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COVER

Photo credit: Wendy Walton



2024 RTR Event Calendar

Events

October	10/5	Oktoberfest at Valley Forge Picnic Grove, Phoenixville, PA
October	10/5	Street Survival at Temple University Ambler Campus, Ambler, PA
October	10/11-13	DE at Summit Point Motorsports Park, Summit Point, WV
October	10/20	Autumn Rally
November	11/17	Phil-a-Trunk
December	12/7	RTR Holiday Party

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MEMBERSHIP MILESTONES

YEARS	October	November	December
45	James E. Collins Kim M. Collins	Karen F. Zarinsky	
40			Carol D. Cohen Paul H. Cohen
35	Robert Grill Wayne Walker	Rick B. Burkey Jan Lansinger Kevin A. Melich Lorraine Melich Mark R. Winkle	Bruce Brodowski Maribeth Brodowski Craig Patrizio
30	Chris Cleary Dorothy Cleary	Ian Shafer Scott L. Shafer	Peter S. Sleeman Susan Sleeman
25	Kevin F. Brennan Stacey Brennan Andrew D. Curtis Amy Dilks Maureen M. McVail Cheryl Ruse Jack Ruse	Nicholas Albrecht William E. Farrell Robert Frederick Steven M. Hunter Tara Hunter Benjamin C. Johnson Jim Riker Mary Riker Donald P. Sloteman Leslie Voth Robert J. Voth	Doug Fero Nick Kifolo Chester Mahalick Christopher C. Mahalick James Pesci Edward A. Tatios Teresa Tatios
20	John T. Berlinger Nancy Berlinger Christopher G. Karras Ruth Karras	Laura Burtner Phil Burtner Ann Marie Serfass Brian J. Serfass	Marla de la Cruz Vidal F. de la Cruz Cavan W. Heimpel William E. Heimpel Elke I. Romer Richard G. Romer Harry A. Tillmann
15	Dishon J. Dawson	Brian L. Anderson Robert J. Caruso Sandra Caruso Nicholas Christine Rich Christine David Polatnick Lynda Polatnick Bonnie L. Serletti Joseph M. Serletti	Marjorie Prutzman Paul J. Prutzman
10	Paul Aguirre John Brandenberger David Cincera Frank Kochendoerfer Ulrike Kochendoerfer	David Boyer Constantine Dalson Jonathan Santomauro Laura Santomauro Philip Schrode Sasha Schrode	Denise Bellisario Jeffrey Bellisario Jeff Ebling Jake Hollinger Francis J Lammer Jennifer Lammer Anne Lautenbacher Steve Lautenbacher Sanjay R. Patel Daniel Uslar Nick Uslar Ann Zsido Louis Zsido
5	Det Ansinn Sean Burke Dan Folkes Joe Giannone Joseph Greenberg Dean Knauss Lisa Knauss Cheryl Li Kara Lord Michael McKinnon Deborah Palek Ed Palek Wei Peng I. Scott Renneisen James Renneisen Richard Samar Luis Torrado Dave Vincent	Dennis Curcio John DeFrancisco James Fannon Joe Frustaci Brian Hengeveld Jason Houser William Nell Mary Quill Robert Salzer William Stevens	Jennifer Bansept Robert Bansept Joseph Boccella Richard De Mott Louis Donofrio Mary Anne Donofrio Joe Falsetti Alex Gonzales Grant Hornberger Alexander Krasnitsky Matt Smigo Marc Weinstein

RTR Member #'s September 2024:

Total Members **2899**

Affiliate Members **982**

Primary Membership **1977**



NEW RTR MEMBERS



J. Horenkamp	2013 911 Carrera S
Steven Cohen	2024 911 Carrera S
James J. Muhly	2012 911 Carrera S Cabriolet
David Hopely	1960 356
Evan W. Stokes	2003 911 Carrera
David Manidis	2024 911 Carrera 4S
Bryce E. Bernabeo	
Stephen Butler	2001 Boxster S
John W. Davis	1984 911 Carrera Targa
Boris Godin	2022 718 Boxster GTS 4.0
Daniel Jobson	2001 Boxster S
Tyler Wickstrom	2009 Cayman
Joanne Smedley	
Bryan Kilfoy	2015 911 Carrera
Robin W. Breslin	2021 911 Turbo S
Chase Alderfer	
Tullio U. Vigano	2020 Cayenne Turbo
Manoj R. Patel	2024 Cayenne Turbo GT
Andrew Barton	2022 911 GT3
Matthew Hayes	1990 911 Carrera 4
Scott A. Sherman	2013 Panamera GTS
Troy G. Alderfer	1987 944 Turbo
Joseph Sheng	1996 911 Carrera Cabriolet
Nicholas W. Gray	1995 911 Carrera 4
Eric J. Venskytis	2024 Cayenne Coupe
Ivan Estevez	2006 Boxster S
Charles P. Meadows	2024 718 Cayman
Michael Son	2022 718 Cayman GT4
David R. Henricks	2022 911 Carrera S
Andrew Mcquaide	1999 911 Carrera
Sidney E. Gosser	2010 911 Carrera S Cabriolet
Jeff Wexler	2008 911 Turbo Cabriolet
Richard A. Warn	2021 Macan
Sherry Brady	
Andrew Strum	2008 Boxster
Tyler D. Reece	2024 911 Carrera S
Marc Ferzan	2021 911 Carrera 4S
Chris Radbill	
Cristina L. Bergman	2011 911 Carrera 4S
Daniel Tyler	2006 Cayman S
Matt Barnett	2024 718 Cayman
Pedro Castillo	2024 Macan
Coraly Cruz	
Dominic Verone	2018 911 Carrera S
Joseph H. Adams	2017 718 Boxster
Jose E. Pulido	2008 Cayman S
Elise Chong	
Bill Dunn	2021 Cayenne GTS
Michael Arenella	2006 Cayman S Silver
Monique Scott	



Vom Präsidenten

HERE WE GO, INTO THE AUTUMN MONTHS AND WHAT A BEAUTIFUL TIME to take out the Porsche before the winter dulls come around. I know there will be a rally coming soon and a drive from Paula and we have our Oktoberfest to show off your ride. Then, we have our big charity event....Phil-a-Trunk.

If you don't know, Phil-a-Trunk is the official kickoff event to WMMR's Preston and Steve Camp out for Hunger - the largest food drive in the nation. This year it will be on Sunday Nov 17th and we meet at the Capital Grille in King of Prussia for a drive down to the Wells Fargo Center to empty our frunks and trunks with non-perishable food items.

Last year was our largest totals of 177,351 pounds of food, and had the most cars with Mainline Cars and Coffee joining us. Last year it was also a bit chaotic to say the least as the parking lots were somewhat disorganized.

But, we have learned from our mistakes and the Wells Fargo Center is going to take care of the parking situation as they handle over 15,000 cars on a daily basis. That does however, come with a price because they don't work for free even for a charity event.

I'm asking any of you who own a business that want to help sponsor this year's Phil-a-trunk to please, please step up to the plate. We will have a section for vendors, you can bring a tent, cars, show off your wares, we'll give you advertising in this very newsletter and when available on the new website. These sponsorships go directly to help support the cost of running the biggest literal food drive in the nation and any proceeds left over will go towards food for Philabundance.

Please, each and every one of you can go to PhilaTrunk.com and donate - every little bit helps the cause.

I want to personally thank everyone in the past that has helped make this such an epic event.... you do me proud.

Pedal Down

Jeffrey Walton

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Editor's Note

RTR MEMBERS,

IT'S BEEN A BUSY SEASON AND FOR SOME REASON, THE SUMMER MONTHS seemed to breeze by even more quickly than usual. I hope you all enjoyed the warm weather which offered lots of days to venture out on the road and make some new memories in your Porsche. RTR Social activities were a buzz as highlighted in this issue. After a few years, it was great to see our yearly road trip back on the calendar. This year's event was terrific!! We were able to join the trip and it was truly one of the best!! I am sharing a few road photos as well as a group pic taken at the Rhodes Tavern. Once again, our President and Social Chair Jeff & Wendy Walton orchestrated the perfect long weekend getaway for RTR members. The itinerary was so well planned with plenty of road activities to experience as well as some amazing food and a stay at a historic landmark hotel along the scenic Hudson River. You can read all of the highlights about the trip thanks to Ron Knerr who was kind enough to provide a great write-up with some awesome pics as well.

This Fall issue contains some of our usual offerings but some new articles from members who continue to amaze me with their creativity and writing expertise. I really appreciate all of the volunteers who continue to make Der Gasser special. Please feel free to share your stories and content and do not hesitate to reach out with any ideas or feedback on how we can continue to grow and improve on future issues.

In our last issue, there was an error around the Cover Photo that was referenced as the USS NJ. The photo was of an aircraft carrier and not the battleship the USS NJ. The photo should have referenced the aircraft carrier the **USS John F. Kennedy**. My thanks to RTR Member Robert Huppman and Phil Grandfield Zone 2 Representative for bringing this to my attention.

Rita Hancock McKeown



July Membership Meeting

OUR 2024 MEMBERSHIP MEETING TOUR CONTINUES TO BE A MIX OF OLD FAVORITES

and new locations. Our July stop was a return to one of the old favorites, Fabspeed in Fort Washington. This incredible facility is located in the heart of our region, yet it had been several years since we held a meeting there. On Wednesday, July 17, fresh from our Hudson Valley road trip, we finally got back to Fabspeed for a meeting.

As usual, Fabspeed treated us like royalty. As we arrived we were greeted with some delicious food, and all the chairs had a nice goodie bag filled with some Fabspeed swag for the taking. Of course, the main attraction, however, was the shop and the cars being worked on inside. We got a look at the Fabspeed cars like the Cayman GT4 RS and the stunning 930 Slant Nose. But there was a 997 Cab up on the lift that was in for a safari build. And for those that like American muscle, there was the C8 Z06 Corvette. Not a bad backdrop to hold a meeting.

Eventually, it was time to kick things off and get the meeting formally started. I asked for everyone to grab a seat so we could go through our usual membership meeting updates. We quickly settled in, and I turned things over to Jeff, our RTR President to get us going. He spoke of some upcoming events as well as a quick recap of our recent road trip. Details of the road trip will be covered elsewhere in this issue. But if you missed it, you really missed out on a great time. Consider joining us for the 2025 edition. You won't regret it.

Once Jeff finished up, I introduced members of our Driver's Education, Autocross, and Street Survival teams to speak about all of these wonderful driving events. I have covered these many times before in previous Der Gasser articles this year, and I don't want to repeat the same information again here. However, the highlights are that these are all wonderful programs. We always can use volunteers to help out with Street Survival. And if you never did an autocross or DE event with us, you are really missing out on a good time. I highly encourage you to look at our website for upcoming events and sign up.

After the driving events were covered, I spoke for just a minute or two about Der Gasser. I want to remind members that this is YOUR newsletter. So, we would love for some more of you to share some ideas. We have nearly 3,000 members, so I know there are some fascinating Porsche stories waiting to be told by some of you. Please reach out to us at editor@rtr-pca.org with a Porsche-related story idea and we will get it in the next issue.

Next up it was time to talk to the new members. We had a couple in attendance. We asked them to give a quick introduction and tell us why they joined the club. Many said they want to get into autocross/track events. That is great to hear. As I said above, be sure to check out our website and sign up for the next event. Welcome again to all the new members that joined us for our July meeting.

It was now time to hand things over to Joe Fabiani, the owner of Fabspeed and 37-year PCA member. Fabspeed is so well known that it really needs no introduction. But Joe told the crowd what the company is all about and what makes them different and special from the competition. Joe then fielded some questions from the members. I need to point out how lucky we are to get direct access to the owner of one of the most recognized exotic car performance shops in the world. Thanks again Joe for opening your doors to us.

After the Q&A session we formally dismissed the meeting. Many folks hung around for a bit longer to socialize and drool over the cars on display. Overall, it was another great membership meeting. Hopefully everyone that attended had a great time and plans to come out to the next one.

Joe Kucinski





August Membership Meeting

AFTER OUR JULY MEETING AT FABSPEED, IT WAS TIME TO TRY SOMETHING NEW

and different for August. On August 14 we visited the CarVault Main Line in Berwyn. Wow! What an amazing place to have a membership meeting.

CarVault Main Line is a private storage facility as well as a social club for auto enthusiasts. Inside of the building were dozens of incredible collector vehicles for us to ogle before, during and after our meeting. And while we did so we could enjoy some fantastic food from Santucci's that was brought in for us. It was quite the setup.

The fantastic weather, and the unique location brought out the members as we began to fill the chairs that were set up for us. Folks began to chat with each other about how their summer was going and which was their favorite car located on the artificial turf inside. It was a really fun atmosphere, but there was business to take care of so right around 7:00 PM we began to pull everyone together and start our meeting.

As usual, Jeff got us going by talking about some of our significant upcoming events. Be sure to circle your calendars on October 5 for Oktoberfest and November 9 for Phil-a-Trunk. Jeff then hands the microphone over to Wendy to talk about our upcoming social events. She spoke about our wine dinner at Capital Grille that was coming up in a couple days and a happy hour that was planned for the following week. She then gave the mic back to meet and once again I brought up our driving specialists to talk about Street Survival, Autocross and DE.

As I mentioned elsewhere in this issue, I have covered driving events several times in Der Gasser recently and I want to avoid being repetitive. Check our website for information on all of these events, and please come out to join us. It really is a tremendous way to learn how to truly drive your car, and you will have a great time and make friends while doing it. If you never autocrossed with us before, we will even pay for your first event. There is no excuse not to try it.

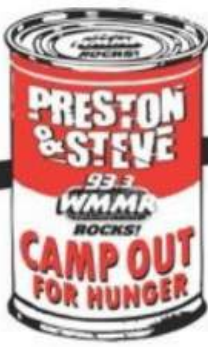
I spoke next about Der Gasser. Again, I asked our members to please send in any article ideas. This publication is so much better when we get contributions from the members.

We had a handful of new members in the audience, so we asked them to stand up and say a few words about themselves, their car and why they joined. As usual, many said they joined because they wanted to get involved in track events. Fantastic! We hope to see you out there soon. Welcome to the club!

After we said hello to our new members, we asked Matt and his team to come up and say a few words about CarVault Main Line. One of the first things that you will notice is that the people that run this place are all car nerds like us. They opened the place because they love cars. They offer climate-controlled storage with state-of-the-art security. But they also have professional detailing onsite. Need your next BaT purchase transported across the United States? Need a place to store your winter tires? They will handle that too. And the social club aspect of the place makes it just a fun spot to hang out. We had a great meeting here, but don't worry if you missed it. We will be back here again. . Stay tuned.

Joe Kucinski





Phil-a-Trunk

A literal food drive.

JOIN US!

Nov 17

Phil-a-Trunk is a literal food drive/car show where we are asking any and all car clubs of the Delaware Valley to unite and drive out hunger within our region. Fill up your trunks, frunks, and beds with non-perishable food items and drive down to Xfinity Live, staging will be in the F parking Lot of Wells Fargo. Benefits Philabundance

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- Canned/Boxed Pasta
- Canned Beef Stew
- Canned Chili
- Creamy Peanut Butter
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- Canned Green Beans
- Canned Corn
- Canned Fruit
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June Family Drive In Movie Night

ON SATURDAY, JUNE 15TH RTR HOSTED AN EARLY FATHER'S DAY WEEKEND Drive-In Movie Night. This year's movie night was held at the Valley Forge Fire House Grove. The grounds and pavilion were the perfect setting for our gathering along with good weather as a bonus for our group. Food included the infamous hot dog and French fry carts, popcorn and those large movie style candy boxes that were handed out during the movies.

This night of nostalgia began with the first movie at 8 PM. This made me smile as the movies were two episodes of Speed Racer (one of my all time favorite cartoons). Speed Racer was followed by the feature presentation of RUSH. The movie is based on a true story of two Formula One drivers James Hunt and Niki Lauda who shared an intense rivalry that began in 1970 at a Formula Three race in London. This was truly an action packed thrill-ride with great music on a 21 foot screen.

Thanks to Wendy and Jeff Walton for once again coordinating a great June venue for RTR Membership!!!

Rita Hancock McKeown





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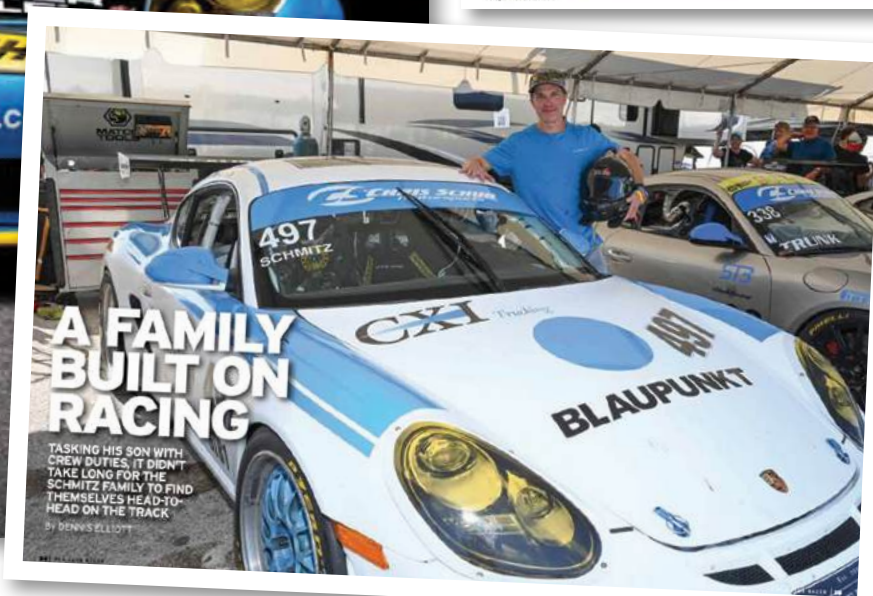
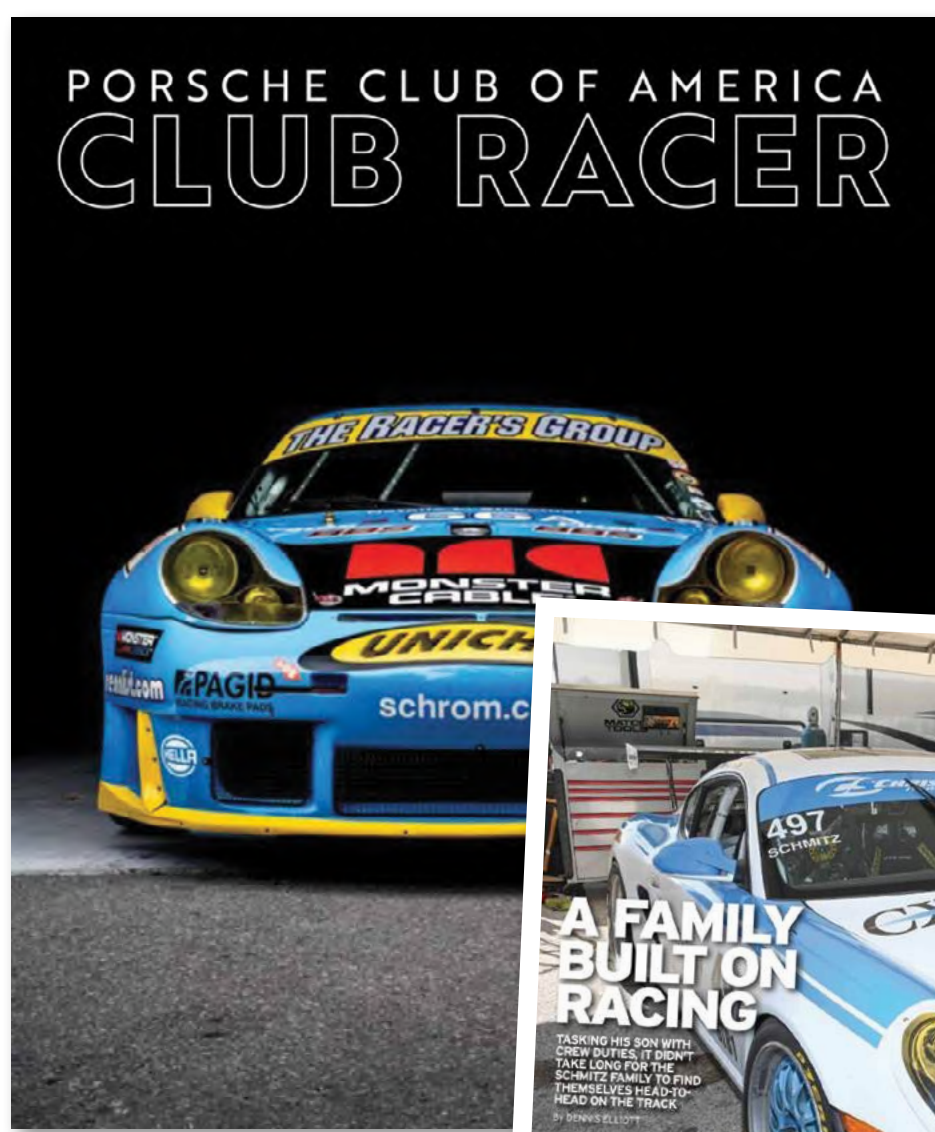


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PORSCHE CLUB OF AMERICA

Wine Pairing Dinner at the Capital Grille – August 16, 2024

IT WAS ANOTHER FABULOUS NIGHT FOR THE RTR WINE PAIRING DINNER at The Capital Grille in King of Prussia.

A four course meal with selected wine pairings was enjoyed by the group. The wines were chosen from the Santa Barbara, Central Coast and Napa Valley Regions of California as well as a wine from Washington State.

As usual, this wine pairing dinner sold out quickly due to very limited seating. Be sure to check the calendar for future events as these fine wines and spirits dinners continue to be a popular venue with RTR members.

Wendy Walton, Joe Kucinski

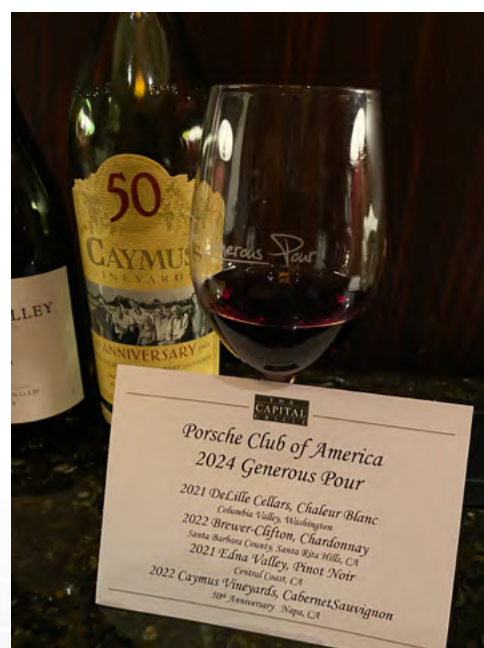
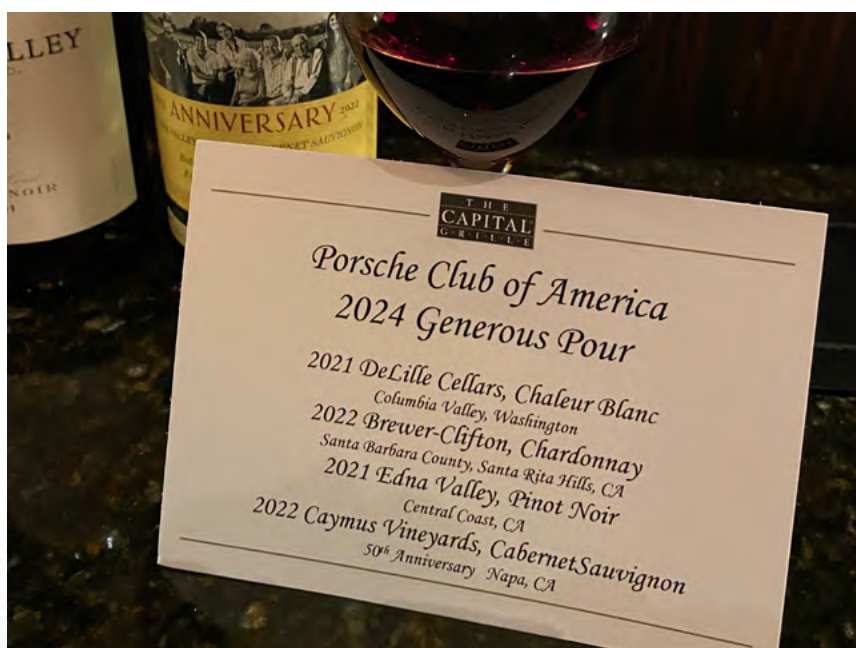


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2021 Porsche Taycan 4S Three Year Review

I SCHEDULED MY 2021 TAYCAN 4S FOR ITS STATE INSPECTION IN LATE JUNE so I thought it would be a good time to write a summary of my thoughts on the first 3 years and about 30,000 miles on this great car.

I actually started looking for my first Porsche after my wife suggested that I should get myself a Porsche. I love my wife! I went to Porsche of the Main Line looking for a chalk colored Macan but they did not have that color in stock. I asked the salesman to give me a call when he had one in stock. As I was leaving the saleroom, I walked by a Taycan. I asked the salesman what that beautiful car was, and he suggested that I take one for a drive. He pulled a Volcano gray Taycan 4S onto West Chester Pike and let me take a test drive. I was immediately hooked on the handling, comfort and speed of the Taycan and decided to buy one.

I did not have any interest in electric vehicles before considering the Taycan. However, after much research, I decided to take the plunge. I picked an Ice Grey Taycan 4S that was in transit and due to arrive in late June, 2021. In preparation for the car's arrival, I had the dealer's recommended electrician install a NEMA 14-50 plug in my garage at a cost of about \$600.

My Taycan 4S is a beautiful Ice Grey. Of course, color choice is a very personal color, but I think Taycans look best in light colors which bring out the voluptuous curves of the vehicle. My car has 21 inch Mission E Design wheels with PSCB brakes with white calipers. 4S models come standard with adaptive air suspension. The other options include full leather interior and the premium package that includes the BOSE sound system and 14 way power seats. There are many other available Porsche options, but I believe most options are unnecessary to enjoy the car.



This car is really smooth and very fast. The 4S model generates 522 horsepower and hits 0 to 60 mph in 3.4 seconds per Car and Driver magazine. The speed is effortless and instantaneous with none of the lag of an ICE automobile.

The best part of the Taycan however, is that it drives like a Porsche. The steering is precise and the handling is superb. The seats are comfortable and perfectly positioned. It is a joy to drive and I use it as my daily driver and fun weekend driver.

Here is the part that everyone asks me when they find out I have an electric vehicle: what is the range? in the warm weather I get up to 270 miles on a full charge and in the coldest winter weather about 220 miles. However, I have never had range anxiety. I drive about 120 miles per week to and from work. Per the manufacturer's recommendations, I generally charge to a maximum of 85% charge. I usually plug in my home charger when the car drops to about 50% of charge using the timer in the car. This usually works out to about 2 or 3 nights per week. I set the timer to charge the car between midnight and 6 AM. PECO offers "super off peak rates" in that time period. My monthly electric home PECO rate during the midnight to 6 AM period is about \$24 per month, compared to about \$180 per month for gas for my wife's Audi Q7. My Taycan came with 3 years free Electrify America charging which can be used on long trips. I also take advantage of free "destination chargers" available at most hotels. On weekends, when I know I am going to go on a long drive or if we are going on a relatively long trip, I charge 100%.

Charging at home is really convenient. No gas smell and no exhaust fumes. If you have a garage or a driveway then home charging is the way to go. By the way, there are no oil changes. The electric battery has an 8 year, 100,000 mile guarantee.

I know that the Riesentoter region Porsche Club has very few members who have, or would even consider buying, an electric vehicle. But after driving my Taycan for 3 years, I don't think I will ever buy another ICE vehicle in the future. Please visit your local Porsche and take a test drive. You will really enjoy it.

Richard Jahnle



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Riesentoter July Trip to Hudson River Valley

ON AN OVERCAST JULY MORNING, A GROUP OF THIRTY PORSCHE owners gathered at Montgomery County Community College to launch a weekend summer excursion to the Hudson River Valley. (After a five-year hiatus due to COVID, the summer trip resumed.) As usual, Jeff and Wendy Walton planned out the trip providing directions, snacks, and a schedule for the weekend.

It was wheels up promptly at 10:30 AM, with the caravan on the move via US 202 through Bucks County to Peddler’s Village, proceeding into New Jersey, passing through Raritan and Parsippany, then on to CR 511 for the 1PM lunch stop at the Rhodes North Tavern in Sloatsburg, NJ. A popular spot in town, the Rhodes Tavern accommodated the RTR group in a sizable private upstairs room. A fixed menu (including choices of hamburger, Reuben, Roast Pork sandwich with side salad) and prompt service provided for a brief stop to allow RTR members to socialize and discuss past experiences with the Porsche club.

After lunch, drivers navigated their way out of the Porsche packed parking lot to make their way to the Thayer Hotel at West Point. Passing through small towns along the way, we twisted and turned past multiple ponds and lakes through various hamlets. When we arrived at the hotel one hour later in West Point, we had to pass a security checkpoint staffed by a US Armed Services guard (ID required). This occurred every time we returned to the hotel from one of our weekend drives.

The hotel had a remote parking lot about a city block away from the entrance and the Thayer offered valet parking included in the resort fee. Every time we pulled up to the hotel entrance, a few of us had to advise the valet staff that our cars had manual transmissions, and they needed to find the one valet who was stick-shift capable. They were able to make a quick turnaround of car parking by trailing the valet car with a golf cart and bringing the stick-shift qualified valet back to the hotel entrance. I would imagine it was one of that valet’s more memorable weekends.



The Thayer Hotel was built in 1926 and named for Colonel Cornelius Thayer (known as “The Father of The Military Academy”) and has 151 guestrooms and twenty-four executive suites. Many of the rooms and public spaces are named for distinguished Americans that have spent time at West Point, including George Washington, Thomas Jefferson, Ulysses S. Grant, Dwight D. Eisenhower, and Omar Bradley. Rooms are tastefully appointed with many rooms honoring a West Point graduate with hung photos and plaques - our room featured career and family photos of Federal Judge Eugene R. Sullivan (Class of 1964). Rooms overlooked the Hudson River or the West Point Academy grounds.

When not traveling the countryside, RTR members gathered at the hotel social meeting spaces, either the George S. Patton Tavern located just off the main hotel lobby or the outdoor Zulu Time Rooftop Bar and Lounge overlooking the river (named for “Zero Meridian time” – per military shorthand for Universal Time Coordinated (UTC)). After Friday afternoon

arrival and happy hour libations, the RTR group headed out for a group dinner at the Storm King Lounge and Fare in Storm King.

The rain that had threatened our weekend trip held off with only a brief overnight Friday storm. On Saturday morning we woke to partly cloudy skies for a 45-minute drive north to Kingston for a Hudson River sightseeing excursion. The ship was 75% full with PCA members as the majority onboard, many of whom elected to sit on the top deck as the sun emerged later in the morning. It was a prime spot to sun yourself, relieved by beverages (soft and adult) offered at the ship’s bar. The narrator pointed out sites along the Hudson River and explained the historical importance of the waterway to commerce in the late 1800’s and early 1900’s.

After the boat cruise, we had a planned lunch just a short walk away from disembarkment point at Ship to Shore, with fixed menu offerings expediting lunch service followed by a move on to our next stop.

After lunch we headed southwest to Angry Orchard brewery in Walden, NY. Jeff and Wendy had arranged for a tasting session, with the RTR group gathering under canopy tents in the orchard on the property. We sampled a few Angry Orchard creations, followed by a visit to the Angry Orchard store where many varieties of their brews with limited availability could be purchased.

Saturday night was dinner on our own where we gathered with other members of the RTR club at Blu Pointe restaurant overlooking the Hudson in Newburgh, NY. The rain which we managed to avoid all weekend came down in deluge just as we arrived at the restaurant in the early evening. Fortunately, the storm passed by the end of dinner and the trip back to the hotel.

On Sunday, tours of West Point were offered, and members enjoyed the visit which consisted of a bus tour through the Academy grounds with stop off points to take in the sights on foot. After a full weekend, members dispersed to take the ride home through the New Jersey countryside.

It was our first weekend trip with the group and RTR members are encouraged to participate in future summer trips as the Walton’s thorough planning made the trip enjoyable and full of great experiences shared with other RTR members.

Ron Knerr





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RTR Wraps Up A Successful Autocross

WE ARE THREE FOR THREE THROUGH OUR THIRD AUTOCROSS EVENT, held on August 25th at Pocono Raceway! That's right; we've had three extremely successful events thanks to the Riesentoter, Central PA, PCA, and NNJR PCA volunteers and participants who make our Pocono autocross series so special, year in and year out. For each of our June, July, and August events, we had over 80 registered racers, and were graced with exceptional Pocono weather. Moreover, because we have such a great team of volunteers who run such efficient events, drivers have been able to have at least six runs at each of our events, and seven runs in August. For autocross runs that last well over 60 seconds on such an incredibly long and fast course, this is truly remarkable. By the time you read this, we would have completed our fourth Pocono event on September 15th. Registrations are healthy so far, and the weather looks promising, so we are hoping to cap the year off with another spectacular showing.

If you missed this year's autocross events, never fear; you will have other great opportunities to get addicted to...I mean, to try out...autocross in 2025. In the meantime, I encourage you to visit the autocross section of the club's website (rtr-pca.org) for more information about autocross and our upcoming events. The cliff notes summary is that autocross is a relatively safe and inexpensive way to test the limits of your car and your driving capability, and to drive that beautiful Porsche the way it was built to be driven. We welcome drivers of all skills and experience, especially first-time autocrossers! Questions? Email me at autocross@rtr-pca.org. See you on the grid!

Daniel Ruble
Autocross Chair



(From left to right, the Porsches owned by club members Anthony Verratti, Chris Askin, and Daniel Ruble – all lined up on the grid and ready to race!)



(NNJR PCA Autocross Chair Grant Lenahan is on the starting line in his red GT4, ready to launch his run!)

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Family Heirloom

FAMILY FASCINATION WITH THE PORSCHE MARQUIS STARTED BEFORE I WAS BORN.

In 1952-55 my father was an engineering student in Atlanta when he was introduced to one of the first Porsches brought into the US, purchased by one of his professors. From that moment he needed one. Marriage to my mother, Margot, necessitated finding a job after graduation. The burgeoning aerospace industry in Southern California was just the place for a young engineer to establish himself.

Work, family, a St. Bernard and a house with a pool kept my father very busy. In the early 60's he made the acquaintance of Dale Hersh who raced his No. 19, 1958 356 Speedster and later the number 18 Roadster many years in SCCA E production. In early 1966, Dale helped my father locate a T6 (It came with a complete 356 B workshop Manual), red on black 356 coupe. He enjoyed driving that car but in December 1966 he packed my mother sister and me off to visit our grandparents in Wisconsin for Christmas.

The liver car was fascinating. To this 11-year-old boy, the air-cooled rear engine, pop-up gas filler cover, reclining bucket seats, gorgeous gauges and trunk were unique and fascinating and to the 1955 and 1957 Ford land arks that were the family cars. Packing the Porsche with clothes and sundries for 3 people and extra cans of engine oil was an exercise in completing a jigsaw puzzle. With some special engineering everything was made to fit into the trunk. It was very exciting being the pilot while my sister, four years my junior was relegated to the back "seat", although we did trade places occasionally. My job was to navigate with AAA "Trip Tick", fuel the car, manage tire pressures and the oil level. The AAA "TripTick" spiral bound maps were the manual equivalent of the commonly used GPS navigation software in cars and on cell phones today.

The trip was great! Traveling route 66 to St. Louis, was a big deal. Dodging tractor trailers, visiting truck stops, truckers honking their horns acknowledging fellow travelers, nights in motels and often cruising at 80mph was exceedingly exciting. Let's not forget flashing the headlights in acknowledgment of the rare fellow Porsche traveler. What fun! At one point we ran into fog so thick we could not see to drive, so we followed an 18-wheeler carting hogs. We were able to keep moving, but the smell! We arrived at our grandparent's house in Wisconsin about 3:00 AM. At about 4:00 AM the same day a phone call changed our family. My father had died.

The red 356 became the family car, collecting groceries, taking kids to school and trips. It was on a trip to San Francisco in 1967 when a fatal event happened to the little 356 engine. Outside of Ventura, CA there was a loud noise and the engine lost power. I recall seeing oil coming out of the muffler when there was an attempt to start the engine. The car was towed to Masterson Motors. The verdict was that it would take a week to fix the engine. Pondering the dilemma, my mother wandered into a show room filled with Volkswagens. But in one corner, my mother spied two new Porsches. A red on black 911 T and a green on light tan 912 caught her eye. Well, my mother was never fond of red so the Irish green 912 became the newest member of the family. This is the car my mother would never ever part with.

The trip to San Francisco was completed without incident. The 912 grew on the family. It had more room which was the greatest advantage seen by the two children who often occupied the rear "seats". It hauled kids and dogs (St. Bernards) into the San Gabriel mountains for snow adventures, into Mexico for vacations, to Wisconsin again to visit the grandparents and even went to the racetrack.

My mother joined the PCA in early 1970 and took me to a members meeting. There, she agreed to participate in a time-trial event at the Riverside racetrack. Her coach was Dale Hersh. In a field of 7 other cars (all 911s) she finished second... to last. But I thought she was pretty remarkable. It was at this event where I saw a 917 up close for the first time. Getting close to a 917 was an event not to be repeated until my visit to the Porsche Museum in 2023.

Later that year, my mother, sister and I piled into the 912 for a trip to Mexico and yet another trip to the grandparents in Wisconsin. Those trips were mostly uneventful. However, there was a speeding ticket in Utah on the way to visit grandparents that deserves special mention. The officer who stopped us said the car was going too fast for the cloaking police cruiser to catch and the officer radioed ahead for another car to intercept us. We were clocked at 115 mph! The officer who eventually pulled us over escorted us to the police station to pay the fine on the spot or risk being thrown into jail. When asked why she was going so fast, my mother calmly responded "well, I had a tail wind".

The family moved to Colorado in 1971 where Margot and the 912 continued to do grocery getting and child hauling duty. We lived on the Eastern slope outside of Denver so routine activities like banking and grocery shopping could easily be a 75-mile or more adventure. The car odometer turned 120,000 miles and the engine was starting to make expensive noises.



While there are exceptions, it seems most kids interested in cars start by working on American iron, or British cars. I was very lucky. The 912 was my training ground. My father fixed everything and with his passing filling that void became my responsibility. Dale Hersh became my phone-a-friend, available to answer all my Porsche questions. Starting in junior high school, I did general tune-ups...changing spark plugs, oil, points, setting the ignition timing and valve clearances. In Colorado it was summer

1975 when the rebuild was to commence. I purchased a floor-jack, jack stands, Snap-On click torque wrench, metric box wrenches and a 3 foot 3/4 in breaker bar with socket for the flywheel gland nut. Fortunately, I had the workshop manual from the red 356 which I found invaluable. I carefully disassembled the engine tagging all the parts and ordering them as they were removed for reassembly. Broken piston rings were causing the expensive noise. Heads, rods, crankshaft, flywheel and crankcase were sent away for measuring, balancing and machining as necessary. Mahle biral cylinders and pistons, a new standard Porsche 912 cam and Ate cam followers were purchased. When the parts came back, I reassembled them with new bearings. There are those who have the tools and experience who do a much better job than I did. But to my surprise and relief, the engine worked beautifully. I guess I did an adequate job; it went another 100,000 miles. However, I'd say this is a credit to the engine designers more than my rebuilding prowess.

The 912 was driven in rain and snow since Margot, would drive no other car. I continued to do routine maintenance. Trips to Pueblo, Aspen, Colorado Springs, Boulder, Cheyenne, WY, as well as weekly shopping trips all contributed to the mileage. By 1973, I was in college and could not continue with maintenance. My sister could manage the oil level and tire pressure duties, but for tune ups, the car was an occasional guest at Rennenhaus on Broadway in Denver run by the late Grady Clay. The little 912 continued to hum along.

During the mid 80's, there were moves to Oklahoma and Kentucky before we settled in Torrance, California. It was 1987. Before reaching Torrance there was a side trip to San Philipe, Mexico. The trip to Mexico was uneventful. I was in my trusty Toyota HiLux escorting my mother in the 912. However, the return trip was harrowing for Margot. She was returning to the US alone when she was stopped by the Border Patrol, guns drawn. They thought she might be smuggling drugs. After inspecting the car and finding nothing but a frightened middle-aged woman, they released her to continue her journey.

In Torrance, I found we lived down the street from the late Dwayne Spencer. My mother continued to drive the car daily to places like, Fashion Island, Balboa, and the Palos Verdes Peninsula to buy begonias for the garden. At a stoplight a person rolled into the back of the car ruining the shapely curves of the derriere. The bent engine deck lid was replaced, and metal work done before it was repainted. It was also time for another engine rebuild. New standard Mahle biral pistons/cylinders were installed, heads rebuilt, rods machined, and all bearings replaced. In addition, the Solex carburetors were misbehaving as they tend to do after so many miles. I found a pair of brand-new split-shaft Solexes to complete the engine. However, I kept the original single-shaft carburetors which were reconditioned and used later.

It is now 1994 we moved to Pennsylvania. The 912 continued to be driven daily to collect gasoline for the mower, groceries, more plants and even pieces of furniture that would fit. I continued to maintain the car Margot loved so much. In about 2008, I thought the engine might benefit from a larger displacement to match my mother's now less aggressive driving style. A cast iron big-bore piston and cylinder set was installed in an effort to gain low end torque, and decrease the compression to compensate for lower octane gasoline, and again all the bearings were replaced. Margot thought the change made slow speed drivability better, I was not so sure, but car continued to run well with the usual maintenance. Now in her late 60s Margot would share how this person or that would stop her and want to purchase the car. "How much do you want for it?" this was her ask. "It is not for sale!" she would firmly reply. Occasionally, as she was driving a car would "choose" her as if wanting to race. She would exclaim how she "shut them down". Funny how I never heard about the losses.



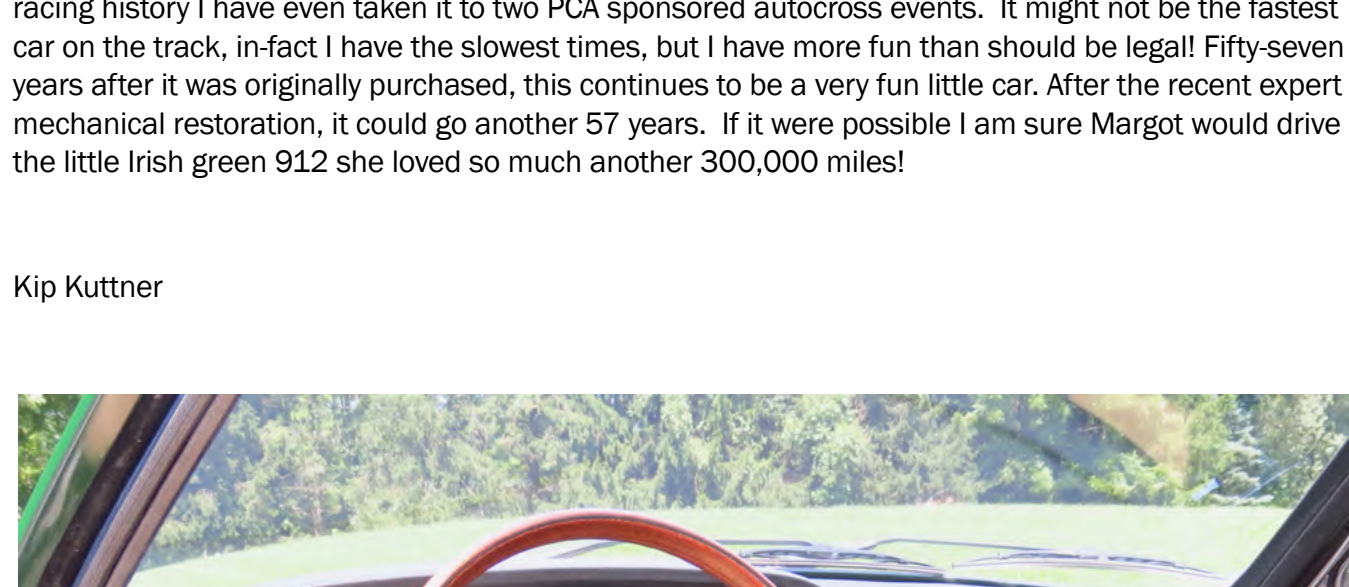
In her mid 70s Margot was driving in the sleepy town of Nazareth. A local constable wanted to talk with her about a burned-out taillight. He was driving a Dodge Durango. Margot was used to "cop cars" and was afraid the person in the SUV following her had nefarious intent. So, she did her best to evade the person as she made her way home. I got a call from a concerned constable who needed to be reassured that it was a case of mistaken identity, and my mother was not running from the law. I promised to repair the taillight.

Over the years, it was necessary to replace voltage regulators, the generator, brake pads and rotors, shock absorbers as they wore out along with points, spark plugs and oil filters. With an estimated 300,000 miles on the car, other things started to happen. The cause of a large oil puddle under the car was a broken tang on the oil cooler. The oil cooler was replaced. Front brake calipers started to bind, and rust was found in the rockers on both sides of the car, as well as the driver's side floor. They were expertly repaired. So began the long relationship with Mark Burkit and his family at Specialty Cars in Allentown. My work prevented me from taking on many tasks that needed to be done in a timely manner for a car that was driven daily. More than once Specialty Cars was able to keep my mother in the driver's seat. And she drove the car up until 16 months before she died at age 89.

After her passing I thought it would be fitting to spruce the car up, while continuing to drive it. However, while adjusting the valves I found pitting and grooving on several rocker arms and valve stems. Second gear was beginning to balk when rapidly shifting, since this would be the fourth engine rebuild and the first for the transmission, I thought it prudent to have a thorough makeover done by a person having the time, tools and talent to do things properly. Now, mechanically the car is new. The engine case was squared and align bored to original specifications. The crank, rods, new Mahle standard pistons, cylinders and pushrods were blue printed. Valve lifters resurfaced and a standard 912 cam installed. The heads and intake manifolds ported, the original Solex carburetors and the distributor rebuilt. Transmission synchro rings and sleeves were renewed. The CV joints were greased, rear sway bars replaced. The gas tank was leaking and replaced with new tubing and fittings and an original tank. The master cylinder was replaced, all four calipers rebuilt by PMO, Bilstein shocks installed on all four corners and turbo tie-rod ends installed. The original Fuchs wheels were removed and stored in favor of 15x6 Fuchs wheels and Yokohama tires. The front seats dash and the driver's side armrest were re-covered in matching leatherette by Autobahn Interiors. I hated to remove the well worn original seat material, but the car is more comfortable to drive now. I find the performance better than new. I love the positive way the car tracks down the road, the light way the car handles, the sound and performance of the little four-cylinder engine and watching the classic analog gauges. Oh, both the analog clock and the heater work!

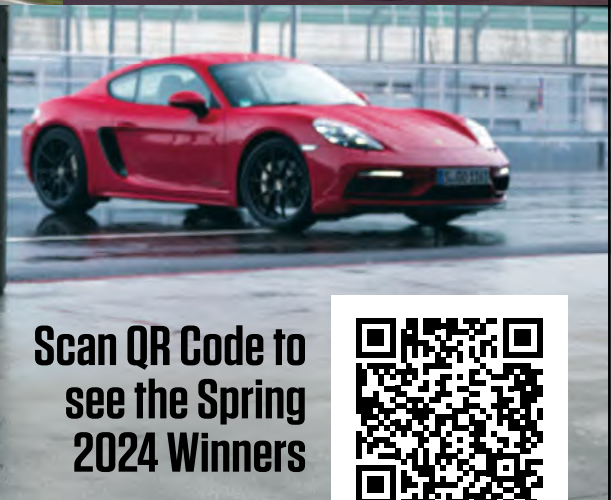
In keeping with my mother's history of using the car as intended, I drive it as often as possible, although the highway congestion makes me a bit nervous. Since the car has a very, very modest racing history I have even taken it to two PCA sponsored autocross events. It might not be the fastest car on the track, in-fact I have the slowest times, but I have more fun than should be legal! Fifty-seven years after it was originally purchased, this continues to be a very fun little car. After the recent expert mechanical restoration, it could go another 57 years. If it were possible I am sure Margot would drive the little Irish green 912 she loved so much another 300,000 miles!

Kip Kuttner



Dale Hersh 1965 E production National Champion tuning
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PORSCHE CLUB OF AMERICA



NINETY MILLION DOLLARS. \$90M. \$90,000,000. I'm still trying to wrap my head around that number. For context, over the last two years of tracking the market, the highest total dollar volume of Porsches sold in a single month was \$59.9m in December of last year. And the market just trounced that by \$30m.

Now, you might be saying, "of course it was a good month, we had Monterey!" Well, August of 2023 produced just \$58m from 680 cars on offer selling at a 66% sell-through rate (STR). Monterey alone this year almost reached that number, with \$54.5m in sales from 141 Porsches on offer selling at a 68% STR. So how did it break down, and where was the uptick in what many people have been calling a "correcting market?"

As you probably assumed, that uptick came at the very top of the market thanks to sixteen million-dollar-plus sales compared to just seven last year. And of those sixteen, six hammered at a higher price than our \$1.9 top sale of Monterey 2023. Leading the pack was an uber-rare 1997 911 GT1 Rennversion that hammered at \$6.4m followed by a 1976 935 at \$3.9m. Both are rare cars and deserving of their high bids, but for me, I was very excited to see the first Singer DLS and a RUF CTR 2.

The Dynamics & Lightweight Study (DLS) from Singer hammered at \$2.8m, about on par with asking prices online when you add in the buyer's fee. The RUF CTR 2 set a new record for ANY RUF sold at auction at a final bid of \$1.9m. With the previous RUF high of \$1.8m for a 25th Anniversary CTR, it makes you wonder what a truly rare-as-hen's-teeth original CTR would sell for these days. \$4-5m? Let's hope we get a chance to find out soon.



PHOTO CREDIT BROAD ARROW

It wasn't all sunshine and rainbows at the top of the market, though. Early Porsche race cars and prototypes continued to struggle at auction with neither of the 550 Spyderys selling along with a 718 RSK, 904 GTS, and 906 Carrera 6. But the biggest surprise was how sluggish bids were on Carrera 2.7 RS'. The last two 2.7 RS Lightweights we saw at auction achieved just below \$2m. All three 2.7 RS Lightweights failed to sell at Monterey with the highest bid being just \$1.2m.

So Monterey was stellar, but what about the rest of the market? August 2024 brought in \$34.7m from a huge 701 units with a STR of 66% compared to \$31.9m from 560 units and a 68% STR last year and \$30.5m from 616 units and a STR of 66% last month.

We saw a number of firsts this month with the first 2024 911 S/T to hit the auction block selling at a final bid of \$602,500. We also saw the first 2023 911 GT3 RS with the Tribute to Carrera RS sell for \$487,500 followed by a second example selling for \$460,000.

Overall, the market continues to chug along with most models selling at or around average prices plus or minus a few thousand dollars. The best of the bunch continue to bring the money, as they should, and the rest seem to be a harder sell as it appears the market is becoming a bit more patient with their money.

Next month brings us sales with Mecum in Dallas and the annual Saratoga Motorcar Auction in New York. I expect things to stay pretty steady, but my expectations have been trounced before!

David K. Whitlock

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

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Shifts and Giggles

TO GARAGE OR NOT TO GARAGE? THAT IS A QUESTION I'VE BEEN ASKING MYSELF LATELY.

Oh and it's not if I prefer to store my ride in its own bedroom in the house (aka in the garage) or at some place like where the August's meeting was held (aka Car Vault) - oh no, it's the question I have if you own a garage then why on earth do you park your car in the driveway?

I see a ton of houses with two/three car garages and there are multiple cars in the driveway - and it's not like they have 5 cars, they have 2 or 3. Yet, I'll drive on by and see (yes I'm nosey that way) the doors up and not another car on site. So I ask why do you have these extra storage lockers for these big pieces of equipment yet the only thing you store in them is a lawn mower and a leaf blower and some pool noodles and a rake and some old paint cans and some wood that you will never use and a garden hose with a hole in in and your trash cans both recyclable and non-recyclable? Help me out here, Are you a hoarder? Is that why you are keeping that garden hose with a hole in it?

Are you just lazy? Too lazy to push yet another button in your life to open and close the garage door? That you would rather fight the rain with a handful of plastic grocery bags and run for the front door, then pull into a nice dry location and squeeze yourself to a trunk then squeeze your way to the garage door in the house with a handful of plastic grocery bags?

Or are you just a bad garage puller in and out? Maybe you are tired of all the tennis balls on string hanging from your garage ceilings and you will forgo any opportunity to use the safe haven built into the side of your house? Or is it maybe you're tired of replacing garage doors because you forget to look up at the rearview mirror to see if the garage door is actually up before you pull out or open before you pull in? Is it you're just bad at math and directional judgment and just assume that a 6 foot wide car cannot fit through a 8 foot slot in the side of your house?

Maybe you just don't like your car and you are just waiting for nature to take its place like a tree branch, hail storm, or a meteorite to strike its place? If that's the case, buy a car that you like. If not then turn your garage into something you can really use like a pickleball practise court or a TikTok studio or a patio or a fish cleaning station or build a rock climbing floor, something, just remove the garage doors so when I drive on by I can just say to myself - "oh they don't have a garage - that's why they park in the driveway."

Jeff Walton

CLASSIFIEDS

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Eric Suber



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Dear RIESENTÖTER Members,

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

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

Thank you,

Der Gasser Team

