lot of fun, and improve your driving skills.

Next up was Rita Hancock, the editor of this fine publication. She explained to the crowd that this is your magazine. We are always looking for content from our members. So, if you have any ideas for an article, please don't be shy about sending it in to the editor team. The more content we get from you, the better this publication becomes.

Roy Blumberg was our final board member to speak. Roy is our New Member chair. But before he got into that he mentioned a charity car auction that will be benefiting a good cause by raffling off a car that he helped to restore. He then moved on to address and welcome our newest members. We had a handful in attendance. Each new member stood up and talked about why they joined the club and what Porsche they had. Welcome everyone! We hope to see you at more events soon.

To wrap things up I turned it over to the team at Porsche Conshohocken to talk about their dealership. Also, everyone in attendance was given a coupon for a 10% discount at the new King of Prussia Studio store. If you have not been there yet, I highly recommend you check it out. There is a rotating display of impressive Porsche vehicles, Porsche themed artwork, and a vast selection of Porsche merchandise. It is a wonderful place to sit back and take in the Porsche vibe.

Thanks to everyone who came out and thanks to Porsche Conshohocken for hosting us. Next up we will be at Tint World in Springfield, PA for our March meeting. I hope to see you there.

Joe Kucinski





Spring Drive and Picnic in the Vineyard, Sunday April 28th

PLEASE JOIN YOUR HOST PAULA GAVIN FOR A SCENIC DRIVE THROUGH SOUTHERN CHESTER

County's Hunt Country. We'll end at Penns Woods Winery in Chadds Ford for a nice afternoon of picnicking in the Vineyard. Gas up the P Car, pack a picnic lunch and join us for a fun day.

WHEN: Sunday, April 28, 2024

Meet at 10:30, wheels up at 11:00 after a quick drivers meeting

WHERE: Dilworthtown Crossing Shopping Center, behind Duck Donuts

1371 Wilmington Pike (202), West Chester

THE WINERY: Penns Woods Winery, 124 Beaver Valley Rd., Chadds Ford

pennswoodswinery.com

The winery is dog friendly, please check the website for details.

PICNIC: Pack your own creative picnic basket or there's shopping close to the start point (Giant Supermarket in the shopping center, Wawa and Wegmans nearby). The winery has a limited selection of foods for purchase. Important note, your picnic basket can't contain any alcohol (must be purchased onsite). Yes, they will check.

RSVP: Please RSVP to pgav1@verizon.net by Thursday, April 25th

COST: Will be collecting at the start point for an additional gratuity to the winery staff for setting up for our group. Suggested \$5 per person (cash/exact change only please).

Paula Gavin

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February Freeze Run

THIS YEAR THE RTR DRIVING SEASON OFFICIALLY KICKED OFF ON SATURDAY, FEBRUARY 24 with our annual February Freeze Run. By the end of February most of us are tired of winter and looking forward to warmer weather and driving our Porsches more often. So, we kick things off each year by meeting at the Penn State Great Valley campus and taking a scenic drive to Stampede BBQ in Mohnton.

This year we had about 70 members bring roughly 35 cars to join us for the day. It was typical late February weather. Gray, and cold. But it was dry, and a few brave souls even dropped their convertible tops for the drive. Others drove with their windows down. And wimps like me drove with the top and windows up and the heat on full blast. I hate the cold! But it was not about roof position, it was about getting out with friends and driving with about three dozen Porsches.

Standing in the parking lot and waiting for the first Porsches to arrive is like spotting that first spring Robin. It is a sign that better days are ahead. The Porsches arrived and then just kept coming until we filled up a couple of parking lot rows. What a sight! A GT3 Touring, a 997 Carrera 4S Convertible, a modified Macan T, a brand-new Cayenne, my humble little 986, and many more. All this fine German machinery almost made me forget I was standing out in the cold.

After about 30 minutes of chatting with fellow members and admiring their cars, Jeff called a brief driver meeting, and it was time to mount up. Ah, the joy of hearing all those engines fire up at once never gets old. And neither does driving down the road with nothing but Porsches ahead and Porsches behind.

After we dispatched with the Route 202 portion of the drive, we ducked onto some smaller back roads that were much more fun and scenic. After about 45 minutes of enjoying the curves of the road and views out the window the start of our caravan began to pour into the Stampede BBQ parking lot.

Our club took over the parking lot and members made their way to the door to get in line for a delicious BBQ meal. As we got our food, our club took over the inside of the restaurant as well. Every seat was taken by an RTR member talking about the drive, their car, or just life in general. We had some veteran members with us and some who were attending their very first event. We were surrounded by great people, eating great food, and we got here in great cars. I guess you can say it was a great way to spend a Saturday morning.

If you missed our February Freeze Run this year, don't worry. We will have another one next year. But before then we have a 2024 season jam packed with more scenic drives, road trips, track days, autocross events, membership meetings, drive-in movies, and a whole lot more. Spring is here and it is time to get the RTR season started.

Joe Kucinski





New England Winter Road Trip

I TOOK A SCENIC DRIVE UP TO NEW ENGLAND OVER PRESIDENTS' DAY WEEKEND. I told myself I'd cancel it if a winter storm was forecasted, and then reassured myself that 1-2" of snow isn't a storm up there. Any story about a winter trip with a Porsche, at least one above the Mason Dixon line, is inevitably going to be an article about winter tires, but I'll save that for the end. Rest assured that I did not wear summer tires.

I spent the first night in Syracuse, an uneventful drive up the northeastern extension of the turnpike on a Friday evening. I woke up to an inch or so of snow on the car, but easily brushed off with a gloved hand. The roads were a bit slippery, but no trouble with the very light 5 AM traffic. Even a light application of the throttle under 2000 rpm could cause the rear end to push over to the left. Braking was pretty good, which was especially nice when I got to a downhill steep enough for a great sledding route. Of course there was a traffic light at the bottom, but this still couldn't be as bad as Manayunk because it was a nice wide street.

After I crossed I-87, I was largely out of the Adirondacks and had clear roads the rest of the way.

I picked my route out to Maine by selecting spots along the way and then adding them into the calendar app so I could navigate to each sequentially with the maps app. Through the Adirondacks, I often had the road seemingly to myself, and I was often routed on some backroads I never would have picked myself as a shortcut. Some even looked like what you might expect at the beginning of a horror slasher film.

Ideally, I would have picked some interesting, photogenic spots along the way, but I did find some unusual spots by chance that I just had to turn around and investigate. For example, an old ski jump that was being used as a sledding spot for kids. I had hoped to see a nice action shot there, but instead I got to watch someone loudly protest that it looked dangerous and not even make a proper attempt from halfway up.

Saturday, 13:11, 554.2 miles, 31 mpg, 42 mph



The next day, there wasn't any snow on the car, but plenty cold, 7F. The car started right up but sounded a little unhappy about it.

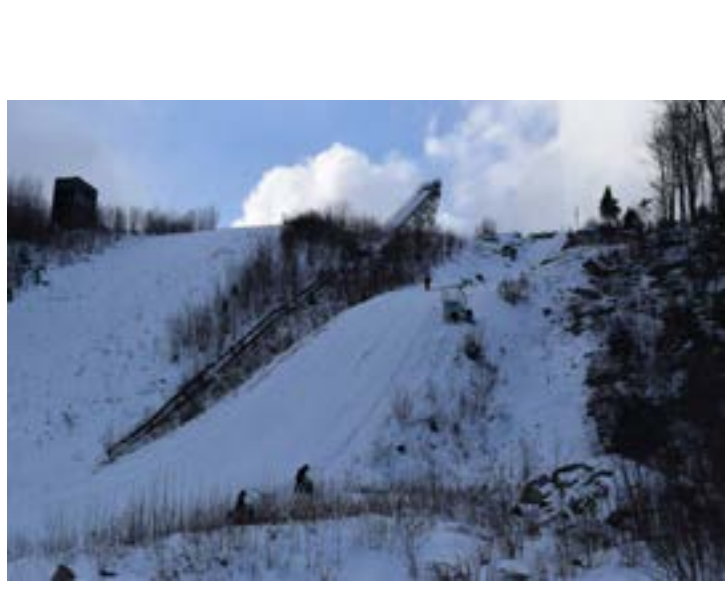
I had a nice uneventful drive up to Moxie Falls and didn't think twice about parking on what was essentially ice in the parking lot. If it was flat and didn't present any ground clearance issues, I felt confident I would have traction. Wide tires have to be better on packed snow, right?

I walked out to the falls, my only real hike of the trip, and didn't bother with any hiking boots or winter spikes; it was an easy path along a snowmobile route. Plenty cold though, I think the autofocus on my DSLR was having trouble. Being alone, I took my precautions around the water and didn't venture close on what might be thin ice.

I drove the rest of the scenic route out to Jackman and wondered where to go next. There was another waterfall in my materials but I got some information that the roadside pullout for the hike wasn't plowed and there wasn't even a wide shoulder. I gave serious thought to moving on into Canada where my atlas showed some tantalizing scenic routes but decided to stick with the original plan, stay in Maine and make a loop back. I had gotten the feeling that the scenic route I picked out of a Maine tourism site was more about tourism and less about scenery. It was better than the roads in southern Maine which, while were nice in that they went on for miles without traffic or red lights, seemed to have a decent amount of housing, sort of rural sprawl I guess.

The road east (Rt 16) was nice, again nearly alone on a two-lane road framed by tall trees and lots of snow. I made a U-turn to try for a house that had a sign out selling maple syrup but no one was home. My next stop was at a gas station where I wanted to fill up my water bottles. The cashier gave her permission but advised me against it because it was bad water. I countered, well you drink it don't you? No, she doesn't and said that finding good water was a problem around here. (I wish I found out why.) Instead, she gave me directions to a spring on a side road and I decided I found my next adventure.

Her directions were pretty spot on, although maybe it was a bit further than I had expected. It was a fairly slick road with some snow over that compacted snow or ice layer I saw in the parking lot before, but fine at say 20mph (possibly a great rally car route). It was about 1.5 lanes wide and I did have to squeeze past some other traffic. I did not stop to explain what I was doing there; better to let them wonder. Filled up my water bottles at a little wooden shack that looked just as described: an outhouse. I then then had a sandwich at the next spot wide enough to turn around. I can't say I'd want to drive on that road for hours, but it was interesting and a little challenging.



The next fun stop was when I was going through a small town and saw signs for the chocolate festival at the elementary school and I was only a few minutes early. It was a big crowd and I sort of snuck in past the line to check it out. Customers would buy tickets and exchange them for various homemade chocolate treats at different stations around the gymnasium. None of them really appealed to me, but I was glad to stop to check it out. It was worth the stop just to see the kids playing hockey on an outdoor rink.

Took a detour when I saw a sign for a maple syrup store on some twisty hilly bumpy roads, but it turned out to be closed. The next place with a sign for maple syrup didn't have anyone home. But the next place, that did have unattended sales and I made it up the steep driveway. It had been sanded a bit, so my car had no trouble going up or stopping on the way down to make the left hand turn back on the road. I had some of that syrup in my coffee this morning.

I got back into New Hampshire and wasn't sure what kind of route my phone had for me to the last stop in Vermont but decided to just trust it. I didn't get any spectacular mountain passes through the Whites, but plenty of curvy back roads that I wouldn't have found with just an atlas. My last Airbnb stop turned out to be one of those back roads.



Sunday 9:57, 426.8 mi, 30.6 mpg, 43 mph

I had intended my last day to just be a practical driving day, making the best time to visit my uncle in Connecticut but was inspired by the Airbnb host to make some more attempts at buying maple syrup. I thought later it was almost the primal urge to be a successful hunter and bring home the wooly mammoth meat.

There was another inch or two of snow overnight, adding to the roads that were already snowy, so I was back to slow driving in 2nd gear on empty roads first thing in the morning. I feel that I really disappointed my phone's map app as I failed to live up to its estimated arrival time, but was just really pleased to successfully meet the challenge of the slick curvy roads.

I did fail to ascend the driveway of the first syrup place, at least on the first try, but it wasn't far to walk so I didn't even bother. I was met with the accurate description of my car, "That's not all wheel drive!" by a man with his dog who as it turned out, has not sold syrup for years and thought maybe he should remove that sign.

I had no trouble getting into the next syrup place, but it was closed due to the early hour so I moved on to the place where I had more success with a wide selection of honor system unattended sales and triumphantly put about three gallons into my car. (It was cold enough that the pen barely worked when I wrote a check.)

From here on it was just interstate, traffic and some of those insane drivers who cut through traffic.

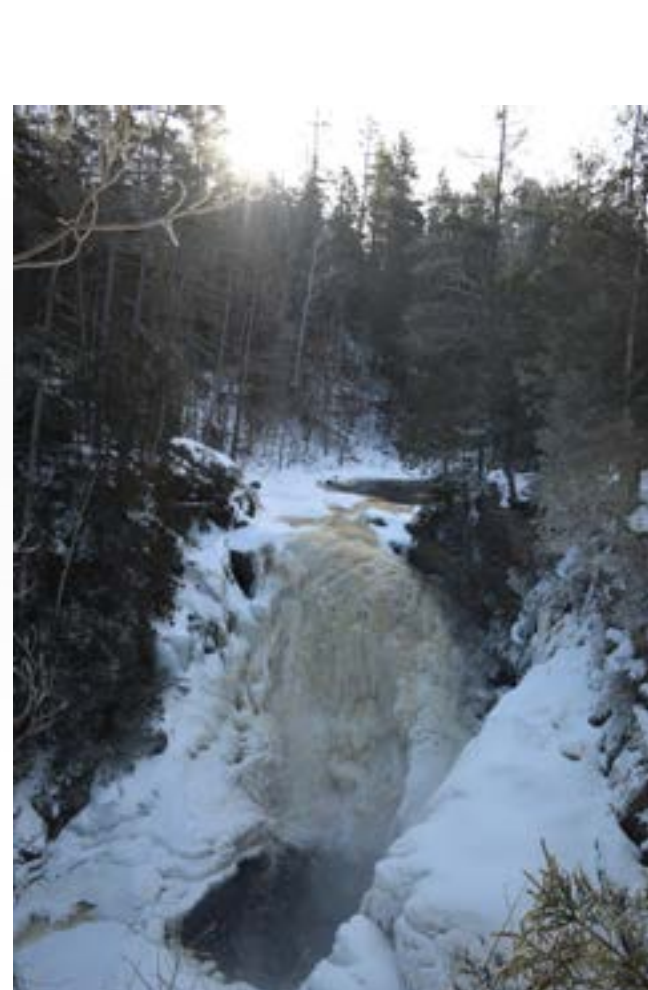
I used all-season tires because after searching for a year, I could not find performance winter tires to fit my 18" rear wheels. The other option was to buy a set of 19" rims or just get a dedicated winter car like a Carrera 4. I've used N-spec winter tires up until this season but I can't really say how these compare. I had read that rear wheel drive & winter tires were as good as all-season tires and all-wheel drive but I no longer believe that. I was able to get by when I had winter tires and experienced some fishtailing just as I did with the all-seasons.

The trouble I expected in winter with the Boxster is the window freezing shut, which means it is unable to drop the fraction of the inch necessary for the door to open. I didn't experience that but did have trouble with the washer pump that's still undiagnosed. Nothing as simple as a frozen spray tube I'm afraid.

The rear camera, one of my favorite 718 features, was quickly obscured with salt spray, and I used a rag (ancient t-shirt) to wipe it and the brake lights off at fuel stops. I should have tried the headlight washers to see if they were adequate to keep themselves clean but wiped them off too. I wondered about the salty snow build up in the side intakes. I know the car's been fine when I've clogged them up with autumn leaves. Winter floor mats were also nice to have.

If I can get up to Maine again there's another route on the eastern side of the state I'd like to try (11 from 95 to the border). I had hoped to travel north to Newfoundland/Labrador this summer, but took a new job and thought it might be too much of the available vacation. Maybe next year ☐

Stephen Paylor



2024 Philadelphia Auto Show

LAST YEAR, ABOUT A DOZEN RTR MEMBERS DISPLAYED THEIR CARS DOWN at the Philadelphia Auto Show. It was a hit with the members that participated, the general public, and the show organizers. So, we were invited back for the 2024 show. This time the organizers changed how the overall show layout would be arranged so we only had space to display six cars in 2024. That is no problem because our members stepped up and brought six incredible cars to the show.

We had a stunning 1983 911 SC IROC tribute build. A 2007 911 Turbo sitting on BBS LM wheels, which I happen to think are some of the best-looking wheels ever made. There was a 2012 911 GTS, which is a model you don't see very often. A stunning Lime Gold Metallic 2015 911 Turbo S caught a lot of eyeballs. We had a track-prepped 2021 Cayman GT4 wearing Martini Racing livery. And last, but not least, a 2023 Cayman GT4 RS painted in Ruby Star Neo. To say our little display lit up the Pennsylvania Convention Center would be an understatement. I want to again thank everyone who donated their time and their car to this event.

As most of you probably already know, Porsche has not attended the Philadelphia Auto Show for several years. And outside of a couple of wildly modified examples in the custom car area, our cars were the only Porsches that show goers got to see. Some of the owners and myself spent time down at the show while it was running to talk to the public about our display. Folks had questions about individual cars and our club. It was an enjoyable experience being about to talk about both to people that were genuinely interested.

To me the highlight of the entire show took place in the closing minutes. I was at our display the last night of the show to make sure everyone was able to get their cars started up and loaded out easily. As we were waiting for the show to officially close, a mother and her approximately 5-year-old son approached the barriers. She asked me who was in charge of the show because her little boy wanted to get his picture taken next to one of our cars. She told me that of all the cars in the entire show her son kept pointing to our cars as his favorite. There was literally less than ten minutes left before the show officially closed. And how could I say no to this little kid?

We moved the barriers and invited the little boy and his mom into our section. She asked him what car he wanted to get his picture taken next to. He pointed at the GT4 in Martini livery. So, he stood in front of that car as his mom took a few pictures. She was very thankful, and the boy was obviously excited. That is what this is all about. At one point in time, we were all that little boy on the other side of the barriers. We have been fortunate in life that we have been able to achieve our dream of Porsche ownership. Sharing our cars with others who may share that same dream is one of the most rewarding aspects of our club.

Hopefully we can take part again at the 2025 show. Space is limited so if you are interested in displaying your car next year, it is never too early to reach out to me at vicepresident@rtr-pca.org and I will put you on the interest list. Once again, thank you to everyone that took part this year.

Joe Kucinski



RTR Holiday Party 2023

AS WE MOVE TO THE SPRING DRIVING SEASON, I WANTED TO INCLUDE AN UPDATE on the RTR holiday party that was held last December at Phoenixville Country Club. It was another fabulous sold out event thanks to Wendy and Jeff Walton. The party was a night of gathering, music, dancing and great food and prizes. Due to timing, we did not include the update in the winter issue of Der Gasser, so here is a shout out to all of the award recipients for 2023. Congratulations to all of the award winners noted below!

- **Broken Crankshaft:** Bruce Holenstein
- **High Speed Driver of the Year:** Anthony Cappello
- **Mighty Nitto:** Seth Newman
- **Instructor of the Year:** Stefan Laessig

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First Drive

I LIVED IN NASHVILLE, TENNESSEE, FOR MANY YEARS FROM THE EARLY SIXTIES UNTIL the early 90's. At one point I worked for a mortgage company, Kimbrough, Kavanaugh and Associates, located on the first floor of an office building on James Robertson Parkway in downtown Nashville. There was a bank across the lobby from us which I frequented. One of the Customer Service people was Wilma Rudolph, the famous Olympic gold medal winning sprinter from Tennessee State University. Not sure why she was there, but we became friendly and often chatted about different topics. One day while at her station at the counter, I looked through the drive-through window behind her and saw a silver 911 parked in the lot. That got my attention and when I asked her about it, she said it belonged to her husband and she was driving it that day. One thing led to another, and she offered me the keys. Who was I to refuse an Olympic Gold Medalist? I called my brother, who was working at a nearby liquor store and told him to get ready to go to launch (I mean lunch ;-). Picked him up and his eyeballs fell out onto his cheeks! We spent about 20 minutes blasting around town before he had to return to work. I distinctly remember him saying it was the fastest car he had ever ridden in. I returned the car to Wilma with a big grin on my face and thanked her profusely. That was my first exposure to Porsche and since then have owned four, starting with a 924 Turbo. I am now the proud owner of a 1991 944S2 Cabriolet (see photos)

Unfortunately, Wilma passed away due to cancer a few years after my drive, but I'm eternally grateful to Ms. Rudolph for setting me on the path of Porsche ownership.

Eddie Camm



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PCA National Tech Tactics East

I WAS ABLE TO SPEND AN ENJOYABLE SUNDAY AT THE PCA TECH AND WAREHOUSE center in Easton Pennsylvania. This is an annual event with a wealth of information regarding the care and feeding of your wonderful machine. The cost is less than \$100 and you will experience the best in the business discussing all aspects of Porsche. The presenters come from Porsche USA, Germany and local experts. If you have not attended one of these events, start looking for next year's event on the PCA web site. So, let me tell you about my experience.

Most of the sessions were singular, so there were no decisions. There was one split session near the end of the day, so you may have to figure out which is more appealing. Here were my sessions.

Manthey Racing: Stewart McLaughlin

This may have been the highlight of the day. Manthey Racing has an extensive partnership with Porsche and specifically Porsche Racing. Manthey Racing has been the G2 factory representative for Porsche at Le Mans. There was an impressive review of their race cars. Manthey Racing will modify your Porsche with a performance handling system. There was a complete review of the modifications and the benefit of each.



Their main center is right at the Nuremberg track where they test all modifications. They have 42 centers across the United States. One of the fascinating aspects of their service is this alignment machine. They calculate alignment without tires to eliminate a variable. They use lasers and electronic weights to perform the alignment.

Did You Know Your Porsche: Bill Kittlitz

The heart of Bill's talk was finding information about your Porsche. OK, so the obvious answer is your manual. Interesting that more than half of the attendees claimed to have read their manual cover to cover. Bill also reviewed general mechanical information. He recommended the Bosch manual, 1,500 pages of fine type.

Some of his interesting topics included:

- The impact of Sport mode on aspects of your car
- Trailer management
- What a Pyro Cube is and its function

There was also an interesting discussion on the advisability of utilizing the remote start function. Generally, it is a detriment to the engine operation.

Tire Tech: Ed Gliss, Michelin

We had an initial discussion of over/under inflation. Then a review of the benefits and limitations of summer, winter and all-weather tires.

There was a review of tire noise design and the trade-off between noise and performance. That led to a review of the Pilot Sport Cup structure.

The last review was N-Spec tires and the importance of ensuring you have the right spec for your car.

Mecum Auctions: Lee Giannone

While he was naturally focused on Mecum Auctions, it was a terrific review of the auction process. He reviewed advantages, disadvantages and different approaches depending on your automobile.

The beginning of his presentation might have been the best. He reviewed the amazing cars he has owned throughout the years. The treasure was the Coke-a-Cola 962 race car, number 5 on the track.

There are different types of auctions. An auction with a reserve has a 10% fee. If there is no reserve, it is 5%. The fee covers extensive services such as logistics, advice on car value, vehicle preparation and resolution management of any issues.

Another aspect of Mecum's service is estate planning. They cover all aspects of handling disposition of the automobile. If you have special cars, this service is worth investigating on their web site.

Warehouse Tour (and lunch)

There is a fascinating tour of the regional warehouse. They did check your pockets on the way out. Main Line Porsche was set up in a separate room to sell parts at a 10% discount during the day.

Speed/Oil Additives: Lake Speed JR.

This is an amazing discussion of the value and issues with additives. This presentation would fascinate the highest level gearheads. This was a presentation filled with charts and test results from different aspects of additive products. It displayed interesting results on the combination use of additive products. Some of the interesting information included:

- Only 3 companies make all oil products.
- Only 4 companies make all additive products.
- How does Zinc protect engine parts?
- Oil problems usually mean the wrong oil and not solved with additives.
- Why should you never use remote start and the impact on engine performance.

There were other sessions I did not attend.

Porsche Tools

356 Restoration

Track Preparation

My advice is to start looking now for the 2025 session and sign up before they sell out. This year, they sold out very quickly.

David Nettleton



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A Car Raffle for a Good Cause

AS MANY OF YOU KNOW, I DO CAR RESTORATIONS AS A HOBBY. My goal is to put cars back on the road that would never be restored if you had to pay a shop \$100-\$200 an hour for the work. The value of my restoration projects are usually less than \$25,000 and require many hours of labor. If I can cover the cost of the car, the cost of the parts and make a few thousand dollars, I feel it is a win. My hourly wage is often less than \$10. On the plus side, I get to drive some really cool cars while I try to sell them. In the last few years, I have restored Porsche 914's, 924's, 944's and a Boxster. Other cars include Opel GT, BMW 2000CS, and finally Six TVR 280i's.

Recently, I stumbled on a 1987 TVR 280i that had been donated to the Autism Village charity. This charity is based in Chester County, Pennsylvania and teaches vocational skills to autistic children. I am lucky, I have an autistic child who is extremely high functioning. He went to college and has a job as a marketing associate. Many autistic children are not that lucky.

I went to see the car and meet with the head of the charity, who is a car guy. We made a deal that my partner and I would restore the car. Autism Village would raffle the car off. Our plan was to have the car ready by spring. However, there was less wrong with the car than I had expected in the initial review. We finished the car a few weeks ago.

Autism Village has not set the dates for the raffle yet but we anticipate it should be some time soon. Tickets will be \$50, and they can be purchased online once the raffle begins. You will be notified of the raffle start date on one of the RTR regular emails.

Please consider buying a ticket or two to support the charity. If you win the car and don't want it, I will be happy to find you a buyer.

Roy Blumberg



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MORE INFORMATION: www.pca.org/activities



PORSCHE CLUB
OF AMERICA

Market Analysis Report: February

FEBRUARY'S PORSCHE MARKET APPEARED IN LINE WITH LAST MONTH as our sell-through rate stayed at 68% for the second month in a row, but with both unit volume and dollar volume topping last February thanks in part to day one of the Amelia auctions falling on the 29th of the month. Take out the Amelia sales, though, and our dollar volume fell significantly from the previous year to a total of \$27,750,297 compared to \$33,572,283 in 2023 with unit volume staying relatively the same. That large gap was influenced by the lack of \$500k+ cars offered last month.

Our only million-dollar sale was a 2005 Carrera GT finished in GT Silver Metallic over an Ascot Brown leather interior with 7,000 miles on the odometer. Recent comps have sold in the \$1.3-1.4m range, so why did this one appear to be below market? The fact that this car was missing its luggage set and showed no sign of a recent major service are most likely what kept bidders at bay. The only other car that had the potential to cross the \$1m mark was a 1994 911 Turbo S 3.6 'Package' car that failed to sell at a final bid of \$990,000. With only seventeen units produced, 'Package' cars sport the normal 911 front end as opposed to the Slant Nose that the rest of the world Turbo S' received. Questions about paintwork and lack of service history kept bids below \$1m, where they should have been.

The GT market had a strong month with forty-two cars on offer selling at a 69% sell-through rate and bringing in an impressive \$5.8m. 992 GT3s have settled at an average of \$260,000 while we saw one 992 GT3 RS bring \$400,000, which is the lowest price paid at auction so far here in the US. Every 718 Cayman GT4 found a new home with an average price of \$117,000, right in line with the six-month average.

When it comes to Turbos, the 993 Turbo market has kept on climbing with an average price last month of \$258,000 thanks to a Polar Silver example with only 2,300 miles hammering at a very impressive \$471,050. 964 Turbos didn't see much action last month with only one out of the two examples on offer finding a home. But the biggest surprise in the Turbo market was the 14% sell-through rate for 992 Turbos. It looks like it's time for sellers to start adjusting their expectations and let these cars go for what they are actually worth.



Mixed results were had at the 356 end of the market as we saw a very impressive result for a 1958 Emory Special Roadster that sold for an eye-watering \$802,000. Starting life as a Coupe, this 356 was converted into a Speedster-look by an earlier owner before Rod Emory, of Emory Motorsports, got ahold of it and added a 550 Spyder-inspired nose and a 2.6-liter flat-four designed by Jeff Gamroth of Rothsport Racing. There are plenty of custom 356s that hit the auction block with average prices just shy of \$250,000. But an Emory build is not your average build, with the top two custom 356 sales of the last five years being Emory Outlaws. Aside from the Emory car, most other 356s seemed to be soft with a sell-through rate below 50% and prices below averages other than a 1955 Pre-A Speedster that hit right on the average at a final bid of \$365,000.

My biggest question leading into March is: will we finally see the return of a seasonal market as we've lacked the swings post the 2020 run-up? March is also the month of Amelia Island, but this year we also have RM Sotheby's down in Miami for their Moda event. For Florida auction coverage, take a look at the Porsche Club of America's YouTube channel where I covered some of the most impressive sales, and no sales, with Vu. Until next month.

David K. Whitlock

David K. Whitlock is a PCA and RTR Member and writer for The Stuttgart Market Letter, a daily market update for Porscheophiles, by Porscheophiles, delivered free to your inbox.

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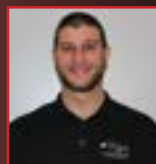
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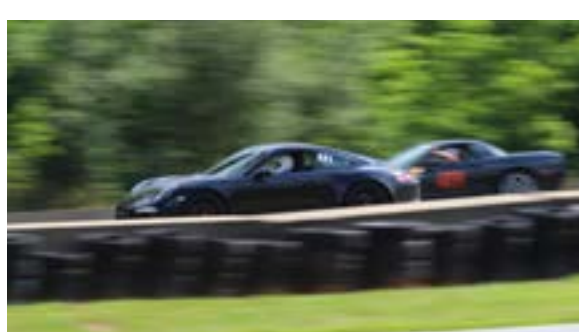
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Unleashing the Thrill: A Season of High-Performance Driver's Education with the Riesentöter Porsche Club of America

YOU CANNOT HEAR ENOUGH ABOUT THE BENEFITS OF PARTICIPATING IN RTR-PCA'S Driver's Education (DE) program and I cannot stop sharing why it goes beyond the thrill of being on a track, driving your own Porsche. If you feel as passionate about your car as I am about mine, you sometimes can't believe you drive the best engineered stock car on earth. Driving my aging 2016 911 Carrera 4 GTS on track has afforded me the opportunity to learn how to drive my car on the road when raining, in the snow, and in the sun while knowing I drive the best engineered car on earth, accurately. This is why I am suggesting to you Riesentöter members, that you join us for a DE event this year.

As the engines roar and the scent of burnt rubber fills the air, enthusiasts and adrenaline junkies alike come together for an exhilarating season of high-performance driver's education with RTR-PCA. Our club, synonymous with precision engineering and automotive excellence, transforms ordinary tracks into playgrounds for those seeking a safe driving experience, in learning how to drive the high-performance giants.



Porsche owners believe that there is no such thing as an old Porsche. No matter how old, performance remains, and when coupled with safety, drivers enjoy the limits of their cars under their full control. Your instructor will tell you that your car will go where your eyes go allowing you to gently steer making you one with your car. What is best, you do not have to be a race car driver.



RTR's high-performance driver's education season is a unique blend of skill refinement, camaraderie, and the sheer joy of pushing the limits of automotive competence. The heart of RTR's driver's education lies in its meticulously crafted curriculum designed by PCA best drivers who happen to be seasoned RTR instructors. Some with professional racing backgrounds, guide participants through a series of skill-building exercises on track and in the classroom, emphasizing everything from proper car control to advanced driving techniques. As a novice student, I had the privilege to make some instructors work hard, yet quickly found myself evolving into a confident pilot able to navigate challenging courses such as Virginia International, Watkins Glen International, Shenandoah Circuit, and Summit Point where I learned the nuances of high-speed driving.



I have also driven with other clubs, and what sets RTR-PCA apart is its commitment to fostering a sense of community among its members. Our shared passion for Porsche vehicles serves as a catalyst for building lasting friendships and a network of like-minded individuals.

Whether swapping tips in the paddock, over a meal, or celebrating achievements on the track, the RTR community thrives on the shared love for the iconic marque.

Throughout the season, RTR events highlight a wide range of tracks including nearby Pocono Raceway and New Jersey Motorsports Park. With us you will enjoy connecting with Corvette, BMW, and other brand drivers, friends and instructors allowing you to further your network within RTR, while enjoying an array of Porsche models, from classic 911s and 944s to the latest GT releases. The diversity of models allows participants to appreciate the evolution of Porsche's engineering prowess while providing a platform for our members to showcase how their prized possessions are meant to be driven.

RTR events are not just about horsepower; they are a celebration of automotive artistry, the legacy of the Porsche brand, and our desire to make you a safer driver. RTR-PCA's high-performance driver's education season is not merely a series of track days; it is a transformative experience. Participants not only refine their driving skills but also gain a profound understanding of their vehicles and the engineering marvels that make us tick. The thrill of taking a Porsche to its limits is not just an adrenaline rush; it is a lesson in precision, control, and the reciprocal relationship between driver and machine.

As the sun sets on each RTR event, the echoes of roaring engines and the smell of burnt rubber linger, leaving all participants with memories that will last a lifetime. The high-performance driver's education season with RTR begins in April and ends in October. You have time to try the thrill of a lifetime in your Porsche. RTR's driving season is "driven by dreams," it is not just about driving fast; it is about embracing a lifestyle where the pursuit of perfection and the joy of the open road converge in a symphony of power and precision. I leave you with one of my favorite Ferdinand Porsche quotes: "I do not want to drive fast cars; I only want to drive cars fast."

Join our next DE event at: <https://www.rtr-pca.org/index.php/activities-side/drivers-education/introduction-to-drivers-education>

Yoyi Fernandez

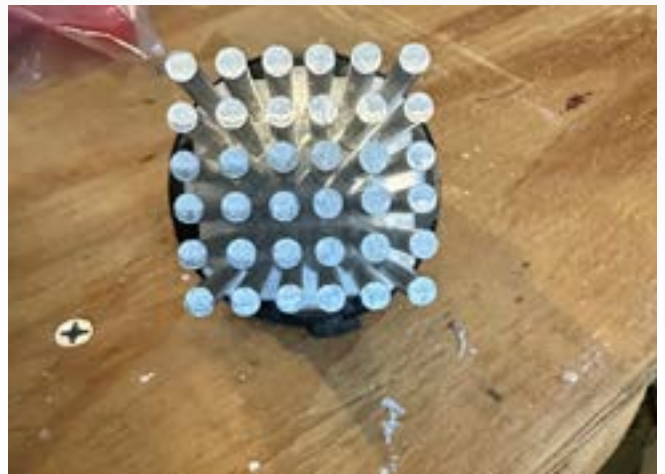


Shifts and Giggles

FUNNY HOW THE GERMANS ARE BRILLIANT YET STUBBORN. Over 50 years ago they placed an engine at the rear of the car, so instead of pulling they are pushing it much like a grocery cart or a wheelbarrow. Despite the car having a nickname called the “widow maker”, they did not budge from their stance. Finally after 50 years, technology has caught up with their stubbornness. With an array of technology from big-ass wide tires almost as wide as the car, to automated ride suspension, to limited wheel differential, and a plethora of doodads which can only be reversed engineered from alien UFO's, the 911 is now stable through most corners. Yep, you no longer have to keep your foot in it around the apex only to see your ass pass you by as you spin out of control. Nope, thanks to some \$30,000 in parts and 50 years of German stubbornness you can now keep your foot flat and drive through that curve like the thousands of accidents before you never happened.

Yes it's that's German stubbornness that states you need to remove the rear bumper of a turbo to replace the air filters or take the front wheel off if you cannot open your frunk. But they do make fast and pretty cars, do they not; it's that german engineering that really shines. The flat six keeps on growing in power despite the world-wide fuel regulations. The look has grown more aggressive each year and the interior just drips with luxury. Who else can hide a dual cup holder so elegantly?

And speaking of elegant - just take a look at this part....



This is a piece from my 2015 Cayman. I bet you didn't know the Cayman was nuclear driven. I mean look at this thing. It looks as though they are core uranium rods that you fit into a reactor or something or at least the main component of a flux capacitor, right? Do you know what it is? I'll tell you. It's \$253 of German engineering that's for sure. It's actually a HVAC blower motor resistor. See my German fan for my HVAC went kaput and they recommend replacing the resistor as well. Okay so I ordered the parts but now comes the devilish German engineering. Instead of mounting all the parts under the frunk for easy access - you know right next to the cabin air filter, you need to grab a few tools first, because that's not the case. Oh no, you'll be tearing out 1/2 your front interior because these pieces sit right behind the glove box which is held in place by 6 T25 screws and 2 E bolts, and a zillion plastic trim items with tiny little plastic clips almost guaranteed to break at any attempt of removal. Remember that elegant dual cup holder I talked about early....strange that's not held in by any bolts or screws. You just push up on two hidden clips that you will never find, you'll have better luck finding the Ark of the Covenant, wait didn't the germans already find that. Once the glove box is out of the way, you'll just need to disconnect an airbag, a plastic intake hose, and lo and behold, you can finally get to the resistor and fan that is if you have a pair of toddler hands close by.

Then you just reverse engineer the german engineering and you are home free, now with a working fan, only one cup holder working, a sagging glove box and a symphony of rattling parts...perfect all without paying the for the german engineering price tag of \$1500.00

Jeff Walton

CLASSIFIEDS

Four OZ Alleggertia HTL wheels (were mounted on 2016 981 Boxster S).

- Matte Graphite Silver
- NO road Rash
- Rolling/stackable cart included
- Fronts - 9 x 18 with 235/45 R18 with Pirrelli Sottozero 235/45 mounted (less than 5K miles)
- Rears - 11 x 18 with 255/45 R18 Pirrelli Sottozero 235/45 mounted (these need to be replaced)

All items are in Lewes, Delaware. For pick up or delivery only. Please call 484-769-5059 for prices.



The classified section is free to our members.
Please submit your classified sale items to EDITOR@RTR-PCA.ORG

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CLASSIFIEDS

Miscellaneous items for Boxster 981:

- Porsche Sun Screen
- Cabinet air filter
- Windshield wiper refills
- Clear side marker lights

Please call 484-769-5059 for prices

All items are in Lewes, Delaware shipping extra

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CLASSIFIEDS

For Sale: Schroth SHR Flex head and neck restraint.

\$250 or best offer. Please leave a message at **215-321-7815** or text at **267-473-0241**.

Eric Suber



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Dear RIESENTÖTER Members,

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

- Do you have a story about your car you would like to share?
- Have you taken your Porsche on a trip or met up with other Porsche owners at an event? We love to see some photos and maybe a brief write up.
- Do you have a business you would like to advertise? We are accepting advertising from members and their businesses. RTR has 1500+ primary members within our region in southeastern Pennsylvania. Please contact us at 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

