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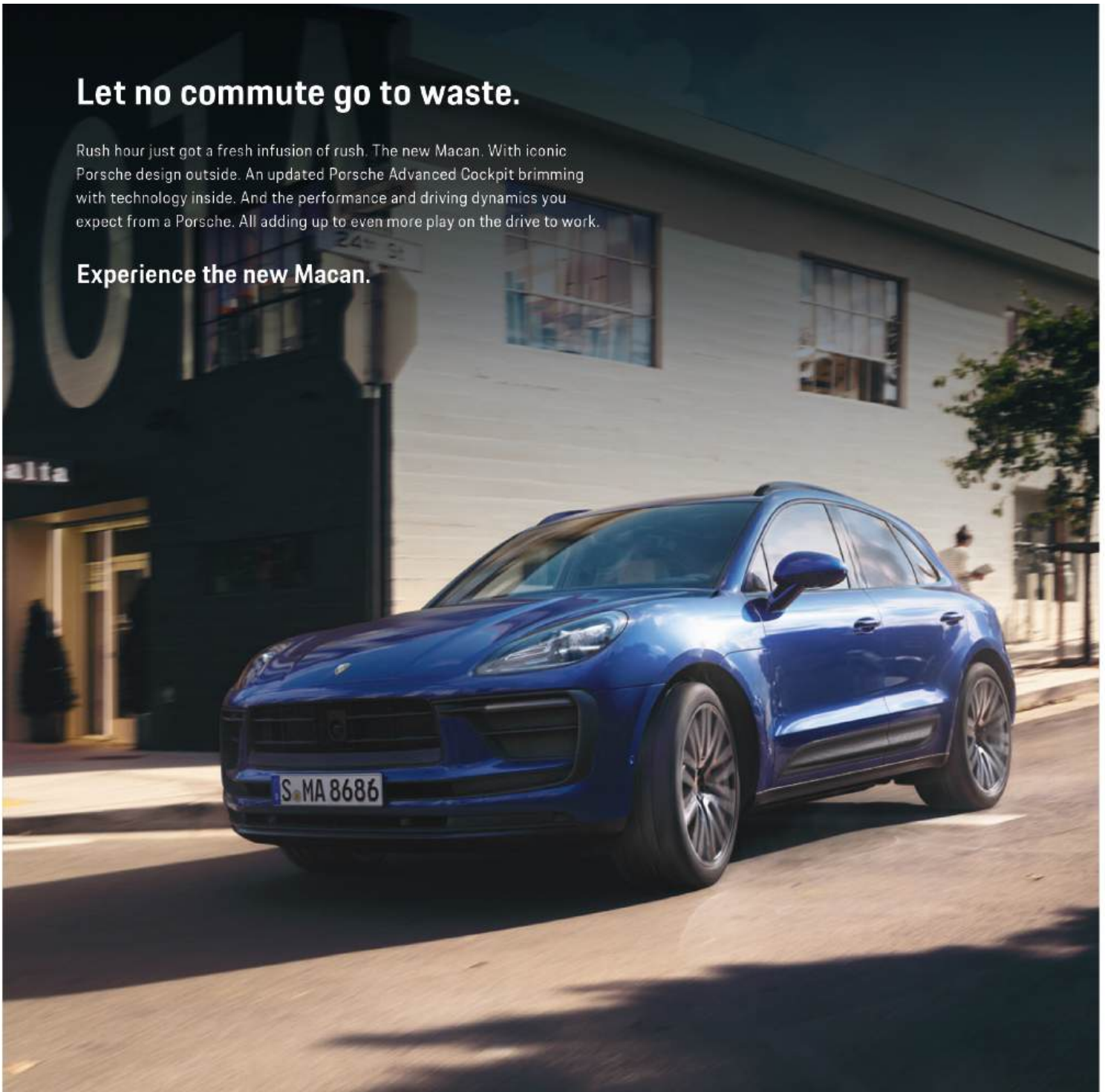
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# MEMBERSHIP MILESTONES

YEARS	January	February	March
<b>45</b>			
<b>40</b>			Jeffrey M. Yoroshko Paul Yoroshko
<b>35</b>			Eric Hahn Jesse Hahn Deborah Horstmann John W. Horstmann
<b>30</b>	Carmen Campagnolo Gino Campagnolo Brian Mulligan Gisele Mulligan James A. Zelinski Robin G. Zelinski	Carl H. Asplundh Jeffrey Hunt Renee H. Hunt Christina Knauer Del Knauer Ashley Mahoney Jason S. Mahoney	
<b>25</b>	Brian N. Fugok Kelly Fugok Jack Peters John Raymond John G. Winterton Sally Winterton	Corinne Cacas William N. Hanafee Andy Machado Kenneth W. Nielsen Frank R. Policare Lisa Policare	Craig S. Gaul Erik Gaul
<b>20</b>	Eric M. Exley Heather Exley	Edward Callahan Scott Chalfant Brad Noel David R. Noel Glenna Piho John Piho	David L. Kot Michael Kot Richard S. Vickers
<b>15</b>	Raymond D. Curran III Kathy A. Curran, DMD Bill F. Deger John R. Lippman Robert Lippman Harriet Wiseman Kenneth B. Wiseman		Catherine Marie Cady Richard H. Cady Norman K. Mielziner Ruth Mielziner David Nettleton Maggie Nettleton
<b>10</b>	Tim Horrell Brett Levine Stewart Levine Gary Moyer Lesa Moyer Frank E. Olivieri Aaron Rhodes Scott Rhodes	Peter Davis Brian Folkes Jessica Gerhart Ralph Gerhart S. Matthews Hamilton Jr. Edward Kress Nancy Kress Deborah Spranger Tilo Spranger	William Coffey C. Gary Lee Marguerite A. Lee Scott Nichol Susan Powell William Powell Drew Tucker Susan Tucker
<b>5</b>	Michael Bailey Ryan Bailey Brian Casal David Heiser Robert Hunter Matthew Johnston Kevin Kelly Kevin Kelly, II Josh Mundy Christos Panidis Ric Pinola Donald Solomon Sandra Solomon Rick Surprise Dean Wampole	Peter Adams Jon Arnold Peter Augello Corey Bergman Kurt Birchler Stephen Doherty Glenn Goodman Jonathan Goodman Francois Guignard Harry Hill Emmy Kachel Jeffrey Kachel Ronald Kline Theodore Mertens Paul Moyer Junke Tan Daniel Wheeler Daniel Wodnick	Michele Huppman Robert Huppman John Lawrence Randy McCarraher Winnie McCarraher John Peters R. Baker Rawlins Renee Rawlins Alexandre Ruoizzi Elliot Shear Wayne Stansfield

## RTR Member #'s December 2024:

Total Members **2878**

Associate Members **975**

Primary Membership **1903**



# NEW RTR MEMBERS



Donald Pointer	1988 911 Carrera Targa
Luann Spalla-Pointer	
Emily Welty	
Cindy Paxson	
Amy Leonard Shumway	
Todd Cummings	2018 911 Carrera T
Shaun Elliott	2010 911 Carrera
John Mason	2024 911 Carrera
Adam Fitzgerald	1968 912 Targa
Robert P. Tamburrino	2025 911 Carrera
Boyd B. Scott	2014 911 Carrera
Waquar Nasim	2017 911 Turbo S Cabriolet
Francesca D. Monastero	2019 911 Targa 4 GTS
Reiner Mauer	
Drew Woodside	2013 Cayenne Turbo
Sheldon Shaffer	2003 911 Carrera Cabriolet
Edward E. Kleist	2024 718 Cayman S
Rick Eisenberg	2023 911 Carrera GTS
John Dixon	1988 911 Carrera Targa
Thomas F. Paxson	2015 911 Turbo S Black
John Forzato	2010 911 Carrera
Catherine Forzato	
James R. Baker	2018 911 GT3
John P. Stoklosa	2024 911 Carrera GTS Cabriolet
Andrew C. Frankel	2008 911 Turbo Cabriolet
Oluwatoyin Ajayi-Frankel	
Samuel Hole	
Nancy LaGurdia	
James Hanyok	2014 Cayman S
Ethan Larsen	2006 Boxster
Andrew Gerard	2004 911 GT3
Wyatt A. Brady	2005 911 Carrera
Matthew C. Stone	2008 911 Carrera
Michael Hanyok	1987 911 Carrera
Phil Harris	
James J. Wagner	1986 928S
Jacob Harris	2016 911 Turbo S
Mindy Yurick	
Tina Cincera	
Mary Wood	
Joella Posey	
Michael T. Mcnamara	2022 718 Boxster
John D. Burchmore	2018 718 Cayman GTS
Richard Wagner	1989 911 Carrera 4
Emmanuel Demutis	2024 Panamera 4



# Vom Präsidenten



## **WELL, ANOTHER YEAR IS IN THE BOOKS AND WHAT A YEAR IT WAS:**

- We donated over 138,000 pounds of food during Phil-a-Trunk
- We taught teens how to be better drivers
- We had 4 autocross at the famed Pocono Raceway
- We had High Performance Driving events including 2 at The Glen
- We had rallies and drives through countrysides
- We celebrated Oktoberfest and the Holidays
- We visited area shops and dealerships while we held membership meetings
- We hopped hour and dined at our favorite watering holes and eateries
- We welcomed back our annual road trip....YEAH!!!!
- We picked out scotch for the entire PCA.
- We know it's not just the cars.....

So, I'm pretty sure that the year 2025 will be just as packed with events, and who knows we might add a few surprises like skeet-shooting drones or AI autocross - just remember to treat yourself to a round of sausage and enjoy the New Year.

Pedal Down,

Jeff Walton

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**2024 IS NOW A WRAP WITH THIS WINTER ISSUE OF DER GASSER.** I'd like to echo Jeff Walton's message that this was another year chock full of driving activities, celebrations and Phila-a-Trunk. From a Der Gasser standpoint, I am very grateful for all who contributed to Der Gasser this year. My thanks to the advertisers and hosts of monthly membership meetings, to all the writers and photographers who provided content and feedback. Your efforts are much appreciated.

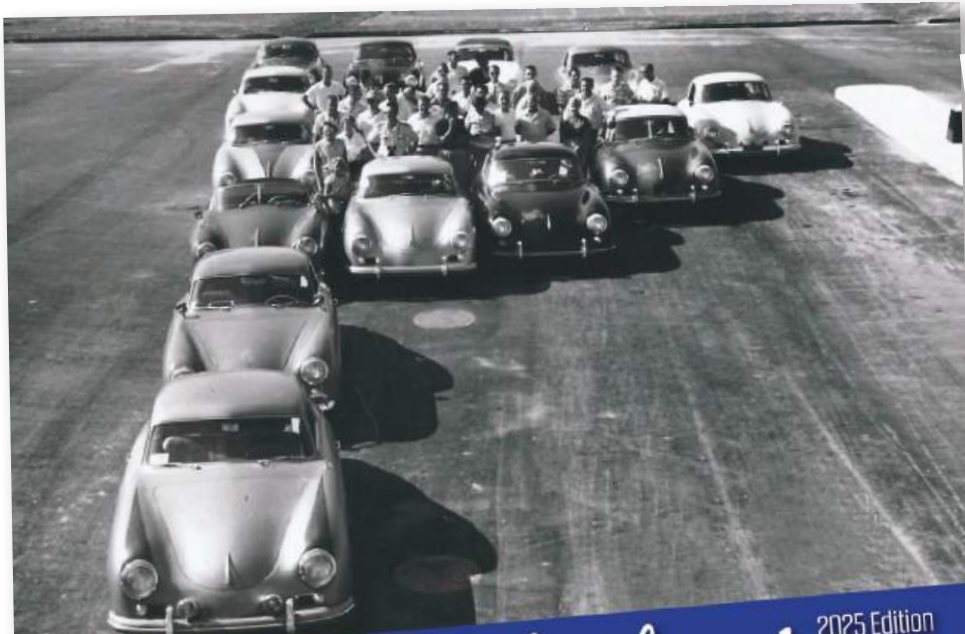
The vibe of Phil-A Trunk this year was definitely upbeat with so many RTR members attending along with numerous car clubs who joined the cause. I wasn't able to make it to the Wells Fargo Center this year, but helped with the early AM coordination of the welcome and staging activity held at the Capital Grille in King of Prussia. Every driver and passenger I greeted had a smile on their face and was happy to be a part of this special day. The Upper Merion Police Department was there to help with traffic and stop light control and the Valley Forge Fire Company once again provided our fire truck escort south to Philadelphia. All in all, this was another great day for Philabundance & RTR!

The holiday party was also a sell out event with the return to Phoenixville Country Club. I was sorry to have missed the party, but understand the feedback was very positive and it was a fun night with good food, music, dancing and a few games and prizes along the way. Congratulations to all of the award winners for 2024! Thanks to Wendy Walton for her hard work to make the holiday party a terrific event and the RTR social calendar buzzing.

As we move forward to 2025, I look forward to another awesome year ahead. Wishing all a very Happy New Year!

Rita Hancock McKeown





# 2025 Edition Through the Ages



# Updated PCA History Book Online Now!

*Through the Ages* now features the latest club events and programs

New for 2025, the Porsche Club of America History Book contains an overview of the club's history, followed by individual sections covering specific detailed items. Some sections were designed for use as standalone articles for region newsletters. Individual chapters and page numbers can be "clicked on" from the contents page. Major National Awards are also included.

Take a look: <https://ww2.pca.org/pca-history>



## PORSCHE CLUB OF AMERICA

# September Membership Meeting

**BACK IN MAY, OUR CLUB WAS INVITED TO THE ACE CAFÉ IN NEW HOPE** to kick off their grand opening festivities. As usual our group turned out in a big way with about 60 Porsches in attendance. We fell in love with the place and decided to return for an official membership meeting on September 18.

And once again we had member after member after member show up. So many folks arrived that we quickly ran out of space in the room that was reserved for us. No problem. Jimmy and his team agreed to let us take over the entire bar area for our meeting. It was a bit unorthodox for a meeting, but it ended up working out well. The tighter than usual quarters made for a more intimate feel. This is a social club after all and there was no choice but to be social. I had several folks approach me after the event and tell me that they really enjoyed the way everything came together and how nice it was to interact with everyone. That speaks volumes about the kind of people that we have in our club. If you never joined us for an event, I encourage you to do so. You will meet some wonderful people.

After enjoying some delicious food and knocking back some beverages, it was time to start the meeting properly and run through our normal agenda of club updates. Most driving events were winding down by that point, but we covered what the club offers to members from a track, autocross and even teen driving perspective. But the main focus of the meeting was on our bigger social events coming up such as Oktoberfest and Phil-a-Trunk.

Because we ended up moving into the bar area at the last minute there were a few folks in the room that were not RTR members. I was initially concerned about us bothering them and disrupting their meal with our meeting. However, as it turns out my concerns were unfounded. In fact, it ended up being one of the most enjoyable aspects of the night.

After our club updates were covered, we addressed the new members as usual. After our new members introduced themselves, we heard from a couple folks in the bar that were not RTR members. They stood up and told the room that while they were not members, they were really impressed by everything that we do. One person said he has a Porsche and would be joining PCA after observing our meeting. It was great to receive that kind of feedback.

After all that, it was time to wrap things up and call it a night. However, many folks elected to hang around for a while to chat and enjoy some more food. A good time was had by all. A big thank you to everyone at Ace Café for hosting us.

Joe Kucinski



# November Membership Meeting

**FOR OUR NOVEMBER 2024 MEMBERSHIP MEETING WE DECIDED** to try something a little different. We had received feedback from some members that attend our membership meetings every month that our content had gotten a little bit stale. We follow the same format of covering our social activities, driving events, Der Gasser and then welcoming new members. It offers a great overview of the club and our activities but for the folks that come out every month, a lot of the information becomes repetitive.

We want our meetings to be informative, but also fun. We want folks to come out and join us every month. I think we do a good job of mixing up the locations where the meetings are held. For those of you keeping track, in 2024 our meetings went from Conshohocken to Springfield to Schnecksville to West Chester to Fort Washington to Berwyn to New Hope and finally to Exton. But we weren't doing as good of a job of mixing up the content. So, we began to change that on November 13 when we returned to our friends at PA Euros for a membership meeting.

Instead of doing our normal run through of all areas of the club we kicked things off by giving a brief overview of the club and upcoming social activities. We then jumped to the new members and allowed them to introduce themselves. We then introduced some club officers and leaders of our driving activities and invited the new folks that wanted to learn more about those areas to connect with us one-on-one after the meeting wrapped up. We then turned things over to Christian Andrade from PA Euros. He spoke to us about proper winter storage of our Porsches. Assuming of course you don't just put winter tires on them and drive them all year! He then raffled off a bunch of fantastic prizes like gift certificates for service and about a half dozen large Porsche crests that would look great in any garage.

This is how we plan to run our membership meetings going forward. Each month we will have a different agenda topic. Sometimes it will be the host presenting something, and sometimes it will be us doing a deep dive into a particular aspect of our club. For example, we will probably do an extensive presentation on track/autocross events in the spring to get everyone ready for the season. The point is that we are aiming to eliminate the repetitive aspects of our meetings and bring you more engaging and interesting topics. So, if you haven't joined us for a meeting in a while, please come on out to one of our 2025 meetings. I think you will enjoy the new format. And if you have any ideas for agenda topics or a place you think would like to host us, please reach out to me at [vicepresident@rtr-pca.org](mailto:vicepresident@rtr-pca.org)

Before I wrap up this article, I need to again thank PA Euros for hosting us, providing us with excellent food and beverages and handing out great prizes. I also want to thank them for being the first to support our new meeting format. They put together a fantastic video of the night and you can check it out on their YouTube channel here: <https://www.youtube.com/watch?v=Ulv144VzAqs> I think watching it will get you excited to join us next year.

Until that time, I hope that everyone has a safe and happy holiday season. I am looking forward to an exciting 2025!

Joe Kucinski



# Oktoberfest



**THE RTR TRADITION TO CELEBRATE OKTOBERFEST CONTINUED** with a record number of attendees this year. The event was held at the Valley Forge Fire Company Picnic Grove and the weather was perfect. Polkadelphia provided the music and the Flying Deutchman a German Food Truck served up Jager Schnitzel, Bratwurst and Bockwurst platters. Amazing food, music and night of fun!

Rita Hancock McKeown

*Photo credits: Mike McKeown*





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# Autocross 2024



## **AT THE END OF EACH AUTOCROSS SEASON, THE RIESENTOTER AUTOCROSS COUNCIL**

gathers to determine the winner of our most prestigious and coveted autocross award: the William C. Schmidt Broken Crankshaft Award. This award, which was incepted more than 50 years ago with avid autocrosser Bill Schmidt's donation of the actual crankshaft from his 1971 912 for the plaque, is awarded to the Riesentoter Region's most improved autocross driver. Luckily for the Council, this year's deliberation was a short discussion. The winner was clear.

You see, in autocross, to progress from a novice driver to a competitive driver requires tremendous focus and discipline. After all, in these timed events, a few hundredths of a second can make the difference between winning and losing, and the difference between, say, a 60.1-second run and a 60.0-second run can be the nuance of hitting the apex of a turn at the optimal cornering speed, getting to full throttle a breath earlier, or "kissing" the cones instead of leaving a mere 2 inches. So, to improve from event to event, or from run to run, requires a driver's detailed reflection on the runs that preceded, and careful mental mapping of the driver's approach to the next 60-second run. And, this is exactly what we saw from this year's award winner.

Dennis Murphy has been an active RTR member for many years, and is a regular at autocross events, but this year, Dennis (who drives a beautiful red 981 Boxster S) upped his focus and delivered some striking gains on the autocross course. From his first event of the season to his last event of the season, Dennis shaved six seconds (SIX SECONDS!) off of his cap from the driver with the fastest time of the day. And, this season-long progression mirrored a methodical improvement from his first to his last run at every single event. To say that the Council was impressed with Dennis's pace of improvement this year would be an understatement. His 2024 performance epitomizes what methodical, constant improvement in high-performance driving is all about. Congratulations, Dennis!



*Pictured: Dennis Murphy (Left), alongside last year's winner of the Broken Crankshaft Award, Bruce Holenstein (Right)*

## **2025 EVENTS**

We once again partnered with our friends at the Northern New Jersey Region and the Central PA Region of PCA to put together four great events at Pocono Raceway in 2025. We expect to soon announce dates for each of June, July, August, and September. More to come!

Dan Ruble





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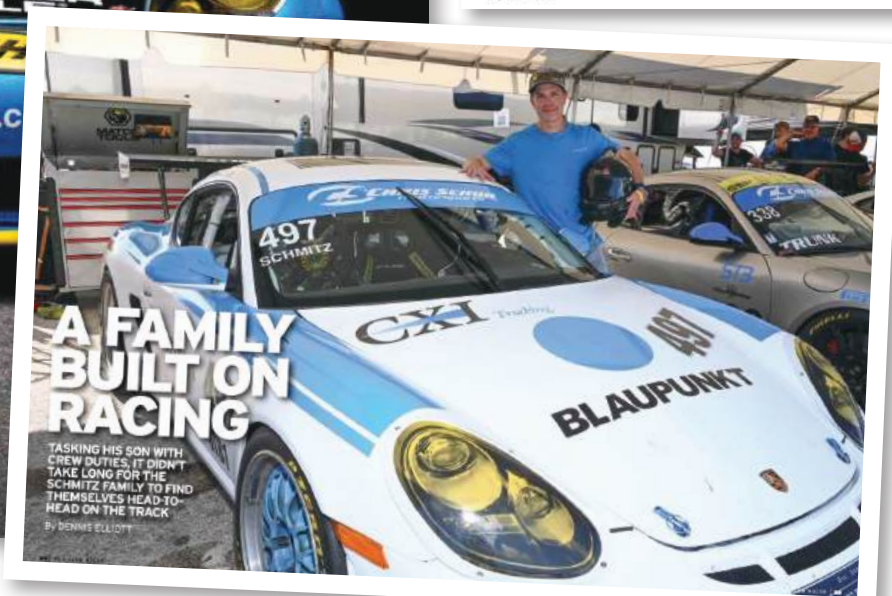
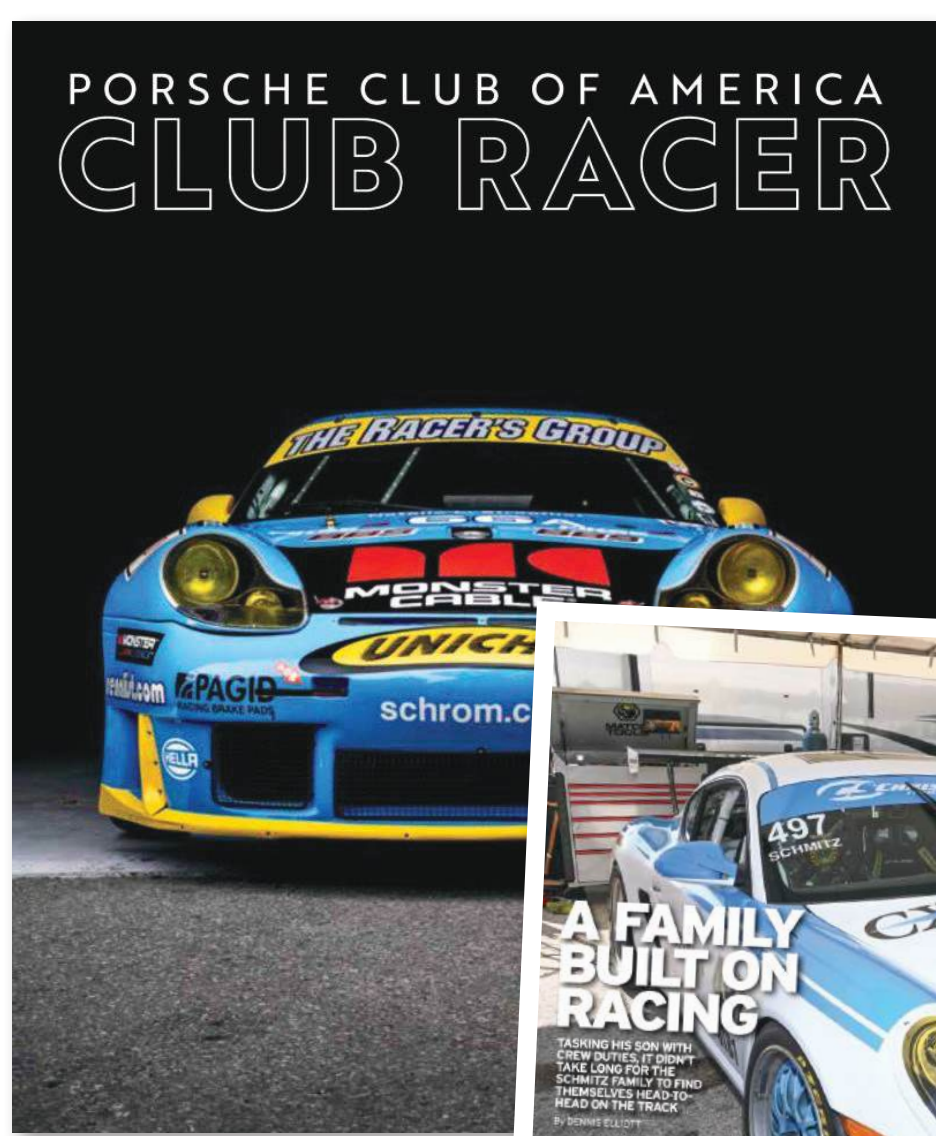
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# RTR Holiday Party

**THE 2024 RTR HOLIDAY PARTY WAS HELD** at Phoenixville Country Club on December 7th and was once again a sold out event. Congratulations to all of the award winners for evening. Below are a few photos to capture the award winners in attendance as well as our members playing a snowball tops game for prizes.

*High Speed Driver of the Year - Rick Possumato*

*Instructor of the Year - Mike Fisher*

*Mighty Nitto - Scott Borelly*

*Tattered Helmet - Bob Hargesheimer*

*Reisentoter Award - Daniel Ruble*

*William C. Schmidt Broken Crankshaft Award - Dennis Murphy*

**Photo credits: Joe Kucinski**



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# Winter DE



## WHEN TALKING ABOUT DRIVER'S EDUCATION WE GENERALLY ALLUDE TO THE IMPORTANCE

of safety in alignment with Riesentöter PCA's mission. I find it important for members to understand that it takes a lot of effort to safely put your car on track and to know what's going on in each session you drive. Preparing your vehicle, using proper equipment, classroom instruction is all part of it, but once you are driving on track, it is the flaggers who look after you and play the critical role to maintain communication and safety during each driving session.

While you are out having fun maximizing the capabilities of your car enjoying high performance driving the track is managed by flaggers led by a pit marshal who knows what's going on and makes decisions based on the information communicated by flaggers. Flaggers work rain or shine and under poor visibility when foggy. PCA rules are communicated to flaggers ahead of time. RTR generally works with Race Communications led by Donny Dombroski, a professional pitmaster respected by everyone at the Club and racetracks up and down the East Coast. Donnie has worked as a flagger since 1991 and his crew member Paul Olyowski, since 1986.

Their expertise, work ethic, and knowledge of the rules help me feel safe. These folks have learned to work with the RTR Speed Council, making it a great partner. Personalities and knowledge perfectly align to the PCA culture of camaraderie, cordiality and safety in working with drivers while on track. PCA thrives on members' comfort while participating in driver's education events given the risks of high-performance driving. Race Communications helps drivers feel welcome and safe when in, out, and while on track.

Flaggers on a racetrack play a critical role in maintaining safety and communication. Their main job is to convey important information to drivers using different colored flags and signage; and to the RTR Speed Council Chair using radio communications, to signal various situations on the track. Flaggers are typically stationed at various points around the track, especially at high-visibility locations such as turns, straights, and near the pit entrance. Their role is to monitor the sessions and communicate potential hazards or changes in track conditions to drivers. For example, when a driver is off pace, flaggers follow the car around the track by communicating among themselves and depending on how slow the vehicle is moving, the pit marshal may black flag the driver, to signal he or she must pit in. Other drivers may be shown a white flag signaling they are approaching a slow-moving vehicle.

In speaking with Donnie Dombroski about his work with RTR PCA, he emphasized their commitment to RTR "I don't truly do this for a living and value the Riesentöter culture. I don't do it because of the money, and my team very much enjoys working with PCA," he said.

I find it important that we acknowledge the work flaggers do, because of the critical role they play in safety and the comfort they offer to drivers with their good work. They travel the distance to work with us.

RTR enjoyed a good 2024 driving season and I express gratitude to all drivers who make our program possible: PCA members, BMW and Miata thanks for making it fun, and the Corvette folks for making it challenging, fun and loud. See you all in 2025.

Yoyi Fernandez





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# Under 2 Minutes to Victory

**0:11...0:10...0:09 ....I GET PASSED. AGH! THE (LAP) TIMER RESETS.** My heart is racing like I am full throttle in a 917 down the Mulsanne in the rain. My neck and back muscles are tense and sweat is beading on my brow. "C'mon, c'mon you can make it, don't give up so close to the finish line." Less than another 2 minutes to go. I can barely stand it. My nervous system is on full alert, bordering on hyper awareness. I can almost feel the synapses of my flat 6 firing (1-6-3-4-2-5...NO!) out of order. As the timer is counting closer to zero again, my eyes want to close. "Don't do that!" I tell myself, "Fall asleep at the wheel now and this could come to a swift end!" Now's not the time for letting up, not so close to the finish! As I sit on the edge my seat, I can still smell the leather. I can hear the glorious Mezger engine approaching redline, and feel the road sensations through the wheel. I'm so close now and my only obstacle is the clock. My hands grip the (ergonomic) controls, and I make my final "move" just as the time counts down past 0:17 for the second to last time.

I let go of the controls and wait another 100 seconds.

This time the clock gets down to 0:20, then down past 0:16. I wait, literally holding my breath. It passes 0:10, then 0:08...now I can feel the hairs on my arms start to raise as the goosebumps arrive. 0:05...0:04...0:03....0:02...0:01.....0:00!

'Congratulations!' You are the winner!"

I immediately send a text to Adam E at Garage 44. - "YES!!!!!!!!!"

His reply coming within a second or two - "AWESOME!" I can sense his true happiness for me through the simple text exchange, even though we had just met but a few hours earlier.

Don't worry, I wasn't texting and driving. I am seated safely at my home office desk. It's 1:22 pm on a sunny Tuesday afternoon. September 10th, 2024 to be exact, and I just won the only Bring-a-trailer auction I ever seriously followed, let alone participated in. I wasn't sweating lap times but instead, that torturous two-minute timer resetting as the bidding wound down to the end! The subject vehicle is of particular interest and has been a bucket list car of mine since it first appeared in the USA back in 2004, the Porsche 996 GT3. This specific example is one of the very finest I have ever seen come available. Ordered new, owned and treasured for all of its life by a prominent Maryland businessman, this car covered just 7,018 miles while in his care before life circumstances required its early retirement to the garage for an extended period of storage. After Adam and the team at Garage 44 towed the car safely from its climate controlled slumber, replaced all the fuel, fluids, the tires and removed the thin film of dust, the car was ready for the auction listing and a new caretaker. And that lucky soul wound up being me!

Rewinding to the day prior to the auction, I was moments away from closing a deal on a different 996 GT3, a Midnight Blue example (1 of only 22!) which was located 3000 miles from me. While negotiating back and forth during the evening, I decided to conduct one more internet search and I happened upon this GT3 listing on BaT, one that happened to be local to me in Southeastern PA. As the day was winding down, I decided to wait another 18 hrs to sign on the Nachtblau GT3, as something was compelling me to go and see this car in person.

The next morning I awoke to clear blue skies and mild temperatures. A great driving day to go see a car, if there ever was one! My wife was in Chicago on business so I got both kids on the school bus at 7am and headed out to Annville PA. I chose to travel the best way possible on a day like this...in my 1988 Lagoon Green 911 Targa. With my 1980's playlist coming through the Blaupunkt stereo loud and clear, I made my way through the farms of Pennsylvania's Lebanon Valley to the serene setting of Garage 44. I will never forget pulling up over the slight rise on Moyer Street and seeing the door to Garage 44 open, with the Arctic Silver 911 GT3 sitting just inside, centered in my view and just barely out of the sunlight. I know it sounds surreal, and maybe it is, but, in this moment...I could feel something happening. It was...in my future. I pushed these somewhat mysterious emotions aside and spent a focused hour looking over the car, talking with Adam and becoming acquainted with him, his business and the entire situation at hand. As I said, I was a person with zero auction experience so I didn't really know what I was getting into, but I could tell from talking with him, about the history, about his preparation of the car, and his expertise, this specific GT3 was a very special opportunity. During this hour, I also grew to appreciate how wonderful Arctic Silver Metallic is on a 996 GT3, highlighting while simultaneously not competing with all of the purposeful aerodynamic lines of the body. After sitting in the car with the door closed for about 10 seconds, I closed my eyes. I took in the incredible smell of virtually new leather, my senses taking me right back to 2004 when this car was delivered. I might have been in a Porsche dealership sitting in a brand new GT3 (who knows...maybe I even was!). I emerged from the flawless cockpit and very plainly but sincerely to Adam, "I have to try with everything I have to win this car."

We talked just a bit more before my departure - honestly I was having trouble leaving the GT3 and imagining it going to someone else! Besides, I could have talked for a few hours more, as Adam is a really interesting guy with a shared passion, a fabulous garage and a great business operation. Another strange coincidence was revealed during our talk, Adam's close friend had purchased my 1988 911 CE Coupe from the local dealer I sold the car to the week prior! This was the car I was replacing when shopping for the GT3! What are the odds. Eventually I left with plans to be home with about 45 minutes to spare, while accounting for the inevitable Amish carriages, farm tractors and the myriad of other country obstacles I would pass on the way back to my computer and the imminently closing auction. Once the bidding started getting serious with about 10 minutes to go, the emotional oscillations I experienced between anticipation, fear, excitement, resolve, acceptance, and flat out panic were about all I could handle. In the end I came out the winner but I don't know if I could go through that again!

While this ownership story is just now beginning for me, there is a final chapter of this GT3 story I'd like to share. It was the personal experience I had finalizing the sale. I was very fortunate to be able to complete the sale at the family home in northern Maryland, where the car had lived out the first 20 years of its life. Having the title signed over to me in person was significant and memorable for sure, but this really paled in comparison to the rest of the time I spent there. Being able to sit inside their home, to have a short period together talking just between us, the previous and new owner, was a very significant moment of human connection. We talked not just about the car, but about family, and about life and all that it is and can be. These shared moments and the memory of this conversation will accompany me every time I turn the engine over to go for a drive. Being able to acquire this most special car that was so treasured by the previous owner, and to have it happen in this way was unexpected and quite moving on a personal level. It was a wonderful way to commence the beginning of my story, and for this I am most grateful.

All of us are in our own race in life. A race against time, against our clock, as time is our only finite asset. Let's spend it wisely. Spend as much of it as you can with the ones you love and doing the things together that create happiness. Our shared passion for these incredible automobiles bonds all of us on an unspoken level. An appreciation for the fine balance of art and engineering, and the ultimate freedom of motoring. The aesthetic experience of doing that in a machine as fine as a Porsche.

In my case, maybe the finest pure drivers Porsche of all - the Porsche GT3. Final thought for all who own, or desire to own, a Porsche or a GT3 - in the end, whoever has the most seat time wins! You can be sure I will be in the running. See you on the road.

Jason Showers



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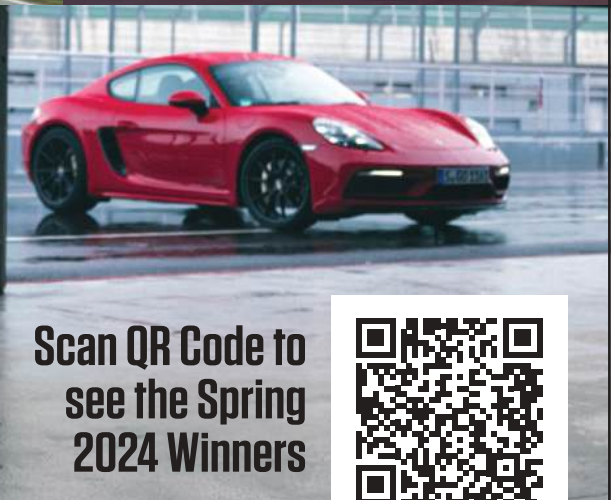
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## PORSCHE CLUB OF AMERICA



**SO FAR, THE THEME FOR 2024 HAS BEEN DOLLAR VOLUME** and Unit Volume up, Sell-Through Rate down, as more cars have hit the market this year, but just haven't been selling. Well, November took quite the U-turn with our first year-over-year Sell-Through Rate (STR) increase in quite some time, despite Dollar and Unit Volumes declining, with 69% of the 537 cars on offer selling for a total of \$36,536,798. But what's really interesting, is the fact that the STR increased not because sellers set more realistic reserves, but because bids appear to be rebounding.

Take for instance the 356 market, one that has been struggling over the past few months. In 2024, only one 356B T5 Cabriolet had sold above the \$140,000 mark whereas last year, we had four. But this month, a beautiful Bali Blue example brought an impressive \$177,800, marking a significant above-average sale. We also saw a standard, run-of-the-mill 1965 356C hammer at a final bid of \$118,000, \$25,000 over the twelve-month average.

Porsche 356-powered 912 also saw gains over previous months with three SWB Coupes all selling for a good clip over the \$48,000 average. Leading the pack was a one-owner 1965 912 finished in Signal Red over Black that had been driven approximately 325,000 miles and included service records dating back to the 1960s. This gem sold at a final bid of \$82,000. But that price was eclipsed, and rightfully so, by a 1968 Soft-Window Targa at \$95,500. Finished in Irish Green over Black, this 912



Targa had remained with its original owner up until 2023, when it was acquired by the seller.

911SCs also looked up this month after a year of slowing with two strong examples bringing exceptional bids. A 117,000-mile 1978 Coupe finished in Mocha Black with a Cork leather and Tartan cloth interior hammered at the second highest price we've seen all year at \$105,000. This was despite some noted paintwork and an updated rear decklid with whale tail spoiler. Also jumping averages was a Black on Gray 92,000-mile Weissach Edition that brought \$70,000 even though it had its issues as well.

But although many markets started to show signs of a bit of a rebound, some newer cars continued their slide, with GT4 RS' leading the way as only one of the three cars on offer found a home at a sub-\$200,000 bid of \$191,000, which is the second lowest price we've seen for an example here in the US thus far. On the new 911 side of the market, 992 GT3 RS' also fared poorly with both cars on offer failing to sell at bids of \$310,000 and \$392,000. It looks like the days of a GT3 RS selling for over \$400,000 are behind us unless it's a 1-of-150 Carrera RS Tribute Package car.

At the tippy-top of the market, we had a mixed bag of sorts. On one hand, we had a 170-mile 918 Spyder with Weissach Package sell at \$2,690,000 all-in, which is a little light compared to a 457-mile example that sold for \$2,865,000 back in April, and this month's car was in a much better spec, in my opinion. And then there was the 267-mile 2005 Carrera GT that sold for \$2,025,000 all-in, a price we haven't seen since March of 2022.

It will be interesting to see how the year ends here in December. So far, all signs point to a continuation of November, but then again, I'm writing this only three days into the month. If it does, what does that mean for the spring market? Things could be heating back up.

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](http://www.stuttgartmarketletter.com)*

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# CLASSIFIEDS

## **Cayenne Winter tire/wheel package**

Set of 4 MSW Type 19 wheels 18X8, 5X130 ET 43 black wheels with 255/55R18 Pirelli Scorpion winter "NO spec" tires with TPMS. Used 4 winters on my 2012 cayenne. Plenty of tread left. Always stored indoors on wall mounted rack. Purchased from Tire rack.

Very good condition. \$975. Pickup only in Malvern Pa.

**Call/text Frank Donato 215-479-2062.**



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# CLASSIFIEDS

I had always wanted a late-model 356 with four-wheel disc brakes, so I bought this car from a good friend in 2002, especially because it had been restored in the 1990s with a new floor and paint job. I'm a retired master mechanic who taught technical training for corporate VW and Porsche, so I rebuilt the original numbers-matching engine (now updated to SC specs, 1750 ccs, and complete with Zenith and Solex carbs), as well as built up a 2.1-liter 914 "outlaw" engine (currently in car with DTM downdraft fan housing and Weber carbs). I also rebuilt the transmission with all new synchros and a taller Skirmants 4th gear; twin-circuit master cylinder, Zim steering coupler and Zim 12-volt conversion; lots of other extras, including refurbished gauges with LEDs, new foam on dash, seats and sun visors, driving lights and great auxiliary heater.

There's a dozen or so photos on the PCA Mart, but I've included a few in this ad. Contact info:

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