DER GASSER

SPRING 2026

RIESENTÖTER
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DER GASSER

Spring 2026

THE OFFICIAL PUBLICATION OF PORSCHE CLUB OF AMERICA, RIESENTÖTER REGION

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2026 RTR Event Calendar

Events

April	4/11	Porsches and Burgers
April	4/11	Tech for Pocono
April	4/16	Membership Meeting
April	4/19	Breakfast @ The Whip
April	4/21	Watches and Whisky
April	4/24-26	DE @ Pocono SE
May	5/2	Carlisle Swap Meet
June	6/6	Tech for Lightning
June	6/19-21	DE @ Lightning

Autocross

May	5/24	Autocross @ Pocono
May	5/30	Car Control Clinic

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MEMBERSHIP MILESTONES

YEARS	April	May	June
60			John Chatley
55		John J. Baran	
40	David Bernbaum Joshua Bernbaum Brian Huber Ronald W. Huber		
35			
30	Ian Amato Joe Amato	Richard Barbuto Charles D. Benjamin Sharon Benjamin Frank A. Bilotta Jordan Klega	Michael Inforzato Robert Inforzato Evan Kartsotis Kristofer Kartsotis
25	Gregory N. Haas Jeffrey W. Haas	R Brent Alderfer Kevin Douglas Steven Kartischko Emrich M. Stellar Ryan M. Stellar	Jeffrey P. Cornwell Joyce Cornwell Antonia S. Doll Todd E. Kriner Andy Kuzma Joanne Kuzma Paul D. Olive Jack A. Zupan Susan Zupan
20		Donald W. Alexander Nadine Alexander Martin Bartelstone Zachary Bartelstone Christopher J. Brous Sheilah Brous Kenneth B. Church Glen H. Crawford Karin Crawford Christy N. Devonport Wayne Devonport Daniel J. Fossile Mark A. Lemmo Thomas Lemmo Kristine Longshore Linda McNeill Trevor S. McNeill Edward L. Morton David W. O'Connell Richard Tems	Joseph J. Anisko Julia Anisko Carol R. Ashton-Hergenhan Ann Bieber Matthew C. Bieber Bob Hergenhan
15	Keri Ames Richard Ames David E. Belzner Carol Blagojevic John Blagojevic Deborah Christian Evelyn Cintron Jonathan Ghenn Richard Ghenn Steven T. Lucas Alan Morales Jeffrey Totaro Debra Triber Steve Triber Joe Turner	Donna Barbieri-Santus Carlo D'Santus Wayne R. Fitzgerald Michael Land Suzanne Land	Marge Baressi Lawrence J. Barresi Kerry Eck Jean Holbert Laurence M. Holbert Christine Newton David Newton George W. Pearson Joan Pearson John Pot Kelly Pot Julio C. Quintero Scott W. Ticar
10	Diane Armstrong Mark Armstrong John C. Fenningham John Gaydos Jennifer Hedden Robert Hedden Ian Ivey R. Byron Mastriana David Onopa Sally Onopa Conor Ratigan Robert Singh	Lisa Bain Marilee Hart Mike Hart Michael Herd Garrett Hughes R. Kirk Lawlor Andrew Moceri Lynn Moceri Justin Palmer Len Schwartz Lynne Siegenthaler William Siegenthaler Scott Wilkes	Diane Becotte Michael Becotte Rick Beuttel Tucker Beuttel Sharon Fanciosa Mark Franciosa Ron Knerr Sherri Knerr Caitlin Schubert Charles Silio Cullen Wise
5	Bonnie Adelman Michael Adelman Parag Amin John Blakeley Ken Bode Bradford Casten Catherine Daly John P. Daly Rich Futterer Jonnathan Grosser Blayne Hayes James Moore Don Rems Michael Schmidt Matthew Scobell Redmond Shouldice	Robert L. Brunner Thomas R. Campbell Francis Coates Michael Cortright Diane Crosley Tracy Fey Donald Gill Todd E. Hannigan Kristina Haugland Kaitlyn Masone Susan McCarty George McHugh Elaine Melchiorre Jack L. Musgrove Bryce B. Newsham Eric Peterson Juan Rodrigo Jaramillo Posada Deanne M. Schiller Tina Schmidt Walter H. Spadt Mark A. Testaiuti Di Wu John Zhang Kathleen Zulick	Paul Choi Christopher E. Coles Carol Frost Gardiner P. Kirby Glenn R. Locke Marilyn Mackiewicz Punch Maleka Gerardo M. Marra Ronald Petrulio David Pisotti Renee Powers Andrew M. Russin Frank S. Spera Karen Spera Jason Thomas Michael Trail

RTR Member #'s March 2026:

Total Region Members **2969**

Associate Members **984**

Primary Membership **1985**

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NEW RTR MEMBERS

Andrew Deibel	2004 911 40th Anniversary Silver
Rashad Choudry	2003 911 Carrera
Brian Rogan	2005 911 Carrera 4S Cabriolet White
Maxwell Priore	2003 Boxste
Mark J. Ranieri	2006 911 Carrera Blue
Jack Leonard	1998 Boxster Silver
Hunter Modes	2007 Boxster Silver
Tamar Deranteriassian	2020 Panamera 4S Blue
Emma Eyer	
Martin Hammond	2023 Panamera 4S Silver
John Joseph Voss	2026 911 Carrera S Silver
Laurie Bergman	
Susan Denaro	
Renee Cross	
John Broskey	2023 Macan Black
Jeannette Coles	
Chuck Reimel	1997 911 Carrera 4S Red
Ilyes Bodin	2007 911 Carrera S
Cassie Mastriana	
Tiffany Campbell	1969 911 S
Scott Campbell	
Joseph Pisoni	2015 911 Carrera 4S Cabriolet Grey
Jacob Shanley	2002 Boxster S Silver
Alexis Shanley	
Nate Kaucher	2002 Boxster S Blue
Matthew Klimaski	2026 911 GT3 Touring Green
Leonard Saul	2006 911 Carrera S Cabriolet Black
Christopher L. Bell	2025 Macan S Blue
Cesar Carrasco	
Todd Owen	2007 Cayman S
Leonard Buchakjian	2019 718 Boxster Grey
Michael Lieb	
Francine Lieb	
John Abella	1985 944 Red
Adam Buckholder	
Joe Getz	2019 Cayenne S Grey
Molly Getz	
Ken Singleton	2024 911 Carrera T Silver
Lawrence Goodman	1989 911 Carrera Cabriolet Black
William B. Koch	2013 911 Carrera S Cabriolet White
Derek Evans	2025 Macan GTS Black
Mohammed Jendi	2022 911 GT3 Grey
Jeff Bean	1996 911 Carrera Black
Melissa Bean	
Steve Blake	2014 Cayman S Blue
John Rodgers	1971 911T Blue
Joseph Ford	2014 911 Carrera Silver
Israel Bonilla Fernandez	2006 Cayman S Blue
Ryan Thurs	1999 911 Carrera Silver
Reed Haabestad	2014 Cayman White
Mary Krempa	
Ronald Dematteo	2025 911 Carrera Grey
Joseph Wetzel	1999 911 Carrera Cabriolet Black
Samuel Wetzel	

Vom Präsidenten

OK, IT LOOKS LIKE THE MESSAGE WAS RECEIVED LOUD AND CLEAR as this year we are rolling in the right direction. Our first event - the February Freeze run saw a whopping 91 participants. Our garage tour sold out in minutes (those on the waitlist may get another opportunity for this tour in the Fall). Our first membership meeting was well attended and our car control clinic is a complete sell-out.

And that's what we love to see. Our members getting involved and coming to events led by our club's volunteers. Though we have cancelled a few events, like the drive-in movie night and our annual road trip, all is not lost. Wendy plans to create one or two day trips as replacements—just no overnight stays at a fantastic spa I'm afraid.

We have scaled back our DE program just a bit, we whittled away the events that put us in the red and we are seeing new racers showing up at the track. Autocross is shining bright as well and this year will have a full weekend, both Saturday and Sunday at the Pocono Raceway – that will be fun for sure.

So please keep an eye on that calendar and we sure hope to see you at one or two events this year. Don't just read Der Gasser. Be a true part of Riesentoter and see what we truly have to offer.

Pedal Down,

Jeff Walton

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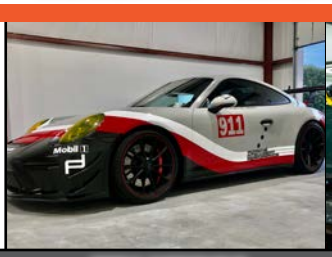

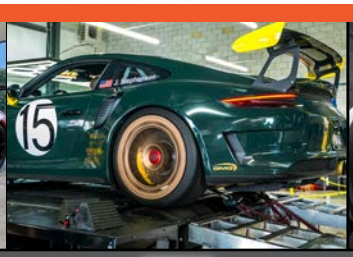

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Editor's Note

SPRING HAS FINALLY SPRUNG ! This had to be one of the coldest winter seasons in the mid-Atlantic or so it seems. The polar temps arrived earlier than usual and coupled with the snow and ice and gray skies that seemed to linger, it was a good time to enjoy winter sports, stay inside or travel to a warmer climate. Punxsutawney Phil saw his shadow (no surprise), so winter continued through most of March. The annual Farm Freeze Run was held in February as a reminder it was time to come out of hibernation and usher in the Spring driving season.

I was fortunate to break away to the Dallas, TX area in March to participate in the Porsche USA Golf Cup National Final for 2026 at the PGA Frisco complex. What an amazing experience! I am sharing a brief video highlighting the event and will be including my story and photos in the next issue of Der Gasser. (You'll find me making a brief appearance in the video link below... I'm wearing the hot pink jacket).

https://www.youtube.com/watch?v=bsuZB7EUrw0&authuser=0

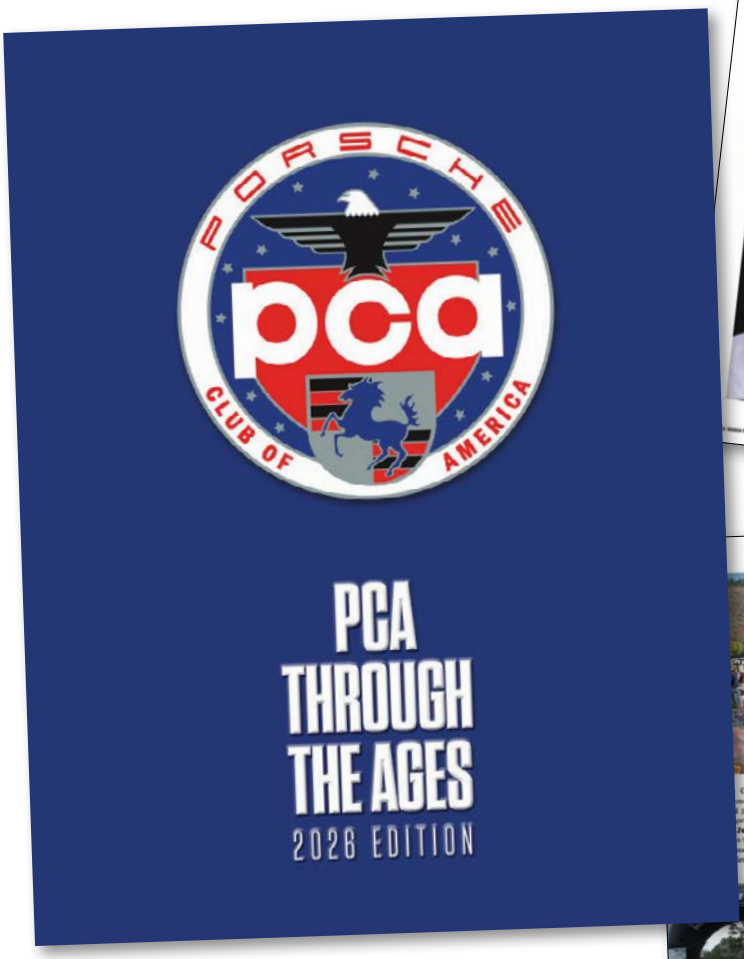
Once again, my thanks to all who contributed to this latest issue of Der Gasser. This is a slower time in the RTR season, so I am grateful for write-ups and photos to keep members engaged and reading this newsletter. Please continue to support this great club and keep your comments and feedback coming my way.

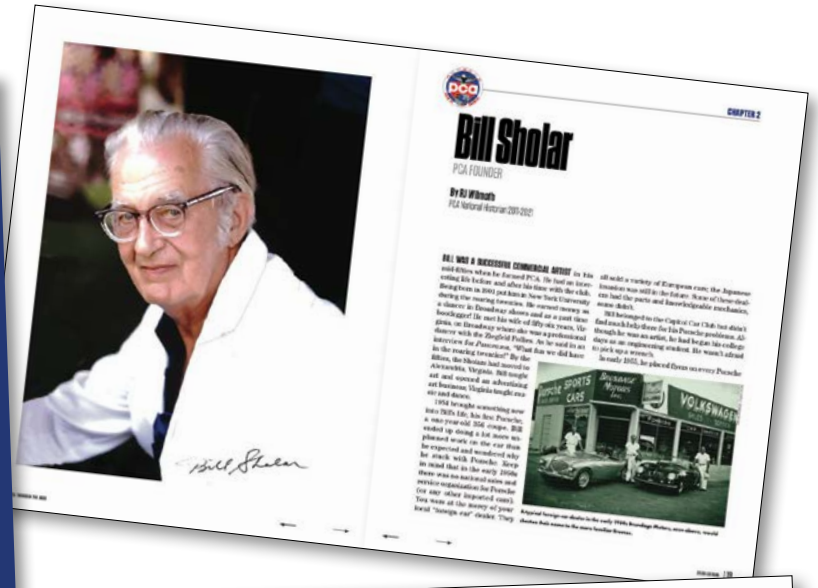
Following is an errata update to Der Gasser, Winter 2025 issue. Thank you to Taka Mizutani for bringing this forward and to G. R. Gallo for providing the update below.

Errata: In the article **RENNSPORT, Porsche's Transition from Race to Road**, at the Audrain Museum by G R Gallo in the December issue of der Gasser, reference was made to a Ruby Star 2024 GT3 RS Weissach with a manual transmission that holds the record for a manual car at the Nurburgring. The 2024 GT3 RS Weissach has a PDK transmission, not a manual transmission. The record for a manual car at the "Ring is held by a 2025 992.2 GT3.

Rita Hancock McKeown

Updated & Online Now!





PCA History Book

Updated for 2026, the Porsche Club of America History Book is online now. Inside, you'll find a comprehensive look at the club's journey, detailed sections on key milestones, a showcase of events, and prominent National Awards, complete with descriptions and past winners.

Read the updated book here: https://ww2.pca.org/pca-history

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THE TRICKY TRIANGLE

February Membership Meeting

AFTER ONE OF THE COLDEST WINTERS IN RECENT MEMORY, RTR MEMBERS were anxious to get out of the house for our February membership meeting. On February 18, we returned to Modern Elix. One of our favorite detail and paint protection shops in the area. We had not been there for a few years, but Jay and his team made us feel right at home. It is easy to settle in when you are sounded by a GT3 Touring, a couple GT3 RSs, a GT4 RS and more.

The buffet line started early as members began to get out of the cold and the dark and head inside the shop. We had a nice turnout with about 75 members joining in on the fun. Before the meeting began the group mingled about and spoke about how lousy the winter driving season was and how much we were all looking forward to better driving days ahead.

At around 7 PM, I called the meeting to order and we began the proceedings. I started out by asking for the new members to introduce themselves. We had several new folks in attendance, which is always great to see. With the new member introductions out of the way, Club President, Jeff Walton and I ran through the normal updates on club activities. As usual, the 2026 RTR agenda is full. And if the early results are any indication, we seem to have a lot more participation this year with several of our spring events selling out quickly. Happy to see this trend!

After our updates were done, we turned it over to our new Track Chair, Catherine Wetendorf and members of her team to talk all about our outstanding Driver's Education program. As always, we have several great track weekends planned for 2026. Getting started with track days with RTR is super simple, but stopping is very difficult! You will be hooked after the first day. It is not just the excitement on the track but also the camaraderie of the entire weekend. You will make lifelong friends and learn how to become a better driver all while going 100+ mph without the fear of getting pulled over. What more could you want? Take a look at our website or come to our next meeting to find out more.

Jay said a few words about his shop. He is modest, so I will brag about him. This place is incredible. The attention to detail and customer service is impeccable at Modern Elix. There is a reason why some of the most valuable cars in the area trust them when it comes to paint protection, concours prep, tinting and anything else to protect your car and make it look its best.

I look forward to seeing everyone in March!

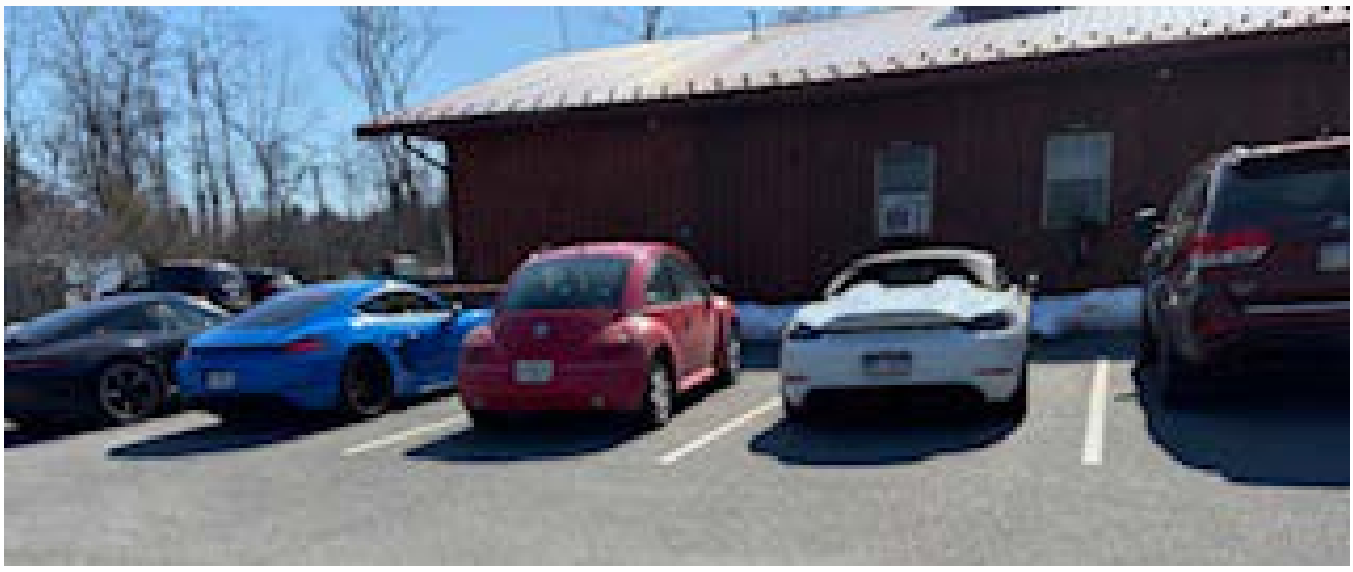
Joe Kucinski

Farm Freeze Run

ON SATURDAY, FEBRUARY 28TH, OUR ANNUAL WINDOWS DOWN, tops down, sunroof open drive through the countryside was held. The starting point for the drive was the Great Valley Penn State Campus where participants gathered at 9:30 AM. After a fun trek thru the back roads and wooded areas of Montgomery, Chester and Berks Counties, we arrived at the Stampede BBQ for some classic Americana atmosphere and tasty wood smoked Texas Barbecue.

Rita Hancock McKeown

Photos: Jeff Walton and Joe Kucinski



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ENTRY DEADLINE: June 1, 2026
WINNER ANNOUNCED: July 31, 2026
Multiple winners anticipated

Additional prizes after first grand prize
are based upon number of entries
as outlined in OFFICIAL RAFFLE RULES

It's Really Not About Me....

AT THE DECEMBER HOLIDAY PARTY, I WAS AWARDED THE 2025 RIESENTÖTER AWARD. This is an award that dates back to the founding of the club in 1957 and was inscribed "Der Beste Riesentöter Des Jahres" years before the club's name was changed from Eastern Pennsylvania to Riesentöter Region in 1973. It's the most prestigious award given by the club and I'm extremely honored and quite humbled to receive it. In fact, I was so struck by the presentation that I was literally speechless. A first for me, and appropriately pointed out by my cohorts!

Since then, I've thought about what I could have and should have said. As I thought about writing this, it occurred to me that I'd probably say 'I' a lot in a story that's really not about me.

I bought my first Porsche, a new 986 Boxster S, in 2003. After completing the sale the salesman, Bill Rawlings, told me about joining PCA and how it was possible to drive the car on a race track. I don't remember much of what he said after that. The hook was set. I was going to the track. And I had no idea the myriad of people I'd meet and affect the way I'd see and connect to them and club.

When I got home I told my wife about the track. She told me they had a patient at the office who does that. She'd get me his number (she's since regretting that) and with it I'd meet Steve Schueren, my first contact with RTR, and the conduit thru whom I'd begin meeting everyone. To this day we're great friends and he was instrumental in my becoming an Instructor.

At the track I was fascinated by the experience, the camaraderie and especially the knowledge. The Instructors and Chief Instructor, Jim Zelinskie. The organization and Track Chair, Mike Andrews. The tech inspections and Safety Chair, Dave Ehm. The entire club and President, Tom Zaffarano. I saw how things were conducted and expected to be conducted.

Later, my track car, a 1984 Carrera 3.2, developed worn 2nd and 3rd gear synchro's. When asking for advice as to who or what shop might be best for a rebuild Myles Diamond simply said "bring it to my house, we'll pull the motor and gearbox and I know a guy..." Well, that's a whole 'nother story but Myles' dedication to the track and it's members as the Technical Chair was apparent. He and a few others were rebuilding a motor for one of them. I stayed around to help. My running joke is I went to his house to work on a car and never left. Since then we've rebuilt at least an engine each season, installed roll bars, replaced clutches, updated suspensions, fixed leaks and various other projects. Almost always for RTR members. The combined expertise easily transferred to times at the track when drivers of all levels needed some advice or a hand with a repair or adjustment. It's common to help drivers during a track weekend to 'save' their weekend by installing or bleeding brakes, changing tires or diagnosing and removing a Gremlin. Our current Safety Chairs, Kris Murphy and Mike Fisher not only organize Tech and event safety but also bring a shop's worth of tools and knowledge to every event. No one's weekend is cut short by a lack of effort to help get them back on track. And between us they most always do.

There's many others who mean so much to our success; Past and present Track Chairs Corey and Catherine, Registrars Gabe, Nyssa and Kevin, past and present Pit Marshalls Yoyi and Randy and our regular volunteers. Dan Ruble, who's resurrected the RTR Car Control Clinic to great success and is also the Autocross Chair. He says they're the gateway drugs to the track. I like that. And let's not forget the RTR Board who lets us get away with all of this.

I wouldn't be complete without highlighting my good friend, Co-Chief Instructor and co-conspirator, Jeff Smith. Jeff asked, then insisted, then convinced me to take on the role of CI with him. To say it has been a success together is an understatement. Not only because of Jeff and I but mainly due to the amazing group of Instructors we work with. They attend every event, teach directly in cars, provide insightful perspectives in classes, even stepping in to teach a few, particularly John Giannone, Bob Hargesheimer and Tom Kohler taking some of the advanced classes to club race levels. They've mentored up-and-coming Instructors and participated in National Instructor Training with those candidates. Their ability to teach the concepts and skills required is second to none. To see our student drivers learn, comprehend and advance; become high level drivers, Instructors and Club Racers, even Club Racing National Champions, is incredible. None of it without the dedication of Jeff and our Instructor Corps. I'll put them against anybody. And I know. I read all the reviews. And I've seen the success.

Last, there's 'The Crew'. A loosely named, loosely organized, loosely principled band of Instructors that has never committed any prank, gag, joke, torment or indecency experienced at the track (or restaurant, parking lot, hotel). You'll never laugh harder. Fred Brubaker alone is worth the price of admission!

I know this is all about the track and admittedly, that's where 99.5% of my focus is with the club. Maybe a little more. It takes a lot of work to keep the program the best it can be for the club and participants. It's really easy to do what's necessary when you can see the results in real time, in the faces of those involved, in the successes achieved. And it's freakin' fun!

I'm extremely honored to be recognized for my part in it. Some of those above are previous winners and everyone mentioned, by name or otherwise, deserves to be recognized. I think I'll start engraving the award this afternoon.....

Jack Cooney

PCA Treffen at Sea 2026

Six-Day Pacific Wine Country Cruise

Join hundreds of PCA Members on the 4th Annual Treffen at Sea with Princess Cruises, from Saturday, September 19th to Friday, September 25th, 2026. We will set sail from Vancouver, Canada, to Los Angeles, CA, with stops in San Francisco and Santa Barbara. Experience fun Porsche and partner seminars, special on-board events and activities, unique Porsche themed beverages, wine tastings, and incredible in-port experiences in partnership with local PCA Regions.

More information: pca.org/events/treffen-at-sea-2026-pacific-wine-country

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PCA Parade 101

THE 70TH PORSCHE PARADE WILL BE HELD IN LAKE PLACID, NY from Sunday, June 14 thru Saturday, June 20. For PCA newbies or members attending this Parade, the webpage contains a lot of info to review prior to your trip and it can be overwhelming. I understand there is a good number of RTR members planning to attend this year's Parade. For me, it will be Parade #5, so I thought it would be good timing to offer a few tips and guidelines regarding the registration process, Parade week and even some info on the Adirondacks mountain area. The details shared around Parade will also be helpful if you plan to attend a future Parade down the road.

Overview: The Porsche Parade is PCA's premier annual event held in various locations across the US. The event is a celebration of the brand and typically lasts 7 days and drows approximately 2,000 attendees who often travel in their own Porsches. The locations cycle between East, Central/Midwest and Western states. Every Parade is jam packed with Porsche activities that include a Concours, Autocross, Art Show, driving tours, seminars and Tech Tactics, a Golf tournament, SIM and RC racing, Time Speed, Distance (TSD) and Gimmick rallies, a 5K, Parade of Porsches, etc. Some of the events are competitive with trophy award presentations at one of the many banquets held during the week. Other events are designated as non-competitive. All events are a great opportunity to connect with fellow PCA members and make some terrific memories. Banquets are held each evening to gather for dinner and present the awards for the competitive events. The PCA National Awards – PCA's biggest honors are also announced at Parade: Enthusiast of the Year, Family of the Year and Region of the Year. Here is a link to this year's Parade website: 2026 Porsche Parade | Lake Placid

Registration: Phase I registration opened on January 28 to confirm attendance, establish your car #, and gather general attendee and payment info as well as provide links to book hotel accommodations. There are several hotel options discounted for attendees. There is a link to hotel info on the Parade website: 2026 Porsche Parade | Lake Placid. This year, the host site will be the Lake Placid Olympic Village. There is no onsite registration during Parade. Advance registration is mandatory. Phase I registration closes on May 26.

The second phase of registration to select activities, banquets, etc. is scheduled to open on April 15 at 12:00 NOON. During the time period between Phase I and Phase II registration, the Parade Team is finalizing details so you may see placeholders and TBD on the website and calendar for certain activities. As this issue goes to press, the event details should be pretty much set. You can check out the schedule and detailed pages to help determine what activities are of interest to you and your family. Beyond registration fees, there can and will be charges for selected activities and meals. Also, it's a good idea to review the refund policies and dates. Once you lock in your Phase II selections and pre-pay for chargeable activities, you are pretty much set until traveling to Parade.

(Tip: Make sure you log in as close to 12:00 noon sharp on April 15. East Coast Parades in general are very popular due to the driveability for a number of PCA regions. Each event has a maximum # of participants, so the earlier you lock in your selections, the better to avoid a sell-out. There is always a wait-list for sold out events and cancellations do happen. If you miss out on a confirmed date and time and your name is on the wait list, you may score a spot if luck is on your side. There is also a chance they will open another day/time option if the event can accommodate another group. During Parade week, there is an info board for participants to post tickets to events, banquets, etc. they no longer are able to use. This is another option to secure a ticket if available. Please view the detailed write-ups on the Parade website so you understand any requirements, costs and cancellation policies before you lock in).

(Check out the Porsche Parade Schedule which includes a link to download a copy of the schedule with Parade venue address info and a Lake Placid map: 2026 Porsche Parade | Lake Placid. *)*

Parade Day 1: You should plan to arrive for Parade check-in between 9 AM and 4 PM at the Lusi Ballroom (2nd Floor) Olympic Center on Sunday, June 14. You will receive a Parade welcome package including your badges with your car/registration # , tickets for paid activities, banquets, etc. Should you choose to arrive prior to this, you will need to wait until registration officially opens on Sunday. There are a few setup activities on the calendar beginning Friday, June 12, but this is primarily for staging of Concours, an overall Parade venue. There is a Parade late check-in scheduled from 9 AM to noon every day (Monday thru Friday) if you do not arrive on Sunday.

The first night's theme is 'Welcome to Parade and let's party'. There will be a Zone Party for you to connect with fellow Zone and RTR attendees followed by the Pirelli Welcome Banquet. This year, there are several hotel locations for the Pirelli Welcome Banquet. Be sure to check out the schedule and menu offerings at the hotels prior to Phase II registration.

Meals: There is a hospitality room (Porsche Platz) at the host site (Olympic Village this year) which usually has coffee, tea, beverages, snacks, etc. available during the day available to all registered Parade participants.

You can sign-up for the entire dinner plan (all meal offerings) or select banquets and any meal options during Phase II registration. If you chose not to attend a banquet, there are local restaurant options for the evening. Here is a link to explore: Dining | Lake Placid

(tip: Based on the latest schedule posted, there is no formal banquet on Wednesday or Friday. You may want to look at restaurant options in town or the surrounding area and consider making a reservation. This is a busy summer destination and with the number of PCA members, restaurant options may fill up fast.)

Parade Week:
At this point, you should have your calendar locked in based on Phase II registration. As noted above, you can visit the hospitality room known as Porsche Platz daily. There are usually breakfast items along with coffee, tea and beverages in the morning, and snacks and beverages during the day free of charge. Also, be sure to check out the Goodie Store. Parade and PCA logo items including clothing, hats and accessories will be available for purchase. The prices are generally good and they add new merchandise daily. It's always a popular place to pick up a few mementos and swag for you, family or friends to remember Parade 2026.

For the non-competitive events, tours and experiences are a great way to explore the area and meet new friends. The tours are always well planned and mapped with must see destinations unique to the area. The Parade tour schedule includes options to visit the following:

- The Crazy Loon Distillery
- Adirondack Experience – The Museum on Blue Mountain Lake
- Star Trek – Original Series Set Tour
- Ausable Brewing Company
- Paradox Brewery
- Lake George Steamboat Company
- Shelburne Museum
- Veteran Highway Prospect Mountain
- Antique Boat Museum

There are some additional experiences to schedule: A curling tournament as well as a Mt. Hoevenberg jumping complex, wheeled luge and Olympic site tours. There's a High Falls Gorge group tour and a few craft activities to round out the calendar.

Following this year's Winter Olympics and cold snowy winter, I'm sure many of you enjoyed watching and cheering for our USA team to bring home gold, silver and bronze medals. Although it will no longer be the time of year to enjoy winter sports and snow in the Adirondacks, the memories of the Milan Olympics are still fresh. This is perfect timing to check out the former Olympic site of Lake Placid and all the history such an event brings.

While curling wasn't always popular to watch, this year viewing of the US curling team was more intriguing than usual. Maybe it was because of all the snow and ice and frigid temps across the US. Like many, I watched a few matches and learned more about the sport and scoring than expected. I'm now thinking the curling tournament (and lesson) might be cool to try out during Parade.

There are also competitive events to attend. The Coucours d' Elegance is one of the premier events and the highlight of Parade week. It features Porsche cars of all ages, colors, makes and models. From meticulous restorations to daily drivers, Parade attendees have been participating in this grand tradition for over 65 years. It truly is the best of the best within PCA. This year's Concours d'Elegance will be held on the historic outdoor speed skating oval.

Autocross will be held at the Plattsburgh International Airport. This is the same site used for the 1994 Parade Autocross but with a larger parking lot near the new oversized airport terminal. The perfect pavement will make for a fun, flowing course both easy for new Autocross participants yet challenging for the more experienced as well.

For the golf enthusiasts out there, look to register for the Parade Golf Tournament which will be held on Wednesday, June 17 at Whiteface Club and Resort. The course chosen, looks to be a good option and challenging for any level golfer. The format will be a scramble. There will be trophies awarded for the top 3 teams as well as mens/ladies long drive and closest to the pin. Pairings will be based first on requests and then on skill level.

The Gimmick Rally set for Thursday, June 18 is also a fun and challenging experience. I've participated in a few and it's always been a hoot. Our team actually won a 1st Place Trophy at the Pocono Parade in 2022, so you know this event is on my schedule again for Parade. For those looking for a more technical rally standpoint, you can sign-up for the time, speed and distance (TSD) adventure. I attempted a TSD rally at the Keystone Parade in Colorado several years ago. While the experience was challenging, I will leave this to more experienced rally enthusiasts who know how to better manage a stop watch, navigation and the speed limit .

Whatever adventures you schedule, I do hope you enjoy all of the activities you have selected. It is always fun to reconnect with old friends as well as to make new acquaintances during the week. The parade is a PCA tradition with many members attending every year. *(tip: For all events, be sure to check your entrant packages and allow adequate time to arrive at the designated location and time. Also, keep tabs on your email in-basket, as there are sometimes last minute changes. For example, during the Pocono Parade, there was a fog delay for the Gimmick Rally. Many participants missed the notification and showed up only to have to return later.)*

Lake Placid / Mirror Lake / Plattsburgh Area:
The Adirondack Mountains is one of the most scenic areas of the country. Adirondack Park is the largest park in the contiguous US and contains 46 high peaks, 2,800 lakes and ponds, 30,000 miles of rivers and streams and an estimated 200,000 acres of old growth forests. It is home to 105 towns and villages. There is much history and natural beauty to explore.

The village of Lake Placid is located near the southern end of Lake Placid Lake. More immediate to the village is Mirror Lake, which lies between the village and Lake Placid. The town sits on Mirror Lake and became known internationally for hosting the 1932 and 1980 Winter Olympics. There is so much to do, whether it's exploring the village and Olympic legacy sites, strolling and shopping on main street, or exploring Mt. Van Hoevenberg and Whiteface Mountain, there is plenty of natural wonder to enjoy.

Twenty minutes to the west of Lake Placid, you will find Saranac Lake. Saranac Lake is where the village's cool Adirondack appeal is on full display. This is a very picturesque downtown surrounded by scenic mountains and lakes. Hike a mountain right from downtown or paddle through the Saranac River. There are numerous trails for hiking and biking and several galleries that offer a glimpse of the local art scene. Carousel's are very popular throughout New York State and the Adirondack Carousel is known as a family favorite in the area. There are numerous coffee shops, brew pubs and restaurants in the downtown area to explore.

The city of Plattsburgh is one hour north of Lake Placid and situated on the north-western shore of Lake Champlain. The airport will be the site of the Parade Autocross competition. Plattsburgh is known for a number of historical events and is home to the Plattsburgh Airforce Museum and War of 1812 Museum. Point Au Roches State Park on Lake Champlain offers hiking and biking trails and miles of shoreline to explore. If you are interested in visiting Vermont while in the area, Plattsburgh is home to one of two ferry locations across Lake Champlain to Vermont. The two ferry locations on Lake Champlain are: Plattsburgh, New York to Grand Isle, Vermont (north ferry) and Essex, New York to Charlotte, Vermont (south ferry). Ferry crossings are year around, but be sure to check the schedule as departure times may vary due to wind conditions, maintenance or traffic. From a prior visit, Burlington is a college town (Champlain College) and is a very quaint and picturesque with lots of cool shopping, restaurants and waterfront activities. Citizen Cider is always a great stop in Burlington. One of their best selling ciders is the 'Dirty Mayor". There is a story around this but it's pretty much it is their version of the dirty martini. The "Mayor" is actually my cousin Ric Cengeri who was a well known Vermont PBS personality and still lives in the area.

(Tip: The ferry ride from Plattsburgh, NY to VT is 20 minutes, but timing will vary based on schedule, weather, etc. There is an alternate option to head north toward the Canadian border and the town of Champlain and Rouses Point, NY. While the trip will be longer, this adventure offers some great views of the surrounding countryside, small town USA and the water. You can stop at Isle la Motte, North Hero and Grand Isle along the route. Parking in the city of Burlington, VT can be challenging. Metered street parking is available, but side streets are hilly and spots limited)

In closing, I hope to see you at Parade or around the Region this Spring and Summer. Feel free to reach out if you have any questions or feedback. My email is Editor@rtr-pca.org.

Rita Hancock McKeown

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Young Tholey Joins PCA

Editor's Note: Here is a story shared by one of our newest PCA members. It is great to hear of such enthusiasm for the brand and ownership of a Porsche at such a young age. I'm sure there will be more tales and adventures down the road. Thanks to Paul Tholey for sharing this writeup!

AT THE LAST MEETING, THERE WAS A REQUEST FOR CONTENT ON THE NEWSLETTER. I also learned from other introductions, that everyone loves to talk about the time they got their 1st exposure to a Porsche.

My son Declan and I joined the PCA for the 1st time, and are thrilled with the welcome we received so far.

At just 15, Declan wanted to drive something iconic. Coming from a very enthusiastic car culture focused family, this was an exciting statement made to me. He confidently told me that there is nothing more iconic than a 911, and the 996 was just in reach of his budget.

Not having owned a Porsche myself, I had no bias here, but also was amazed that my son could throw down the gauntlet with that statement and I had no compelling counter option. He was absolutely right!

Gathering money had had saved over than last several years, as well as some YouTube sourced revenue with a few successful videos, he was able to get a Speed Yellow, early build 996 C2 Coupe. Being this was his 1st car, with limited experience, and also helping with his price point, this one's a Tipper! One challenge he has is to try and get it to be a sub 3,000 lb. car.

We had been discussing options since Thanksgiving, and the right one came about through a WTB add placed through the PCA. What a great resource! By a bit of luck and some nice timing, the car arrived as part of a surprise Christmas presentation.

Declan will be 16 on May 10th this year. He's looking to learn how to Autocross and has goals of learning to drive a manual within the next year. We both feel he'll get the maximum benefit from all the available driving instruction the PCA offers.

Paul Tholey

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Amelia Island 2026

ON A WHIM – AND WITH MORE OPTIMISM THAN PLANNING – my wife and I pointed our new 992.2 911 Carrera 4 GTS south toward Amelia Island for the Werks Reunion and Amelia Concours. I figured we could knock it out in four to five days with relative ease and low stress.

I was wrong – but entirely by my own doing…

Our trip started on a gloomy, wet mid-Atlantic Wednesday night in early March. We headed south on I-95 from our home in Landenberg, Pennsylvania, hoping to slip through Northern Virginia and DC traffic at a reasonable hour and leave the bulk of the drive for Thursday.

My wife, a recent transplant from Tunisia, took in the scenery – between Instagram doomscrolling and naps – while I pointed out landmarks in the dark: the Fort McHenry Tunnel, the Washington Monument, the Pentagon, and roadside Americana like Buc-ee's and South of the Border. It was a fun reminder that even the most routine sights along the East Coast can feel entirely new through someone else's eyes.

We made it as far as Rocky Mount, North Carolina before calling it a night at a Residence Inn, adhering to the Jeremy Clarkson school of thought when it comes to arriving somewhere, and immediately finding a tasty adult beverage.

Thursday morning, we set off for the final leg south. A quick stop at a McDonald's in South Carolina marked my wife's first-ever visit, an experience she enjoyed far more than I care to admit. Personally, I try to avoid the place unless it's absolutely necessary, but I caved since it was a new experience for her. From there, we pushed on, sometimes making it through Georgia without a speeding ticket, thanks in no small part to my long-trusted Valentine V1 radar detector.

The 4 GTS immediately proved its worth on the journey down. Long highway stretches were effortless thanks to adaptive cruise control and lane centering – the kind of features that quietly transform a long drive into something far less taxing, letting the miles melt away. Even after 10-plus hours behind the wheel, the 18-way seats were a genuine highlight.

There were a few trade-offs, of course. The lack of an extended-range fuel tank, which was unavailable with the all-wheel-drive configuration, meant more frequent stops than I would have preferred. Road noise was reasonable, even compared to my Cayenne Diesel, though the Continental DWS06 all-season tires weren't quite as quiet as the OEM Goodyears. What surprised me most, however, was the car's composure in severe weather. During long stretches of heavy rain and flash flooding, the 4 GTS remained planted and confidence-inspiring in a way that made pushing on feel entirely manageable. The car even tempted me to push beyond my comfort zone, but we kept it reasonable.

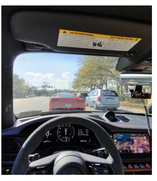
We arrived on Amelia Island at the Sea Cottages of Amelia, just a couple of blocks from the beach, and parked alongside a pair of 911 Turbos. After chatting with a PCA Palmetto member we met on arrival, we settled in and walked over to Sliders Seaside Grill for live music, food, and a well-earned drink to cap off the drive.

Friday started slowly after the long drive, with coffee and an oversized breakfast sandwich at Sliders before heading to the golf course for the Werks Reunion. As first-timers, we weren't prepared for the scale or quality of the event. The Porsche Corral alone felt like a show within a show, and the variety of cars on display, from pristine classics to heavily driven modern examples, captured the full spectrum of the brand's appeal.

In many ways, the Werks Reunion stood out not just for the cars themselves, but for the atmosphere. It felt less like a formal concours and more like a gathering of enthusiasts who genuinely use and enjoy their cars. In hindsight, I wish I had entered my own 911 in the judged field. We might have had a shot, even with a healthy layer of road grime from the trip down.

Saturday morning began with a quick run to a nearby touchless wash. I couldn't bring a dirty car to the Amelia Concours and I needed to kill time while my queen prepared herself to go out in public. After navigating parking along South Fletcher Avenue, we made our way through the Radwood display, which offered a fun contrast to the rest of the weekend. The mix of '80s and '90s cars, from a Mitsubishi Evo V to two Lamborghini Diablo's, provided a different kind of energy before transitioning into the more traditional concours field.

The main event delivered exactly what you'd expect: an incredible range of machinery spanning decades of automotive history. Highlights for me included the hypercar section, a pair of 918 Spyders, the #20 McQueen 917, and, of course, the F40. I also had to take a moment to admire the wild engineering of the Bimota motorcycles. My wife, on the other hand, gravitated toward the Bentley display and the elegance of pre-war and mid-century classics.



By late afternoon, we made a spontaneous decision to head down to Daytona – partly to try and catch the end of the Daytona 200, and partly to meet up with friends working with race teams. As these things tend to go, that detour turned into another, and before long we were considering a quick stop at Disney's Magic Kingdom. That plan ended quickly when we discovered Disney's firm stance on full-day ticket pricing – even two hours before closing.

Instead, we continued on to Palm Harbor to stay with a friend for the night, wrapping up the day over a couple of Voodoo Rangers while catching up before calling it a night.

Sunday marked the beginning of our extended return trip, now from even farther south than originally planned. A relaxed drive along the Blue Ridge Parkway was no longer realistic, so we pushed north through heavy thunderstorms and long stretches of standstill traffic. It made for a grueling day, and after roughly 11 hours on the road, we stopped in Lumberton, North Carolina.

A quick recommendation for anyone passing through: The Wing Company in Lumberton is well worth a stop--the Cajun wings alone justify the detour. Best wings I've had in at least a decade.

Monday was all about getting home. To avoid the worst of the I-95 corridor, we cut east to Route 301, trading congestion for a more scenic and manageable drive. Even with pockets of traffic, it turned out to be one of the more enjoyable stretches of the return trip. With adaptive cruise engaged and the "Relax" mode running through CarPlay, the stop-and-go traffic became surprisingly tolerable.

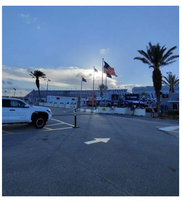
By the time we pulled back into Pennsylvania, the trip had stretched well beyond the original plan, but it was worth it.

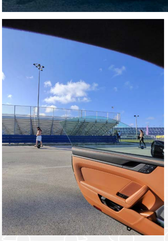
The 992.2 911 Carrera 4 GTS did exactly what I had hoped it would do: delivered long-distance comfort without sacrificing the character and excitement that makes a 911 special. It's easy to default to an SUV like the Cayenne for road trips, but this drive proved the 911 is more than capable of handling serious mileage, and with plenty of enjoyment along the way.

Next time, we'll slow down. Stay closer to the event. Get more involved. Maybe even enter the car.

But one thing won't change—we'll still take the 911.

Jeff D. Schoff





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Stuttgart Market Letter

By: David K. Whitlock

Editor's Note: As we kick-off the 2026 season, David Whitlock shared a look back on the 2025 market report and some predictions for 2026 that I thought would be meaningful to include in this issue.

As we headed into December, 2025 had already surpassed 2024's total dollar volume, leaving unit volume and sell-through rate as the final unknowns. December delivered on both, posting a 73% sell-through rate on $44,041,972 in sales with 583 cars crossing the block, a clear improvement over December 2024's 70% sell-through, $30,340,029 in dollar volume, and 462 units. For the full year, 2025 finished at a 72% sell-through rate with $583,660,924 in total dollar volume across 7,572 cars, versus 68%, $493,350,995, and 7,235 units in 2024. The result marks 2025 as the strongest year for the Porsche auction market since the peak of 2022.

For me, 2025 was RUF's year, with five of the top six sales coming from the Pfaffenhausen manufacturer. Three of those top results were original W09 VIN'd CTRs, a car we simply have not seen at public auction in any meaningful way for as long as I can remember. All three claimed the podium for highest prices paid in 2025, led by a 1,000-mile example finished in iconic Blossom Yellow that took top honors at $6,055,000, followed by sales at $4,680,000 and $4,295,000. Rounding out the top six were two CTR Anniversary models, RUF's first fully carbon-tubbed tribute to its 1980s legend, which sold for $3,360,000 and $3,140,000 respectively.

The lone car to break up RUF's dominance in the top six was a 1960 718 RS 60 Spyder, which sold for $3,525,000 at RM Sotheby's Monterey sale. The result was a pleasant surprise, as Porsche race cars from the 1950s and 1960s have had a rough few years, with many failing to sell at auction. Also from the 1960s was the most talked-about car to cross the block in 2025, the 917K hero car from Steve McQueen's classic film, Le Mans. Owned by Jerry Seinfeld since 2001, the car initially failed to meet reserve with a $25 million high bid on the block, but ultimately found a home post-sale at an undisclosed price.

Another surprise from 2025 was the late-year Turbo surge. It was most evident in the 993 Turbo market, where a run of strong results pushed prices well beyond the prior twelve-month high of $270,000, with multiple cars selling over $300,000. Leading the charge was a 12,000-mile Black-on-Black example that nearly added $100,000 to that benchmark, hammering at a final bid of $369,000. The momentum did not stop there, as 964 Turbo 3.6 values also spiked, with two cars selling for over $800,000 in December alone, crushing the previous twelve-month high of $545,000. On the newer Turbo front, the biggest mover of the year was the 991 GT2 RS, where even a non-Weissach example broke through the $500,000 mark, selling at a final bid of $506,000.

Speaking of GT cars, 2025 proved to be a mixed bag. Earlier, more analog GT3s were clear winners, led by a sub-1,000-mile 997.2 GT3 RS that set a new high at $575,000, followed closely by a Green 997.1 GT3 RS that sold for $498,000. The year also marked the first opportunity for 996.1 GT3s to be imported into the US, as we did not receive a GT3 domestically until the 996.2. The start was shaky, with the first example failing to sell at $106,996 and the first successful US sale landing at $100,000. That first car was later re-run and achieved $145,250, followed by another sale at $128,000, suggesting early hesitation gave way to stronger conviction. Not all GT cars shared the upside, however. New 992.2 GT3s struggled, with just one of six examples finding a buyer, and even that result fell short of expectations at $384,000 against an original MSRP of $313,000, well below the early premiums enjoyed by the 992.1 GT3 when it debuted.

It wasn't just modern and modern-classic Porsches that impressed in 2025. For me, the standout classic of the year was the SWB 912 Coupe. We saw three examples sell at or just above the $100,000 mark, with several more changing hands in the $90,000 range, a level that would have seemed unthinkable not long ago. Topping the list for the year was a 1966 912 Coupe that emerged from 25 years of family ownership and brought a strong $100,912, cementing the model's quiet but meaningful move into six-figure territory.

2025 was undoubtedly one for the books, but looking ahead, I expect 2026 to look a bit different. Unit volume should pull back modestly, a trend that already appears to be taking shape as January has produced the lowest number of Porsches currently for sale across the three major online auction platforms that I can remember seeing. On the product side, Boxster and Cayman pricing should begin to level off for standard variants, while special models start to separate themselves. With production of the 718 Boxster and Cayman now behind us and a gas-powered replacement still years away, scarcity will matter more than ever, and if a 000 Boxster Spyder comes to market, don't be surprised if records fall. As always, truly special cars will continue to do special things, and the best of the best will still bring the money. Cheers to 2026.

David K. Whitlock is a writer for The Stuttgart Market Letter, a daily market update for Porschephiles, by Porschephiles, delivered free to your inbox.
To sign up, go to: www.stuttgartmarketletter.com

By: David K. Whitlock

OVER THE PAST FEW YEARS, WHAT MANY ONCE THOUGHT OF simply as the Amelia Island auctions has evolved into something bigger. Thanks to RM Sotheby's launching its ModaMiami sale the week prior, "Florida Car Week" has effectively become a two week run of major auctions, beginning in Miami and finishing on Amelia Island with Gooding Christie's and Broad Arrow. For Porsche collectors, the numbers were impressive once again. In 2025, a total of 78 Porsches crossed the block with an 85% sell-through rate generating $35,886,680 in sales. 2026 saw slightly fewer cars offered at 72, but with the same 85% sell-through rate and an even stronger $37,218,700 in total dollar volume, proving that while the lineup may have shifted between venues, demand for top tier Porsches during Florida Car Week remains as strong as ever.

If 2025 was the year of the RUF, then 2026 may very well be remembered as the year of the Carrera GT. Earlier this year we saw a fairly standard 2,000 mile example finished in Seal Grey over Dark Grey top the $3 million mark, leaving many to wonder whether it was simply a one off result or the beginning of a new pricing tier for Porsche's V10 hypercar. Florida gave us the answer. Three Carrera GTs crossed the block and the momentum clearly continued, with a pair of GT Silver Metallic examples both clearing $3 million. The standout, however, was a 2,800 mile Paint to Sample Gulf Blue example over Ascot Brown leather. Believed to be the first true factory PTS Carrera GT we have seen at auction in quite some time, it reset the market in emphatic fashion with a world record sale of $6,715,000.

RUF was not completely out of the picture, though, with six examples crossing the block across the Florida sales. The rarest of the bunch was a 1989 RUF 928R, the only W09 VIN RUF 928 ever built. Showing less than 1,600 miles and equipped with a RUF tuned V8, carbon ceramic brakes, and the brand's iconic five spoke wheels, it was certainly one of the more unusual cars of the week. Unfortunately, it failed to sell on the block at $260,000, but later found a home post sale for $335,000 against a presale estimate of $400,000 to $500,000. Topping the RUF results, however, was a 2016 RUF Turbo Florio that brought $692,500. A strong number by most standards, though still about $17,000 short of the price the same car achieved when it last crossed the auction block back in 2022.

The biggest story to come out of Florida may have been the transaxle cars. Two exceedingly rare 968 variants crossed the block in the form of a 1993 968 Turbo S and a 1993 968 Turbo RS, with both bidding to an eye opening $775,000. Incredible money for a transaxle Porsche. In the end it was the RS that hammered sold while the S went unsold. Elsewhere in the segment we saw a strong result for a 968 Club Sport at $89,600 and an even more surprising $61,600 paid for a 12,580 mile 968 Cabriolet finished in the striking combination of Coral Red Metallic over Light Grey and Classic Grey leather. My pick of the transaxle litter, however, was the 924 Turbo rally car that competed in the 1979 Rallye Monte Carlo. It sold for $75,600, which feels like a bit of a deal.

356s also had a strong showing in Florida with 18 cars crossing the block and an impressive 89% sell-through rate. Leading the way was a 1956 356A 1600 Speedster restored in its original White over Red color combination. Originally delivered through Hoffman Motors, the car carried considerable history dating back to the late 1970s documenting long term preservation into the late 2010s, followed by an extensive restoration within the last decade. It ultimately sold for $357,000. Even the lowest 356 result of the week was still a strong showing for the model. A 1962 356B Notchback finished in Champagne Yellow over Black Leatherette, one of approximately 699 Porsche 356 B T6 Karmann Notchback Coupes built, had been extensively refurbished between 2019 and 2020 and retained its matching numbers engine per its Kardex. It sold for $81,200.

There were few other noteworthy results to come out of Florida as well. Leading the pack was a staggering $5,505,000 paid for a 959 Sport, one of the original eight examples sent to the United States before being turned away when the DOT and EPA deemed them ineligible for import. On the modern side, we saw a strong $767,000 result for a 2016 911 R. Another 959, this time an SC reimagined by Canepa, was bid to $2,900,000, which was right in line with recent comps, but ultimately failed to sell. Meanwhile, one of the more historically interesting cars of the week, a 1969 911 GT-S, one of just ten built and used by Porsche as a testing and development car, brought $357,000 against a presale estimate of $500,000 to $750,000.

Florida was one for the books, and certainly one for the record books as well. Looking ahead, the auction calendar does not slow down much. Broad Arrow returns with its Air | Water all Porsche sale in April, followed by Bonhams Miami and Greenwich auctions in May. After that, the market begins its steady march toward Pebble Beach, with plenty of online auction action in between. If Florida Car Week was any indication, it should be an interesting few months ahead for the Porsche market.

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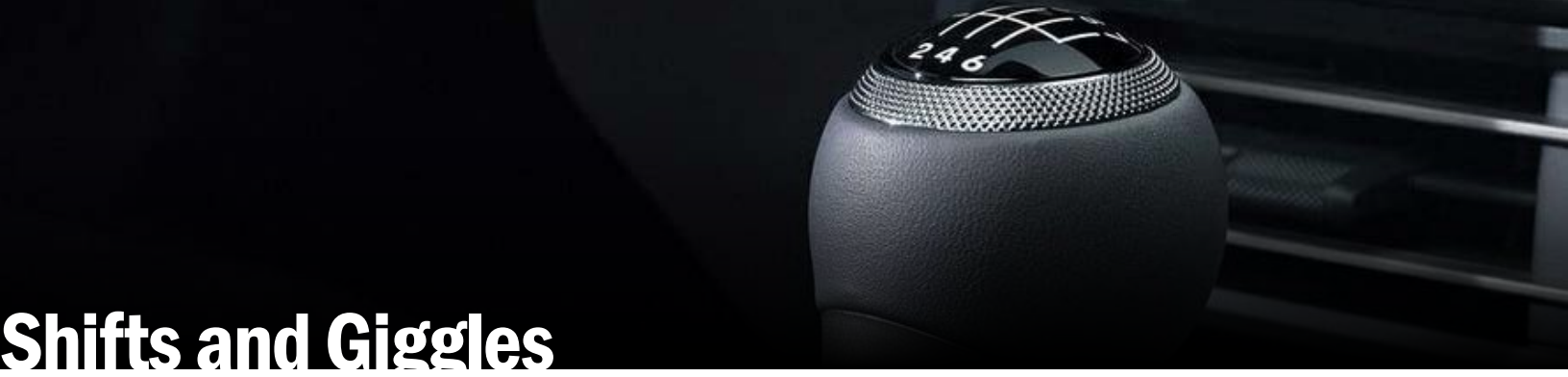

Shifts and Giggles

THAT'S IT. I'M DONE, DONE I TELL YA, PUSHING UP THE DAISIES, join the choir invisible, done done, D. O. N. E. Finished. And I'm happy about it. Good riddance.

Right around my first Porsche there was a need for speed. Then you go through the modification phase because of this need for speed, then onto harder more addictive activities like autocross and high performance drivers eduction, then you know you've turned the corner when you start watching it on TV. I was always a motorhead growing up and watched Indy racing, still do, but there is an allure to Formula One....and to this day I haven't a damn clue what that allure might be.

I see why Europeans love it....it's just like soccer....you can go entire games without scoring a goal, just like you can go entire races without seeing a pass. Boring. And this year, 2026, was supposed to be different—smaller cars, all new tech, more horsepower—yet it's the same thing. After the first curve it becomes a parade because 9 times out of ten, the way they start, is the way it ends.

There were rumors that Porsche was entering the teams, but the situation became logical and instead we got Cadillac. Cadiliac? Really? Nothing distills racing excitement like a car built for dentists,

So I have contacted my lawyer and the final document is below. I swear I'm going to sign it this time.

FINAL DECREE OF SPEEDY SEPARATION

IN THE SUPERIOR COURT OF MOTORSPORT HEARTBREAK

COUNTY OF PADDOCK

PETITIONER: THE FAN (FORMERLY "THE TIFOSI/LH44/MAX STAN")

RESPONDENT: FORMULA 1 (THE FIA, LIBERTY MEDIA, AND A BUNCH OF CARBON FIBER)

The Petitioner, having reached their absolute limit with DRS trains and predictable podiums, hereby files for an absolute divorce from the sport of Formula 1.

ARTICLE I: IRRECONCILABLE DIFFERENCES

The marriage is irretrievably broken due to the following grounds:

- **Premature Finality:** Petitioner alleges that the "excitement" of the relationship is officially over by the exit of Turn 1 on Lap 1.
- **Monotony:** The Respondent promised "lights out and away we go," but delivered "lights out and see you in 90 minutes for a trophy presentation we already scripted."
- **The "Blue Flag" Syndrome:** The Petitioner feels ignored, much like a backmarker being lapped for the third time by a driver who hasn't even broken a sweat.

ARTICLE II: DIVISION OF ASSETS

The parties agree to the following distribution of communal property:

Asset	Recipient	Terms
Sunday Afternoons	**The Fan**	To be spent napping, touching grass, or watching literally anything else.
Overpriced Merch	**The Fan**	To be used as expensive rags for cleaning a real car.
Crofty's Voice	**Formula 1**	Keep it. We can hear the shouting from the other room anyway.
The "Plan B" Strategy	**Formula 1**	Please give this to Ferrari; they clearly still don't have one.

ARTICLE III: RESTRAINING ORDER

The Petitioner requests a legal injunction against the Respondent. Formula 1 is hereby ordered to:

1. Stay at least **1,000 feet** away from the Petitioner's TV remote.
2. Cease and desist all "Hype Trailers" featuring epic music that suggests a race might actually be competitive.
3. Stop sending "We Miss You" emails containing 15% off codes for a $90 team cap.

ARTICLE IV: FINAL STATEMENT

"I loved you for the V10s. I stayed for the drama. But I cannot live in a world where the most exciting part of my Sunday is checking if a Haas gets a 5-second penalty for track limits. It's not me, it's your aero-package."

Signed: *The Fan*

Date: *The moment the leader gapped the field by 4 seconds on Lap 2.*

Jeff Walton

CLASSIFIEDS

For Sale: EXCELLENCE MAGAZINE Collection. Every issue from Vol. 1 No. 1 in January 1987 through 38 years to the current issue and all the Special Issues and Price Guides.

The first five are rare, called “Porsche” magazine before they were forced to change the name to “Excellence”. My subscription runs until August 2028 and I will forward the remaining issues to the buyer to insure a continued collection.

Asking prices for these magazines vary wildly so the first reasonable offer will be accepted, and delivery in the western Philadelphia suburbs is possible.

Call - Text - Email Tobey Ross 484-802-0021, thross@msn.com

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

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CLASSIFIEDS

Selling some leftover parts from the restoration of my 944 Turbo. Please contact Troy at 2156206774 for more info and pricing. The items are located in East Greenville, PA. Will ship at buyers expense.

PCG 209 071 C Fuel Return Hose (New)

477 853 373 B Door Window Trim LH Upper Curve (New)

477 853 374 B Door Window Trim RH Upper Curve (New)

Gates 33208 Thermostat (New)

Victor Reinz Intake Gaskets x4 (New)

928 603 443 02 Alternator Fan (New)

944 201 061 01 Locking Fuel Cap, No lock cylinder (New)

944 Turbo Stock Axle back exhaust/muffler

944 Turbo Stock Catalytic Converter/Mid Pipe

944 Left and Right Side Sill Scuff Trim

996-721-151-00-M100 Genuine tow hook

20x 944 Used Lug nuts

944 Used Alternator

Rennbay RB118.1 Ball Joint Replacement kit

944 Used OEM used Shift linkage kit

944 Used Signal Stock Wiper Switch assembley, broken cruise control

Late 944 Airbag Steering wheel, burgundy, leather wrap peeling

944 Turbo Rear Bumper assembly (Main bar, side trim, rubber trim and shock absorbers

944 Plastic fuel door

944 Hatch spoiler with left and right side trim

944 Left and right Interior door handles burgundy

944 Left and right tail lights

944 Left and Right side door mirrors

Black 944 badge

944 Hatch Spoiler with Left and Right side trim

Fuchs Polished Forged (Sewerlid) Wheels and tires 944/928 Dunlop 225/50r16 16x7

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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

The classified section is free to our members.
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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