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COVER

Photo credit: Doug Anstadt

2025 RTR Event Calendar

Events

April	4/12	Tech for Pocono
April	4/13	Breakfast @ The Whip
April	4/16	Membership Meeting in Downingtown
April	4/25-27	DE @ Pocono SE
May	5/4	Spring Drive
May	5/24	Car Control Clinic
June	6/7	AX at Pocono
June	6/7	Tech for Lightning
June	6/20-22	DE @ Lightning
June	6/21	Drive In Movie

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MEMBERSHIP MILESTONES

YEARS	April	May	June
45			Robert Lee Taylor
40	John M. Mitroka	Dan Friel	Norman Marcus Roberta Marcus Lori Paradis Robert A. Paradis
35			Albert J. Hughes Rose Radcliff Mark A. Terlecky
30	Phillip Casey Thomas Casey Myles C. Diamond Anne R. Tansimore Jordan Kellen Tansimore Catherine Wetendorf	Howard D. Silvers	Arthur M. Mason Nadine Mason
25	David T. Ehm Michelle Ehm Craig Howie Kim Howie	Scott R. Belles Julie Dennis Frank Donato Julie Donato	James J. Baum Michelle Baum Craig A. Giordano Patricia Mchugh Giordano
20	Kevin Carouge Stefan Carouge Christopher J. DiGiuseppe Barbara Forte James K. Heitmann Karen Reif Richard Reif	Keith J. Gelles Jonathan Harshaw Robin David Harshaw Bart J. Venesoen Belle Venesoen	David Goldstein Jeffrey R. Mooney Nancy Renshaw William W. Renshaw Debra Segl Walter E. Segl Cassandra Woods Fred Woods
15	Andrea Hyslop Joseph A. Santa Peter R. Schwartz Mary Stevenson Scott R. Stevenson	Tom Carey Victoria Carey James R. Guerra Andrea Loder Thomas Loder Bruce K. Whitney	John M. Bowen Rebecca Bowen Monica Femovich Walter R. Femovich Michael L. Mendlow Sadie Mendlow Kristoffer J. Murphy Elizabeth Purcell Richard O. Purcell
10	Robert Abramowicz Carol Amick Andrew Armour Erica Burkit Val Ciano Dan Coughlin Chris Eby Heather Eby Steven Huynh Wayne Jensen May Ly George Palomba Chaz Ramos Linda Schwartz Randy Schwartz	Margaret DiBianca Eric Kaufmann Hoi Lee C. Marlon Lucero Diante Mallory Nathaniel Mallory James Teixeira	John Devirgilis Lee Doyer Leo Doyer Nick Ganc John Hickey Eric McLaughlin Jim McLaughlin Vince Melchiorre Ronald Mowery Nancy Mowrey David Weiss
5	Cari Clapper Josh Clapper Andrew Grier Florence Shelbourne James Wang	Bonnie Fertell David Fertell D. Reid Gill Jeffrey Hertz Brian Jordan Timothy Leithead Michael Rovito Vincent Rovito George Spyropoulos	Rob Bell Kaushik Datta Philip Frost Brad Hartwell Foster Mouton Todd Myers Michael Wessner

RTR Member #'s March 2025:

Total Region Members **2917**

Associate Members **990**

Primary Membership **1927**



NEW RTR MEMBERS



Frank E. Dischinger	2022 911 Carrera S
Sandra Zell	
Shuhrat Obloyorov	2025 911 Carrera GTS Cabriolet
Stewart Nicholson	2005 911 GT3
Tamra Nicholson	
Stephen Sheriff	2021 911 Carrera S
Adrianna Sheriff	
Christopher Gibson	1987 924S
Michael Ellis	2023 911 Targa 4
Bryan Noel	2025 718 Cayman GTS 4.0
Jorge L. Marte	2004 911 Carrera 4S
Dimitrios Tsikoudis	2018 911 GT3
Richard Cohen	2010 Boxster
Rose Burgman	
Sanjeev Arjungi	2025 718 Cayman
Timothy G. Talomie	2021 911 Carrera
John Atkinson	2014 911 Carrera S
Conor Proud	2006 911 Carrera 4S
Juliana Farella	
Vincent Caputo	1999 911 Carrera Cabriolet
Peter Henwood	2008 911 Carrera 4
Jeffery S. Huss	2016 911 Carrera 4 GTS Cabriolet
Gary Shusman	2023 911 Carrera 4 GTS
Joseph R. Adie	2024 718 Cayman
Maria Adie	
Carl Rodney Comegys	2025 Macan Turbo (EV)
Paul Fischer	
Doug Mchugh	2025 718 Boxster GTS 4.0
Lauren L. Ikpe	2021 Macan
Sandra J. Sowers	2025 Taycan
Richard Sowers	
Paul Niemczyk	2025 718 Boxster GTS 4.0
Tony D'Antonio	2013 Cayenne GTS
Jaimee D'Antonio	
Keith Williams	2013 911 Carrera S Cabriolet
Liam Sullivan	2005 Boxster S
Jean M. Marchetto	
Alexis Thomas	
Lloyd Malone	2005 Cayenne
Alex Mayer	2023 911 GT3
James Wilson	2025 718 Cayman GT4 RS
Evan T. Miller	2001 911 Carrera 4
Doug Mcgillivray	2023 718 Cayman GTS 4.0
Kim Hopp	2014 Cayman S
Christopher Matos	2008 Cayenne
Rhona Docherty	2020 Cayenne Turbo
John Kovacs	
Philip P. Borup	2010 Panamera S
Leonard Vangulick	2024 Macan
Ellouise Vangulick	
Peter Rall	2013 911 Carrera Black
Braden Rall	
Stanley S. Szortyka	2023 718 Cayman GT4 RS
William T. Krempa	2011 911 GT3
Adam Woods	2025 718 Cayman GT4 RS
Thomas B. Morse	2012 911 Carrera S
Gabriel Morse	
David Brown Jr	2017 911 Carrera S
Otis Stephens	
Michael H. Craley	2013 Boxster
Kathryn Narducci	
Patricia Boccella	
James J. Cardillo	2025 911 Carrera
Lori Cardillo	
Diane Barbella	
Anthony Konstantinidis	1982 911 SC
Jonathan B. Segal	2003 911 Carrera
Snehal Talati	2014 911 Carrera 4
Jeffery Edward Halstead	2024 718 Cayman GTS 4.0



SO THIS MONTH WE SEEM TO BE IN THE PLANNING STAGE, although our track people have got their act together. They have all their events open for registration. So sign up today - yes, it is true we are not going to the famed Glen this year as the only date they could give us was July 4th which would not have been great but we now have a weekend at Thunderbolt. So again, please check out the schedule, pick some dates, and learn how to really drive that car of yours.

Speaking of learning to drive - the autocross team is planning a car control clinic at the end of May which will be sure to sell out fast so look out for the upcoming email blast for registration.

Also, our Social Chair is still planning on the annual trip that should be announced sometime in April. There will be a trip to the Whip and a few happy hours strewn about along with a Spring drive with Paula and a rally by Spencer.

On the calendar, we already have our Summer Movie Night in June (registration is not open just yet) Oktoberfest, and our annual Holiday Party so you can lock in those dates for now.

As usual, we create these events for you. The Club subsidizes many of such events, so please come out and take full advantage of what Riesentoter does for you.

Pedal Down,

Jeff Walton

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Editor's Note



AS WE KICK OFF THE BEGINNING OF THE 2025 RTR SEASON, I WANTED TO SAY THANKS to each of you for continuing to support Der Gasser with copy, photos and positive feedback. Thanks to all who read the issue cover to cover and support our advertisers as well. Please continue to share your thoughts on what works, what doesn't and any new ideas for the future. You can reach me at editor@rtr-pca.org.

Highlighted in this issue is the Rolex 24 Hours of Daytona. We are fortunate that not one but two members attended this amazing event and shared their experiences from a personal car enthusiasts' perspective. I enjoyed reading both articles and decided to take a little creative license and title the articles "Rolex 24 Hours of Daytona x 2". I hope you enjoy viewing the story and photos they shared.

As the Winter season is now behind us and keeping our cars pristine for the driving season ahead is a priority, Bill Fetter from Immaculate Paint Protection shared a DIY PPF Maintenance Guide. Many of us have paint protection film applied to our Porsche vehicles, so this is a handy refresh on how to continue to care for your Porsche to keep it looking awesome. As we go to press, Bill will be the host of our March membership meeting at his shop located in Allentown, PA.

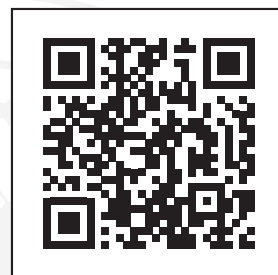
The DE and AX season is gearing up with the schedules now posted on the RTR calendar. Registration is just around the corner. Our Social program is also ramping up with our Spring Drive in May sprinkled with a few happy hours and new events heading to the calendar shortly. Enjoy the warmer Spring weather ahead,

Rita Hancock McKeown



PCA Video Celebrates 70 Years!

2025 marks Porsche Club of America's 70th anniversary, so PCA decided to create a video to share our celebrations with the automotive enthusiast community at large. With club community scenes captured on video as far back as the 1950s through today, we hope you enjoy looking back and recognizing how far our members have taken the club.



Watch the video: [PCA.org/news/pca70](https://www.pca.org/news/pca70)



PORSCHE CLUB OF AMERICA

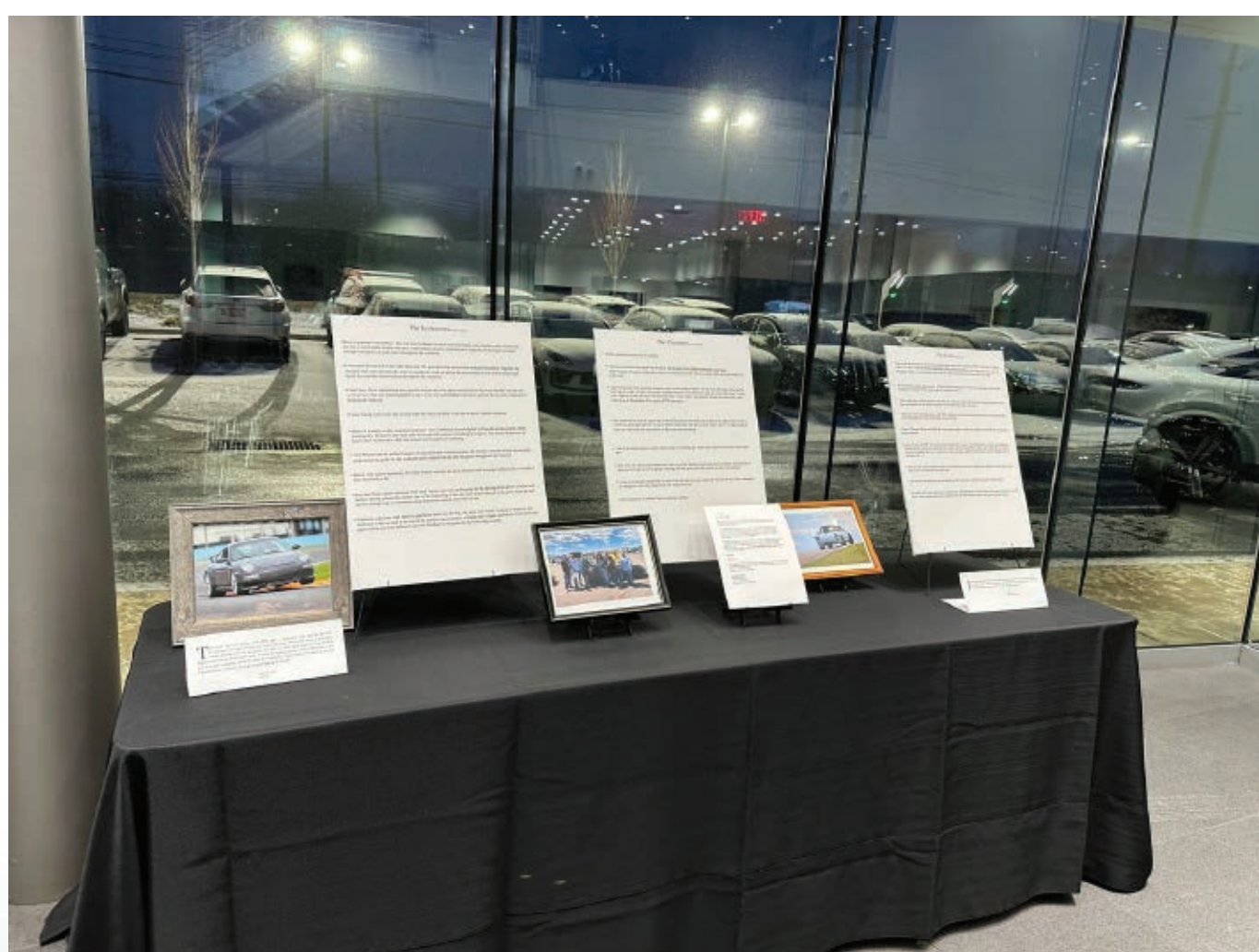
February Membership Meeting

HEY LOOK – NO SNOW IN THE FORECAST FOR THURSDAY, FEB. 20TH was the message sent to RTR members for our first meeting of the year. Well, mother nature did not cooperate and the forecast of little to no snow, was not accurate. The travel to and from the meeting wasn't the best...at least not in my experience crawling along an icy and snow-covered Route 202 corridor from Central Montgomery County. It seemed as if the snow accumulation was localized right over Bucks County and in particular the Porsche of Warrington location. Every car in the parking lot was covered in snow by the end of the evening. Luckily, that did not discourage our members from heading out from a cold winter season to kick off the New Year. There was over 100 members in attendance! Thanks to Porsche of Warrington who hosted the meeting. They provided a great spread of food, refreshments and some nice door prizes for attendees that evening. They also had an incredible collection of Porsche vehicles for us to check out in their state-of-the-art center. After the social hour, the meeting kicked off with a welcome from the Porsche of Warrington team. This dealership was founded in 1954 by the legendary Holbert family and is the second oldest Porsche Center in the United States. It has been a staple in the Bucks County, PA community for nearly 7 decades. The Sloane Automotive Group owns and operates the dealership today.

The key topic for this February meeting was our Driver's Education (DE) Program. Several instructors were in attendance to provide an overview of the track program, expectations from a new student perspective along with personal experiences and observations. Our track chair, Corey McFadden led the presentation including information on the 2025 track schedule and the process to prepare for registration and attendance at the events. The track locations that will be on the schedule for this season were also reviewed. A few of the driver awards including the tattered helmet and high-speed driver of the year were on display as an example of awards presented at the RTR year-end Holiday Party. Please be sure to check out the RTR website and calendar for the complete schedule and more info on the driving programs for 2025.

As a standard at each meeting, we welcome our newest RTR members to the Club. Our Membership Chair, Roy Blumberg, welcomed these members as they introduced themselves to the group. To round out the meeting, Joe Kucinski, Vice President highlighted upcoming social news and future membership meeting dates to round out the evening.

Rita Hancock McKeown



DIY PPF Maintenance: Step-by-Step Guide

TODAY WE ARE GOING TO TALK ABOUT DIY PPF MAINTENANCE. If you are not smart about it you can ruin your PPF.

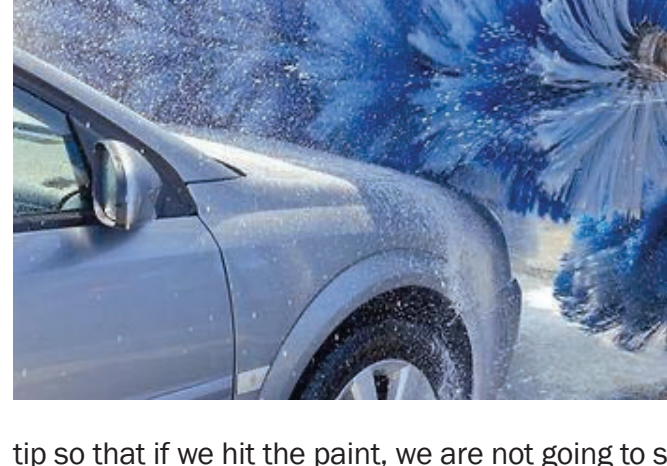
We are going to give you a step-by-step guide on how you can maintain your Paint Protection Film at home on your car, truck, or SUV.

We can break down PPF maintenance into three main categories: the process, the chemicals, and the tools.

First, the wash process: A well thought out wash process is going to avoid introducing swirls and scratches to the paint on your vehicle. Most of the paint damage we see here at Immaculate Paint Protection is from improper wash methods.

Do not let just anybody wash your car, and do not take your car to the car wash.

Hundreds of dirty vehicles have gone through, getting all their grit and grime onto those brushes. That puts your vehicle's paint at risk of getting scratched by the debris still on the brushes. (Touchless car washes are safe however.)



The big brushes at a car wash can scratch your vehicle's paint.

First, we wash the wheels and the tires since they are the dirtiest part of the vehicle. Then, the presoak step: we are looking to get the bugs and the road tar off. After letting the vehicle soak for a few minutes, we rinse.

When you have PPF you must be careful rinsing. We use a pressure washer here in the shop at about 1200 to 1600 psi, and we use a rubberized tip so that if we hit the paint, we are not going to scratch it up.

Near the edges of the PPF we are going to stay away 6 - 8 inches or so. If we put the pressure washer right on the edge of the PPF, we can blast water under the PPF. It will not ruin the film, but it is going to look ugly with water bubbles behind it.

Bill sprays foam on this Tesla Model Y for the pre-soak step.

After thoroughly rinsing, we do an iron decontamination process, and rinse the vehicle again. Next, we wash the vehicle using the two-bucket method.

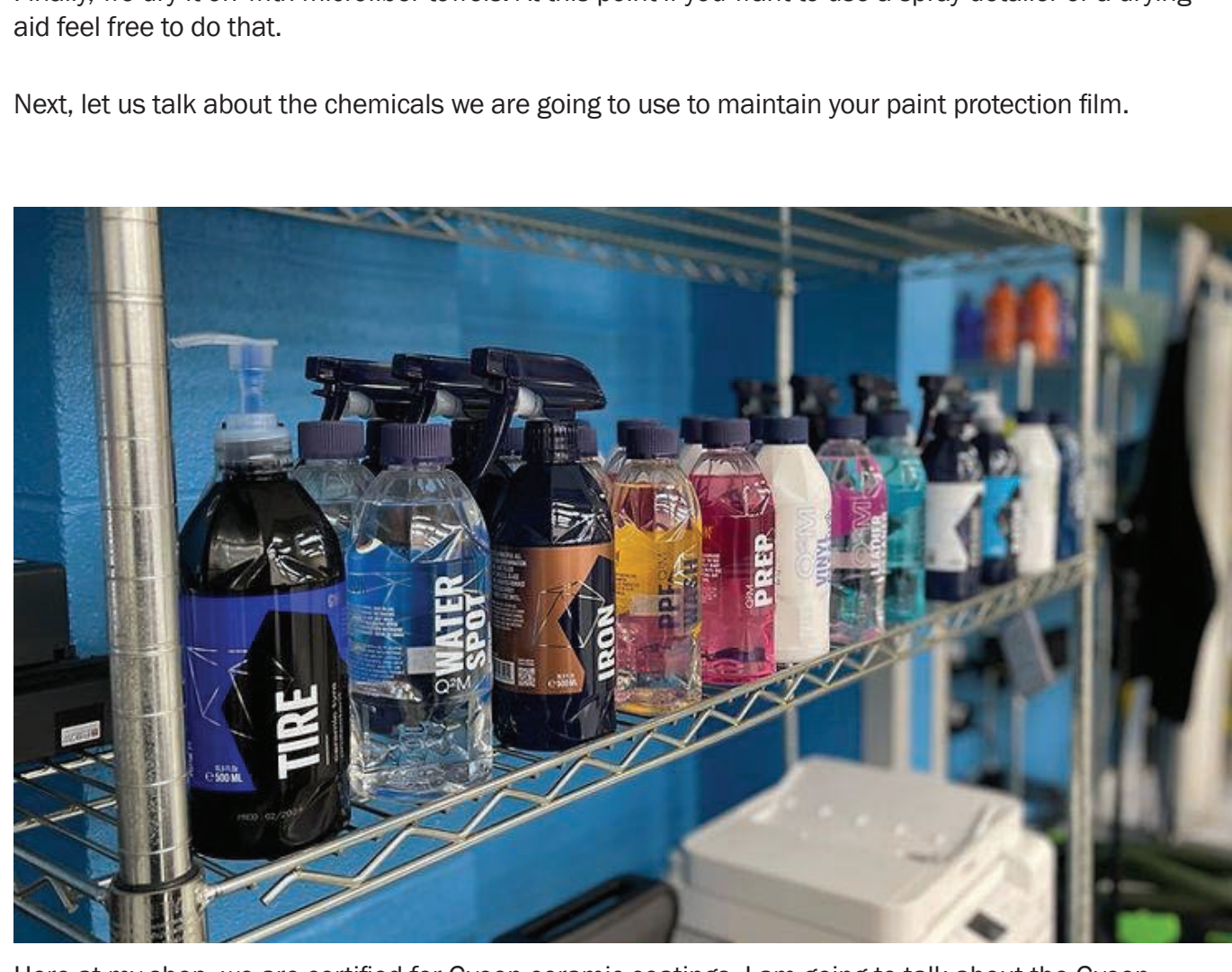
Do one section at a time in straight line motions - front to back, flip it over, then up and down. Repeat. This way, you do introduce any swirl marks, a linear swirl mark will be less noticeable.

Here at my shop, we are certified for Gyeon ceramic coatings. I am going to talk about the Gyeon product line because I have experience with those products.

When I sell those chemicals to my clients to maintain their PPF or their ceramic coating, they are coming back and they are telling me these products really work and they are great.

Finally, we dry it off with microfiber towels. At this point if you want to use a spray detailer or a drying aid feel free to do that.

Next, let us talk about the chemicals we are going to use to maintain your paint protection film.



Here at my shop, we are certified for Gyeon ceramic coatings. I am going to talk about the Gyeon product line because I have experience with those products.

When I sell those chemicals to my clients to maintain their PPF or their ceramic coating, they are coming back and they are telling me these products really work and they are great.

Our product rack at Immaculate Paint Protection.

A high-quality product always wins. I would prefer to pay for a high-quality product to save time and avoid the aggravation.

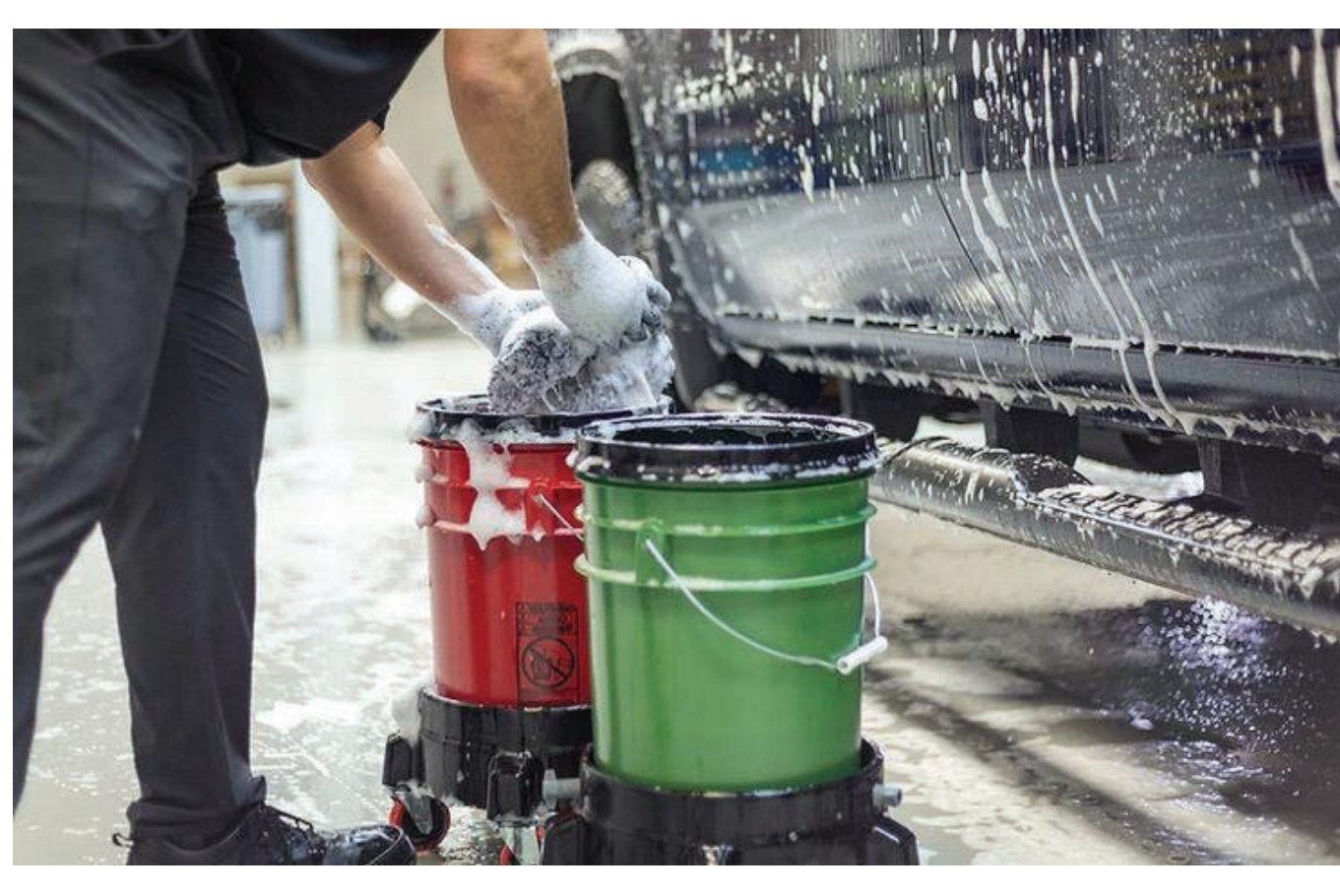
Some of the products we use include:

- **A high-quality wheel cleaner** - in most cases, one with some type of iron removing product to get the iron that comes off the brake rotors.
- **Tire cleaner** to get the black rubber nice and clean.
- **Bug Remover** - We use the Gyeon Bug & Grime in the shop because it is safe and effective on PPF.
 - Side note: Get the bugs off your car right away - bugs have acid in them that can etch the self-healing clear coat in the PPF.
- **Iron Decontamination Product** - We use Gyeon Iron. This step is only as needed - one or two times a year, or when the vehicle is very dirty.
- **Road tar remover** - I recommend the Gyeon Tar. I know it is safe on the PPF because we use it, and unlike some cheaper tar removers, it does not stain or discolor black plastic.
- **Soaps** -
 - In our process, we use Gyeon Foam for the pre-soak step.
 - For the soap in the bucket, we will use Gyeon bathe.

I would not advocate using a clay bar on a vehicle with PPF. We have seen enough instances where the clay bar will slightly mar the self-healing properties in the film.

Instead, I recommend using a high-quality tar remover, and then an iron remover about once or twice a year. The PPF's self-healing clear coat is a little softer than your normal paint, so it is going to be more impervious. It is going to suck up the contamination that is falling in and out of the air and coming down your car. So, iron remover is going to help get that cleaned up.

When it comes to tools, it is all about what you want to spend. You can wash a vehicle with minimal tools, or you can spend the extra money if it is something you enjoy.



The most basic tools you need to wash are a bucket and some microfiber towels. However, if you use microfiber towels on the body, you will want to throw them away afterward. They will catch all the dirt and grime from your car that could later scratch the paint if reused.

We use two color-coded buckets in our car wash process. Green for soap, red to rinse.

In the shop, we use:

- Multiple wash buckets - We like to have a dedicated bucket for the wheel tire process. And we have lots of tire and [wheel specific tools](#).
- Grit Guards - I like Grit Guard and the fact that it is a family owned, American company out of Ohio. We also have dollies from them to easily roll around the buckets.
- A pressure washer - it helps speed up the process, but it is not necessary to wash your vehicle at home.

For pressure washing, we use 1600 psi and lower. We also use a fan tip so that it applies less force on the car.

When pressure washing, start farther away from the vehicle and slowly creep into it. As a reminder, do not put the pressure washer right up to the edges of the PPF. You are going to blow water through it.

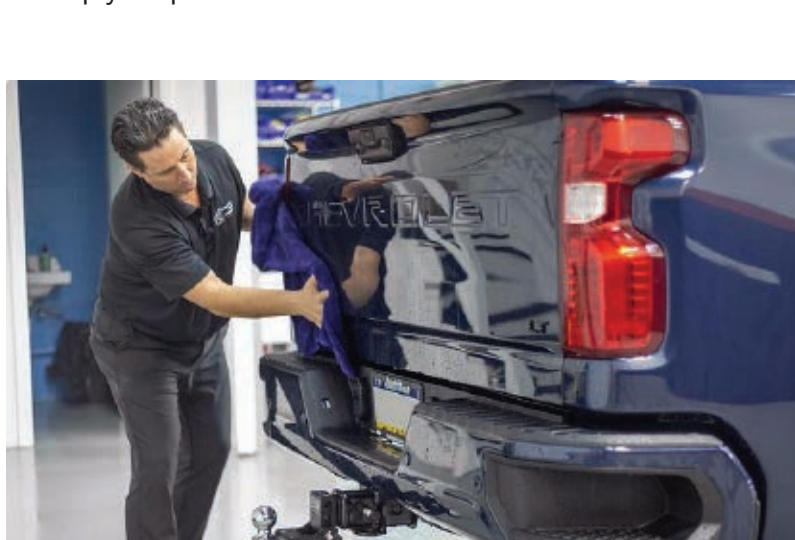
- A platform or ladder - If you have a large vehicle like a truck. I have wrapped all the edges of our step stool with foam to cover the sharp edges and avoid damaging the paint.
- High Quality Wash Mitts
- High quality microfiber towels - the Gyeon silk towel is a customer favorite for drying.

High quality drying towels save you time and keep your paint scratch-free.

Remember, whatever touches your car or truck can scratch it. So, using high quality wash mitts and microfiber towels are best. When you wash your towels and wash mitts, put them in the washing machine using cold water, and always low temperature on the dryer.

"How often should you be washing your vehicle?"

Wash your vehicle when it is dirty. So, wash all the bugs off and rinse off the bird poop.



If you want some hard and fast rules, I would say a vehicle that is outside should get washed 1-2 times a month. If you go through a big snowstorm and there is a bunch of salt on the road, take it to the car wash. Use the quarter operator pressure washer, and rinse all the salt off the vehicle.

If you have a Corvette, a Ferrari, a Porsche 911, that stays inside and only drives in ideal conditions, maybe you are only washing it every few months or 3-4 times a year.

Now the reason you are going to want to wash your vehicle frequently with PPF on is because a high quality PPF should have a warranty on it.

The warranty does not cover negligence of not maintaining your vehicle. So, you need to wash your vehicles.

A lot of people say they do not want to buy that PPF because it is going to yellow out. While the old PPF did yellow out, newer, high quality PPF will not yellow and should be covered under warranty.

I am going to give you three free bonus tips.

1. Do not wash the vehicle in the full sun. Find out what time of the day you have the shade. Washing on hot paint in the full sun is not a very enjoyable experience.
2. If you ever drop a wash mitt or towel on the ground, stop and set it aside! It likely has contaminants on it now. Put it in the washing machine before your next wash to avoid scratching a vehicle with that debris.
3. Do not ever use anything that has been in the sink. We have seen Brillo/scuff pads used before. Those are going to scratch your paint.

Bill Fetter

About the author: Bill Fetter's passion for cars started at an early age, as he loved anything with wheels. Through his childhood, Bill observed his dad's work as a mechanical engineer turned marketing manager and proud lifelong employee of General Motors. During high school, Bill honed his passion for cars by hand-washing and detailing his neighbors' vehicles. Knowing he wanted to be in the automotive industry, Bill earned a degree in Industrial Engineering from Kettering University in Flint, Michigan. He's worked as an engineer in the automotive manufacturing, medical device, steel industry, and pharmaceutical manufacturing fields. Bill is the owner of Immaculate Paint Protection in Allentown, PA.



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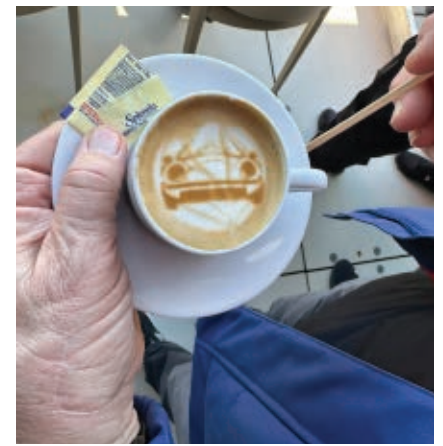
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Rolex - 24 Hours of Daytona x2





Rolex - 24 Hours of Daytona x2

SOME OF YOU MAY ALREADY BE AWARE THAT I DABBLED IN THE FERRARI WORLD A BIT. And as a result, I was given the opportunity to attend the 2025 24 Hours of Daytona this January with the Ferrari Club of America. Like most things, I had to weigh the pros and cons before deciding. I always wanted to attend the 24 Hours of Daytona. Daytona Beach at the end of January has a lot nicer weather than the Philly suburbs. I would be seated in a private suite inside the Rolex lounge with an open bar and a buffet that served breakfast, lunch and dinner. And I would have a parking pass that allowed me to park just steps from the entrance of the speedway. Those are enough pros for me. Who cares about the cons? I was in and taking my fiancé, Deb, along with me.

Aside from writing for Der Gasser, I am also a contributing writer for Rennlist, Road and Track and about two dozen other outlets. Because of my media connections I managed find myself on a Zoom call with the Porsche Penske Motorsport team the Tuesday before the race. Urs Kuratle, Porsche Motorsport Director of Factory Racing along with other leadership members were on the call. As was driver Felipe Nasr, who would bring the #7 car home for the 20th overall Porsche victory at Daytona just a few days later. The one thing that came through very clearly on that Zoom call was how focused the entire team was on the race. I should have put some money down on the race because once I got off that call, I was convinced that the team would be taking home the prize.

But before I get too deep into the results of the race, I want to go back to the 24 Hours of Daytona experience. As I was packing for the trip the night before, I had to keep reminding myself and Deb to leave our Porsche gear behind and pack our Ferrari apparel. The good news is that every current, future and past Ferrari owner has plenty of branded gear to wear! So, we had no problem stuffing our bags with clothes that had a prancing horse on them. Though I must admit it felt strange to not represent PCA in any way.

But speaking of PCA. Throughout the race weekend, I chatted with many members of the Ferrari club that shared the suite with us. Eventually the conversation would always turn to cars. And it was of course impossible not to talk about Porsche, my involvement with the club and the cars I have owned. You might think that the Ferrari crowd would not be very interested in talking Porsche, or perhaps even look down on the brand. That could not have been further from the truth. First of all, nearly everyone I spoke to also owned a Porsche. On top of that, some even conceded that their Porsche was the better car. Anyway, back to the race.

The Daytona International Speedway is a great venue. It offers so many viewing angles. I could watch the racing action on the many flat screen TVs in our suite, or from our outside patio, or the grandstands, or the infield, the options were almost endless. And in the days leading up to the big race, they would even open the track up and allow fans to walk down the banking at the start/finish line. Not only could we walk on the track, but with a Sharpie in hand we were able to write messages on the painted surfaces of the track and the outside wall.

Once we were done with our little graffiti adventure, we were able to stroll along pit lane. Some of the cars were lined up out front and we could practically sit on the pit wall. It was a cool experience, and it really makes the fans feel like part of the action and connect with the teams a little bit.

The day before the big race, was round 1 of the 2025 Mazda MX-5 Cup season. If you have never watched an MX-5 Cup race, you are missing out. It is a total hoot. These little buzzbombs are just glued to each other as they race around the circuit. On turn 1, lap 1 there was a huge pileup that the NASCAR crowd would call The Big One. 17 of the 35 MX-5 cars crashed out of the race in that first turn. Thankfully everyone seemed OK, but it goes to show that these racers take are out there giving it their all just like everyone else.

On Saturday at 1:40 PM it was time for the main event to start. The checkered flag dropped and 61 cars, across four different classes began racing and would not stop until 1:40 PM on Sunday. Since this was my first 24-hour race I wanted to get the full experience. So, Deb and I planned to stay at the track all night long. An impressive fireworks display at 10 PM gave us a boost. As the night transitioned into early morning, I staked out a comfy spot on the couch in the suite and took about a 45-minute nap. Deb was a trooper and never shut her eyes. Before we knew it, the sun was rising over the track.

After breakfast we made our way to the grandstands to watch the final hours of the race. Incredibly, after a whole day of racing, and well over 700 laps, Porsche 963 #7 was leading the race by only a couple seconds. After the BMW it was battling dropped back an Acura ARX-06 began to put pressure on the Porsche Penske team. We were on the edge of our seats as Nasr crossed the finish line just 1.33 seconds ahead of the Acura. Porsche 963 #6 came in third place. Whew, what a race!

We said our goodbyes to the new friends we made that weekend, and made our way to a local bar to watch the Eagles destroy the Commanders in the NFC championship game. A Porsche and an Eagles win. Not a bad day. If you have been considering going to the 24 Hours of Daytona, I would encourage you to make the trip. It is a wonderful event, with some fantastic racing, and the cars and the teams are very accessible. Who doesn't love a party that lasts all day and all night?

Joe Kucinski



Rolex - 24 Hours of Daytona x2

ON A COLD PA SUNDAY MORNING IN JANUARY OF 2024, I WAS PAINTING A BEDROOM and watching the Penske Porsche 963 #7 win the Rolex Daytona 24 hours in dramatic fashion, I decided Florida and Daytona looked like a more exciting and warmer place to be in January 2025. Planning started immediately on transportation, accommodations and tickets to the Rolex 24.

I had been to the Daytona 24 hours 37 years before for the 1988 edition. I slept in the back of a Mercury Topaz rental driven from Key West, FL not realizing how long Florida is north to south in those pre-GPS days. Infield tickets were maybe \$15. The race was a historic win for Jaguar as it broke a decade+ of Porsche cars winning at Daytona (the Porsche powered March 83G Kreepy Krauly counts in that string). That night around 3 AM in a cold drizzle, a small group of hard-core race fans saw the Jaguar XJR-9 #61 with Jan Lammers aboard rapidly approach two much slower GTO cars. After a slight wobble and a split second decision, he dove inside splitting the Camaro and Firebird with barely inches to spare on either side and sped off into the night unscathed. That incredible move plus A.J. Foyt in the Copenhagen Porsche 962 at nearly 200 mph at night will be etched in my race brain forever. Sportscars at night at speed look like an optical illusion.

For 2025, we decided to share a condo in Daytona Beach at the Wyndham Ocean Walk Resort (5 miles from the track) with our long time friends from St. Pete's Beach (Sun Coast PCA members). Reserving a hotel anywhere near the track a year in advance was difficult to say the least. Next, we booked a one-way sleeper berth on the Amtrak Autotrain. For race tickets, we went with Porsche Racehaus [Porsche eZentrum](#).

After a year-long wait, we departed for the Amtrak station south of D.C. on this first-time adventure for us. Unfortunately, due to the freak snow storm in the south the day before, the train was 6 hours late departing VA. We woke up to see snow in SC, Georgia and even northern Florida as we crawled our way south arriving in Sanford, FL 10 hours behind schedule. We heard I-95 was also stopped for ice, so it was just bad timing for a trip south in January. Amtrak apologies and vouchers accepted, we finally had our hands on our Macan GTS. Autotrain tip: Pay the extra \$\$\$ for first-off service to save time on arrival.

We spent the night and next day in historic St. Augustine which still had Christmas lights and holiday decorations on full display. It was a chilly 45 degrees, but considering it was 5 degrees when we left PA, it felt refreshing.

On to the racing...

We arrived at the massive Daytona Speedway Saturday morning and found our way to the reserved Porsche RaceHaus parking area outside the track. The Racehaus hospitality suites provided complete breakfast, lunch and dinner with full bar until 9 PM Saturday. During breakfast, we were asked if we'd like to hear Porsche legend Hurley Haywood speak about his 5 wins at Daytona next door ...uh, yes, please. We used the Cayenne EV shuttles to reach the open pits before the race, visited the PCA tent, climbed the famous banking and got a wave from Miss America. A good morning in Porsche world!

The Porsche Penske Motorsport 963s qualified 3rd (#7) and 10th (#6) ... last of the GTP cars. The BMW M Hybrid V8 sat on pole and a Meyer Shank Acura ARX-06 next. Three fast Cadillacs split the Porsches on the grid. A repeat Porsche win was not going to be easy.

The green flag dropped at 1:40PM and the BMW led the way in the early hours. By dinner time the #40 Wayne Taylor Cadillac had taken the lead after several blistering stints by Japanese ace Kamui Kobayashi. This looked like the car and driver to beat as we headed back to the condo for the night. Checking the standings one last time before lights out we saw the #40 Cadillac had changed drivers and crashed heavily during a restart. They were DNF!

We returned Sunday morning for breakfast and found the 963s running 1-2. Temperature was now in the mid-60s and things were looking positive, but by noon it was apparent the Meyer Shank Acura with Tom Blomqvist was gaining ground quickly. He passed the #6 963 with less than an hour to go, but defending Daytona 24 hours champion Felipe Nasr in #7 held him off to win by 1.3 seconds after 24 hours! We experienced a part of Porsche racing history with their 20th overall win at Daytona. A great weekend!

Traffic leaving Daytona was chaotic, but we made it back just in time to see the Eagles kick-off and crushing defeat of the Washington Commanders! Perfect timing. We parted ways the next morning and headed North to alligators and armadillos on Hilton Head and finally towards PA... happy to be driving and even happier to be driving a Porsche!

Scott Schreppe (Schrepp)





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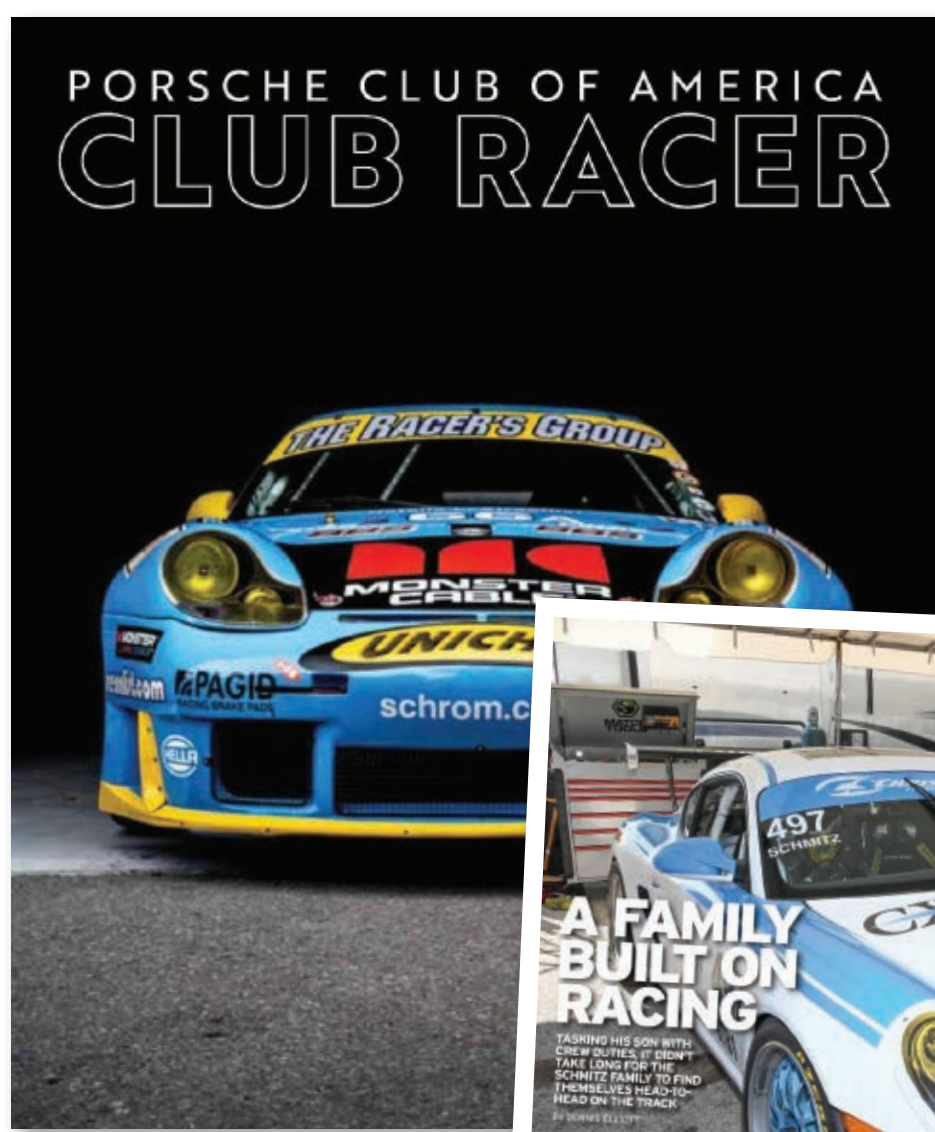


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PORSCHE CLUB OF AMERICA



Spring Drive to Penns Woods Winery

SPRING DRIVE TO PENNS WOODS WINERY

SUNDAY MAY 4TH

Please join your host Paula Gavin for a scenic spring drive through southern Chester County to Penns Woods Winery on Sunday May 4th.

Here are the details:

Meet: Dilworthtown Crossing Shopping Center, 1353 Wilmington Pike, West Chester, behind Duck Donuts

When: Sunday May 4th. Meet at 10:15. Wheels up at 10:45 after a brief drivers meeting

Destination: Penns Woods Winery, 124 Beaver Valley Rd., Chadds Ford (610) 459-0808, www.pennswoodswinery.com

Details: We'll have a reserved area outside to gather and talk all things Porsche. There is limited food for purchase, but bringing a picnic lunch is fine if you'd rather do that. The winery is pet friendly.

Cost: \$20 per person

Register: ([Motorsportreg](#) page link)

Drive Only Option: If you'd like to just do the drive, please don't sign up on [motorsportsreg](#) (we are limited on the number of people staying at the winery), just email pgav1@verizon.net so that I can keep track of how many cars to expect.

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Florida Car Week Auction Sales

AFTER LAST YEAR'S SCHEDULING CONFLICT, WHICH SAW THE NEWLY FORMED Moda Miami event competing against Amelia Island during the same weekend, this year's events were strategically split across two back-to-back weekends. RM Sotheby's kicked things off during Moda Miami on February 27 & 28, followed by Gooding & Company's Amelia Island auction on March 6 & 7, and Broad Arrow Auctions on March 7 & 8. This revised schedule gave each auction its own spotlight, resulting in 78 Porsches crossing the block with a sell-through rate of 85% and a total dollar volume of \$35,886,680. With this new format proving successful, it's safe to say that Florida Car Week has officially arrived.

The most surprising sale of the week wasn't the RUF CTR, though it certainly grabbed headlines (more on that below). Instead, it was the 1964 Porsche 904 GTS that stole the show for me. If you've been following my column, you'll know that \$1M+ race cars from the '50s and '60s have been struggling for years, with a steady stream of no-sales and bids well below estimates. But this time was different. Estimated between \$1.5M and \$1.8M, the 904 GTS blew past its high estimate, selling for \$2,205,000 including buyer's premium. While one sale doesn't make a market, it was refreshing to see a classic Porsche race car finally bring strong money.

RUF collectors had a once-in-a-lifetime opportunity at Florida Car Week, with a CTR3, CTR2, and an original CTR 'Yellowbird' all on offer. RM Sotheby's sold a 2009 CTR3, one of just 31 built, for \$1,116,000, while Gooding & Co. auctioned a rare Adriatic Blue CTR2, one of only 18 produced, for an impressive \$2,645,000. But the star of the show was the original W09-VIN CTR 'Yellowbird', one of only 29 built and likely the lowest-mileage example in existence. Finished in RUF's iconic Blossom Yellow, it carried an estimate of "in excess of \$6M" and sold for \$6,055,000 including buyer's premium. With these results, RUF has firmly cemented itself as a seven-figure brand, right alongside Porsche's most valuable models.

The 356 market also showed surprising strength, with an 89% sell-through rate across 19 cars—a sharp contrast to the recently lower sell-through rates for the model. While many sales landed just below their estimates, there were a few standout results. A 1952 356 1500 Super Coupe brought \$235,200, well above recent comps, where similar examples have struggled to break \$200,000. Carrera-engined cars also performed well, with a 1959 356A 1600 GS/GT Carrera Speedster selling for \$973,000, reinforcing its position as one of the most sought-after 356 variants.

While 993s have been among the auction market's strongest performers in recent years, Florida Car Week delivered underwhelming results for the model—with one notable exception.

Leading the pack was a 1997 911 Turbo S, which sold within its estimate range at \$643,000—a solid, if unsurprising, result for one of the most coveted air-cooled Turbo models. Beyond that, however, the standard 993 Turbo results were all over the place. Of the three standard Turbos on offer, one failed to sell at \$260,000, while another sold well below estimates at \$268,800.

But then there was the outlier—an Arena Red 993 Turbo that crushed expectations, selling for \$260,400 against a \$200,000–\$225,000 estimate. If there's one lesson to be learned here, it's that you should never bet against Arena Red when it comes to 993s. This signature color, made famous in Porsche's original 993 Turbo "Kills bugs fast" ad campaign, continues to prove that the right spec can still defy estimates.

With a strong sell-through rate, standout RUF results, and a rare success story for vintage Porsche race cars, Florida Car Week made a strong debut as a new fixture on the Porsche auction calendar. With Paris Retromobile behind us and Monterey still months away, all eyes will be on how the market shapes up heading into spring. One thing's for sure—if this year's Florida auctions are any indication, 2025 is going to be an interesting one.

David K. Whitlock

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

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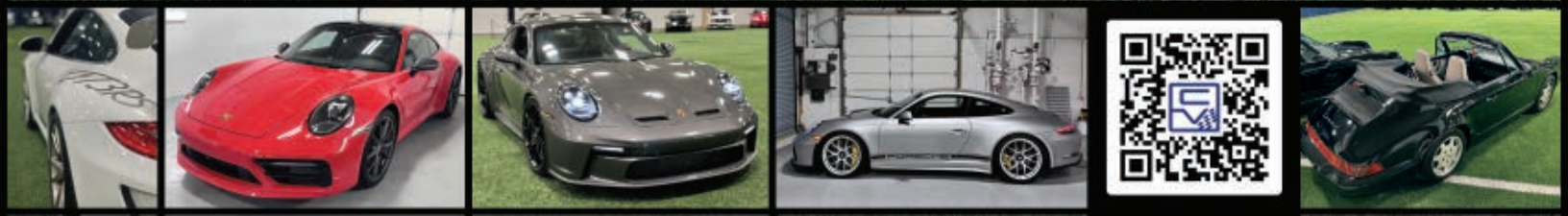
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PCA-Exclusive Scotch Whisky Released

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LAST YEAR WE ANNOUNCED A NEW PCA SPONSORSHIP WITH The Scotch Malt Whisky Society, a global club of Scotch whisky enthusiasts originally based in Scotland. The Society is known around the world for acquiring the best whisky casks from different Scottish distilleries, and then bottling them for their own members. You can read all about the partnership and why we are excited about it here: [“The GT3 RS of Scotch Whisky”](#)

(This offer is only for US based PCA members. No deliveries are permitted to locations outside the United States. No delivery to PO Boxes.)

Today they have released a [selection of proprietary single malt whiskies exclusively for PCA members](#). This is the first time their whisky has been made available outside of their own membership and we're thrilled that PCA members can now experience it for themselves.



Each of these Scotch whiskies was personally selected by Reisentöter region President **Jeff Walton** and **Wendy Walton**, who were invited to visit The Society's headquarters in Edinburgh, Scotland earlier this year. Together, they tasted through a wide selection of different casks, judging each one for its unique flavors and characteristics.

A certified whisky expert leads the cask selection process at The Scotch Malt Whisky Society's clubhouse in Edinburgh

Unlike the typical bottle of Scotch you might find at a local liquor store, The Society embraces pure “single cask, single malt whisky”. This means the liquid inside each bottle comes from a single cask and is offered without any dilution, chill filtration or artificial coloring. In essence, this is whisky in its purest form, just as nature intended.

After tasting through the entire selection of cask samples, four were eventually identified as the best of them all. Keeping to The Society's own tradition, each of the chosen casks was given a unique name and identity to describe the characteristics of the whisky inside it. Names include “Paint to sample”, “One of one” and “Giant slayer” to name a few.

Jeff & Wendy Walton of Reisentöter joined by The Society team after choosing PCA's exclusive casks

As a PCA member, you can order them here: [PCA Scotch Whisky Exclusive](#). As a heads up - because each whisky is derived from a single cask, only ~ 200 bottles of each cask have been produced and made available on a first-come-first-serve basis. Each bottle comes with a complimentary one-year membership to The Scotch Malt Whisky Society, which can be redeemed by entering code “PCA” at checkout.

Jeff Walton



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Revitalizing the Regional Mid Atlantic 356 Club

BY WAY OF INTRODUCTION, I'M LARRY NORK, A PCA AND PORSCHE 356 REGISTRY MEMBER and owner of a 1964 Signal Red 356C coupe 217497. I want to invite all the RTR members to participate in making our regional club into an active community to communicate and share technical and social information and 356 experiences (good and bad). I have gotten in touch with folks in other regional groups to find out what works for them and have developed some ideas going forward. These include in no specific order:

- Operating on a “No-Dues” basis with pay-as-you-go for any events that the club may hold;
- Develop community of interest in various local/regional activities that the club will have such as social events, participation in car shows, one-day group driving and extended weekend or days-long events;
- Meetings at venues such as Porsche dealers or independent shops that have interest in aspects of 356 ownership and service for the benefit of our members;
- Informal local or regional member gatherings to exchange ideas and information about living and working with our 356s.

Ownership of a 356 is not required, just an interest in our beloved bathtubs. Any additional thoughts from PCA, Registry and club members are welcome. The goal is to have fun driving and communicating. If this is of interest to you, please feel free express your ideas and to contact me. I can be reached by voice or text at my mobile number, 520-465-1320, or by email at lnork@comcast.net. I'm looking forward to your responses.

Larry Nork

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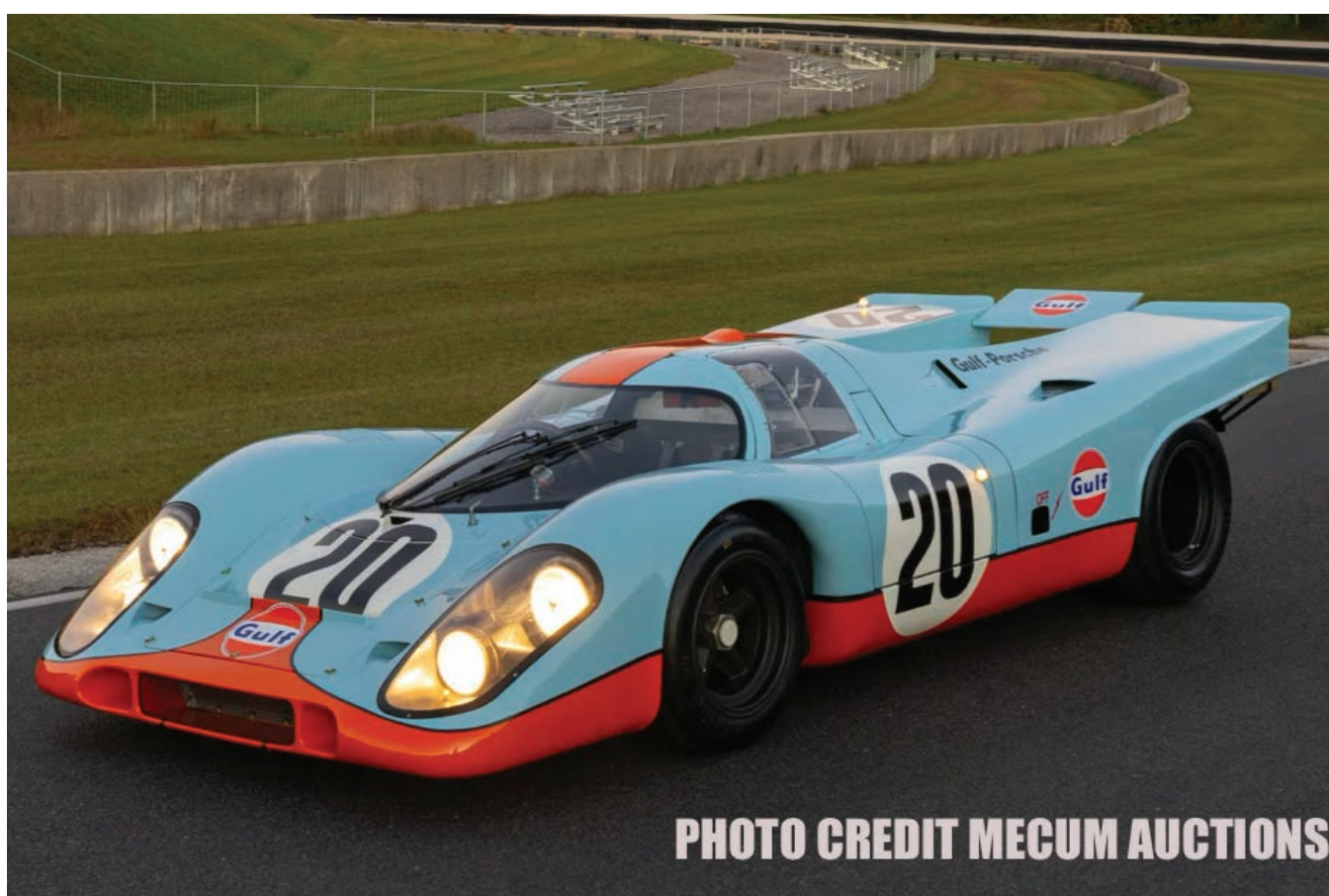
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JANUARY 2025 KICKED OFF THE YEAR WITH STEADY, if slightly subdued, results in the Porsche auction market. The 69% sell-through rate across 561 cars brought in a total of \$41,125,442, a dip from last January's \$44,026,566 off of 592 units. While the market's cooling trend continued at the top end, there were still standout moments, including two 928s cresting the \$100,000 mark, a rare feat for the transaxle model. Meanwhile, the GT2 RS market showed surprising strength, with multiple sales exceeding recent averages and reinforcing its position as one of the most sought-after modern Porsche models.

That dollar volume, however, could have been significantly higher had a certain comedian's race car found a buyer. Instead, it joined the growing list of high-profile no-sales, a sign that while enthusiasm remains, bidders are getting more selective at the upper tiers.

The 928 market saw one of its strongest months in recent memory, with a 67% sell-through rate across 15 sales totaling \$380,713. While the model line has historically lagged behind its air-cooled counterparts, two standout results showed that collectors are willing to pay for rarity and presentation. The star of the month was a 1980 928S 5-Speed finished in Lindgrünmetallic over Brown leather with Pasha velour inserts. With 82,000 miles, this example shattered expectations by selling for \$142,069, well above the model's twelve-month average of \$34,000 and recent comps in the \$40,000 range. The rare color combination appears to have driven the premium, a trend worth watching in the transaxle segment. Also noteworthy was a 1979 928 5-Speed in Silver Metallic over Cork leatherette with Pasha inserts, which had previously been bid to \$68,000 as a no-sale in November. This time, it found a buyer at \$100,000, despite the twelve-month average sitting at just \$27,500 and its nearest mileage comp selling for \$45,100. These results reinforce that when it comes to 928s, spec and presentation matter more than ever.



The 991.2 GT2 RS market had a breakout month, further cementing its place as one of the most desirable modern Porsches. Although only three examples crossed the block, two of them delivered staggering results, far surpassing the model's late-2024 average of \$386,000. Leading the charge was a 2018 GT2 RS finished in Miami Blue over Black, equipped with the Weissach Package and showing just 103 miles. It sold for \$594,000 at Mecum's Kissimmee sale, setting a new high-water mark for a non-Clubsport example. Not to be outdone, another 2018 GT2 RS in Red over Black, also with the Weissach Package and 172 miles, hammered at \$605,000 at Barrett-Jackson Scottsdale. With results like these, it's clear that low-mileage, highly optioned examples remain in high demand, pushing values well beyond recent norms.

For 911s Reimagined by Singer, January told a different story. Historically, 4.0-liter Ed Pink-powered examples have commanded \$1M-plus, while earlier 3.8-liter builds have remained sub-\$1M. This month, however, two high-spec 4.0-liter examples sold below expectations. The 1991 "Step On It" commission, finished in Blue over Montecello square-weave leather, with just 68 miles, hammered at \$966,000—strong, but short of the million-dollar mark. Likewise, a 1989 commission, finished in Green Blood Dark over Baseball Glove Connolly Monza leather, sold for \$935,000. More Singer builds are currently available at auction and privately than ever before, giving buyers greater selection and reducing the urgency to bid aggressively. While 4.0-liter builds still command a premium, the automatic \$1M floor may no longer be guaranteed, with buyers scrutinizing specs, mileage, and individual commission details more carefully.

The top end of the market struggled, with only two out of eight million-dollar-plus expected cars selling—both 959s. The biggest no-sale was the 1969 Porsche 917K, formerly owned by Steve McQueen and used as the hero car in Le Mans. Recently part of the Jerry Seinfeld collection, this historic machine reached a final bid of \$25,000,000 but failed to sell, a surprising result for such a significant race car. A familiar face was the 1959 Porsche 718 RSK center-seat Spyder, which failed to sell for an astounding seventh time in a row, this time stalling at \$2,500,000. Bidders appear to have lost patience with this one. Other notable no-sales included a 1992 Schuppan-Porsche 962CR (\$1.5M), a 1966 910 (\$1.3M), a 1976 934 (\$1.2M), and the infamous Coca-Cola 935/84 (\$1.1M). These results make one thing clear—while rarity remains important, it is no longer enough to guarantee a result at the highest levels.

January's numbers suggest that the Porsche market remains active but selective, particularly at the top. Buyers are paying up for the right cars, as seen with GT2 RS and 928 results, but they are also picking their battles—as evidenced by the Singer softening and high-profile no-sales. With more Singer builds available than ever before, increased supply may continue to shape that segment in the months ahead. Looking forward, February brings the Paris Retromobile sales, traditionally a strong venue for European and competition-focused Porsches, while March will bring major auctions in Miami and Amelia Island—both key indicators of where the market is heading. If January was any indication, sellers with high expectations may need to adjust their reserves as we move deeper into 2025.

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



Shifts and Giggles

DO YOU MIND IF I TELL YOU ABOUT SOME PET PEEVES OF MINE - AND I'LL TELL YOU right now one of my pet peeves is people who answer that question with a “yes” instead of “no” when they don’t mind at all.

Anyway roundabouts. Most Americans have no clue on the simple yet effective solution to the intersection - one way in, multiple exits out. It’s pretty simple, approach, look left, merge, then exit upon your turn. What peeves me is no one in America, BMW drivers aside, never ever use a turn signal upon exit. You have to be like Colonel William Prescott - don’t merge until you see the whites of their eyes. Why do we all have to play a guessing game when the solution is right on their steering column. Turn signals people. Ugghh

Another one, how about when turning onto a multiple lane highway you turn into the lane closest to you. I’m making a left. These idiots are making a right, yet they go - hey I can choose any lane it doesn’t matter - no I have the right to the lane closest to me you can’t decide at the last minute - read your 10th grade drivers manual people. Ugghh

Now this one is a biggie and I have mentioned this before many times - this is legal in all 50 states - it’s right turn on red. You are supposed to treat this as a stop sign. It’s keeps us on the go. It saves fuel. It is not the time look in your purse, your glovebox, play with your phone, or pick your nose. You stop, you look left, if nothing is coming you turn and go about your merry way. The only time you cannot make a right turn on red is if you see a sign that says “no turn on red”. Everything else is fair game. “Wait for green” does not mean no turn on red - it means oncoming traffic has a green arrow in your direction. Here you need to look left and at oncoming traffic - if nothing is coming you can proceed as planned and continue on your merry way. “Right turn signal” does not mean no turn on red - it indicates your lane has an extended green arrow and if the signal is red you just need to wait until it is clear until you can turn and go about your merry way. If I honk, you go. I’m right you are wrong turn baby turn. Ugghhhh.

Now don’t even let me talk about the zipper merge. Just because you decide to get in the left lane 5 miles ago when you get to the ultimate converging point - it’s every other car no questions asked. Don’t be pissed because you decided you would be a good sport and merge early then play God and not let anyone pass the pearly gates. Every other car then continue about your merry way. A zipper doesn’t work if it’s not every other tooth people. Ugghhhh.

Then there’s the vacationers in the left lane.....oops I’m running out of my allotted word count - so people just relax and reread your drivers manuals.

Jeff Walton

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Seller has professional tire mount and balance equipment. Can sell either 1) as-is, 2) with tires dismounted, or 3) with buyer-shipped-to-my-address mounted new tires for an additional \$100. Add four 433 MHz TPMS sensors for additional \$75.

\$425. Pickup or meet within 25 miles of Wilmington, DE. Call/text Kurt Faller 610-864-3294.



The classified section is free to our members.

Please submit your classified sale items to EDITOR@RTR-PCA.ORG

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CLASSIFIEDS

For Sale: (2) Hoosier R7 tires

245X45X17 Brand new, never used.
\$800 value

Will sell both for \$550.00

dan.d.galyon@gmail.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

This 1965 C coupe represents the last year Porsche made the 356 and the only model equipped with 911-type four-wheel disc brakes (vastly superior to the drum brakes on all earlier 356 versions). This car is powered by a newly rebuilt, numbers-matching engine, updated to SC specs with a counter-weighted crankshaft, SC cam, 1750-cc pistons and twin two-barrel Zenith carburetors. The four-speed transmission is also completely rebuilt with all four new synchronizer rings and a taller 4th gear.

Cosmetically, the car is a #3 by most standards -- looks perfect from a few feet away, but has a number of chips and dings. Technically, it's been updated with a Skirmants camber regulator, Zim dual-circuit brake master cylinder and 12-volt conversion. Lots of extras, including new Paterek-installed foam on the dash, seats and sun visors; refurbished gauges with LEDs, auxiliary gauges and grill-mounted LED brake lights (both can be removed in minutes for a show), driving lights, wheel spacers, through-the-bumper exhaust and a great auxiliary heater. It's complete with a Porsche AG Kardex and a PCNA certificate, not to mention a large carton of invaluable parts that include a pair of Solex 40 PII carburetors and manifolds.

Contact info:

Frederick R. Heiler
BrainCraft, Inc.
2313 Chester Springs Rd.
Chester Springs, PA 19425
fredheiler@aol.com
office: 610-827-7634
cell: 201-919-8902



Wartungs- classis		Gewährleistungs- Anträge	Kulanz-Anträge	km-Stand	Instandsetzung Datum	Händler	Gegebener Betrag	angewiesen am	Natural-Ersatz l. S. Nr.	vom:
-	-	18.024	272	25.265	Brumos	abgel.	2.65	-	-	-
-	18.026	-	592	8.4.65	"	\$1758	4.65	-	-	-
-	18.033	65721	6572	2.10.65	"	2321	9.65	-	-	-
-	-	18.026	7089	25.11.65	"	12.24	12.65	-	-	-

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CLASSIFIEDS

Miscellaneous items for Boxster 981:

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

Please call 484-769-5059 for prices

All items are in Lewes, Delaware shipping extra

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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

RIESENTÖTER

