

DER 
GASSER

FALL 2025



DEPARTMENTS

- 3** [Event Calendar](#)
- 6** [Membership Milestones](#)
- 8** [Vom Präsidenten](#)
- 31** [Classifieds](#)

FEATURES

- 10** [Editor's Note](#) **Rita Hancock McKeown**
- 12** [June Membership Meeting](#) **Joe Kucinski**
- 13** [Porsche Exhibition, Simeone Foundation Automobile Museum](#) **G.R. Gallo**
- 15** [RTR Road Trip 2025](#) **Jeff Walton**
- 17** [F1 Movie Night](#) **Rita Hancock McKeown**
- 19** [Capping Off an Exciting and Successful Year of Autocross](#) **Daniel Ruble**
- 22** [The Blue Ridge Boxster Summit](#) **James B. Beavan III**
- 24** [The Porsche 914 Northeast Gathering](#) **Travis Skowronski**
- 26** [Thunderbolt DE](#) **Tom Silkmitter**
- 28** [3 Dog Garage Tour](#) **Rita Hancock McKeown**
- 29** [Stuttgart Market Letter](#) **David K. Whitlock**
- 30** [Shifts and Giggles](#) **Jeff Walton**



COVER

Photo credit: Joe Kucinski



2025 RTR Event Calendar

Events

October	10/3-5	DE @ Summit Main
October	10/4	Oktoberfest
October	10/22	Membership Meeting at Porsche of the Lehigh Valley
November	11/9	Phil-A-Trunk
December	12/6	RTR Holiday Party

Phil-a-Trunk 2025

Presented by Porsche Club of the Main Line & Main Line Cars & Coffee

Date: Sunday, November 9, 2025
Location: Xfinity Mobile Arena
Gates Open: 7:30 AM

Now more than ever,our neighbors need our help. The 7th Annual Phil-a-Trunk is a literal food drive + car show where car clubs of the Delaware Valley unite to help end hunger. Fill your trunks, frunks, and truck beds with non-perishable food items and drive down to the Wells Fargo Center or meet us there. Phil-a-Trunk kicks off WMMR Preston & Steve's Camp Out for Hunger (Nov 10–14), the largest single-location food drive in the U.S., benefitting Philabundance.

- Event Highlights:**
- Delaware Valley Car Clubs food drop for Philabundance
 - Main Line Cars & Coffee
 - Food Trucks
 - It's Koffee Time

Schedule of Events:

7:30 AM	Gates open for Main Line Cars & Coffee (South Broad St.)
7:30 AM	Car clubs enter via 11th Street
8:30 AM	Food drop-off starts: Porsche Club, Mustang Clubs
9:45 AM	Mopar Muscle
10:00 AM	Tesla
10:30 AM	Corvette Clubs
11:00 AM	Black Top Villains, Audi
11:15 AM	Jeep Clubs
12:00 PM	Closeout (smaller clubs staggered)

This is a rain or shine event – please attend, hunger doesn't take a raincheck. Drive a backup vehicle if you prefer.

Together, let's drive out hunger!

Let no commute go to waste.

Rush hour just got a fresh infusion of rush. The new Macan. With iconic Porsche design outside. An updated Porsche Advanced Cockpit brimming with technology inside. And the performance and driving dynamics you expect from a Porsche. All adding up to even more play on the drive to work.

Experience the new Macan.



PORSCHE

**Porsche
Lehigh Valley**

Come visit our newly remodeled showroom

3401 Lehigh Street, Allentown, PA 18103
610-967-4121 • porschelehighvalley.com



THE RTR EXECUTIVE BOARD

*Voting Privileges



President*	Jeffrey Walton	president@rtr-pca.org 484-302-0146
Vice President*	Joe Kucinski	vicepresident@rtr-pca.org
Treasurer*	Chris Barone	treasurer@rtr-pca.org
Secretary*	David Nettleton	secretary@rtr-pca.org
Track Chair*	Corey McFadden	track@rtr-pca.org
Chief Instructors	Jeff Smith Jack Cooney	chiefinstructor@rtr-pca.org
Membership Chair*	Roy Blumberg	membership@rtr-pca.org
Der Gasser Editor*	Rita Hancock McKeown	editor@rtr-pca.org
Social Chair*	Wendy Walton	social@rtr-pca.org
Autocross Chair*	Dan Ruble	autocross@rtr-pca.org
Past President*	Graham Knight	pastprez@rtr-pca.org
Website Admin	Jeffrey Walton	admin@rtr-pca.org
Forum Moderator	Brian Minkin	moderator@rtr-pca.org
Rally Master	Spencer Wiley	rally@rtr-pca.org
Historians	William G. Cooper Debbie Cooper	historian@rtr-pca.org
Technical Chair	Myles Diamond	tech@rtr-pca.org
PCA Zone 2 Rep	Phil Grandfield	zone2rep@rtr-pca.org
Assistant Track Chairs	Catherine Wetendorf Myles Diamond	trackassist@rtr-pca.org
Registrars	Nyssa Capaul Kevin Douglas	registrar@rtr-pca.org
Pit Marshall	Yoyi Fernandez	
Safety Chairs	Kris Murphy David Weiss	safety@rtr-pca.org
Club Race	Corey McFadden Christopher Karras	clubrace@rtr-pca.org
Autocross Council	Trevor Naido Anthony Verratti Chris Askin	
Street Survival Chair	John Gaydos	streetsurvival@rtr-pca.org

MEMBERSHIP MILESTONES

YEARS	October	November	December
45	Nancy Baker Thomas G. Baker		
40		Gie Liem	
35		John W. Schreck	Russell H. Kaller Steven K. Midgett
30	Mary Kay Horgan Peter E. Horgan Rudolph A. Petercsak	Kenneth Moore Robert W. Moore	Suzanne T. Coleman William V. Coleman
25	Tony Calvaresi	Jennifer S. Cheplick Peter A. Cheplick Henry N. Nassau	Mary Jo O'Rourke Thomas J. O'Rourke
20	Ginny Angus William E. Angus Theodore W. Kokas Connie Riegler Richard R. Riegler	J. Hayes Jas S. Hayes	Brennan McNenly Hugh J. McNenly Alan Moore Steve Moore
15	James J. Bassler Joan Bassler Craig F. McIntyre Kristin McIntyre Patrick A. Sabatino	Diane M. McKinstry Reginald J. McKinstry Liz Piccone Robert A. Piccone	Brian Cornish Bruce Kramer Deb Kramer Rodney J. Smith
10	Griff Asplundh C David Scourfield Judith Scourfield Eric Stamps Mason Stamps Michael Wildstein	Ellen Arena Harry Arena Gary Hill James Hole Klaus Loeslein Michael Small John Yacina	Joshua Becker Lauren Becker Steven Brown Lucy Kosuth Michael Kosuth Gary Steffen Roseann Steffen David Whitlock Megan Whitlock
5	Paul Butler Brit Goldstein Ernest Higginbotham Adam Howell Taine Pechet Len Restivo Mark Semisch Jason Showers Nola Showers Jeffrey Yurick	Hester Bade Jeff Bade Jim DeCamp Hakan Erdemir Assal Hellmer Joan Hellmer Arpad Kallos Kevin Mahoney Michael Martel Andrew McVicker David Russell Eric Seestedt Rob Weaver Perry Weiner	Vincent Batteur Timothy Mitchell Bob Notorfrancesco Laurinda O'Brien Richard O'Brien Jason Owens Edward Poole Michael Poole Todd Rodriguez Lauren Skowronski Travis Skowronski Rosemarie Wilk-Orescan

RTR Member #’s September 2025:

Total Region Members **1,958**

Associate Members **982**

Primary Membership **2,940**



NEW RTR MEMBERS



Robin Barua	2017 911 Carrera Black
Joseph Degrandts	2012 911 Carrera Red
Karl Zimmerman	2018 911 Carrera Cabriolet
Maxwell Olsan	1980 911 SC Targa Black
Roy Simpson	2009 911 Carrera Blue
Patrick Folts	2003 Boxster S Gray
John Weinstein	2022 Macan S White
Valerie Weinstein	
Tyjuan Campbell	
Bruce Bodien	2011 Boxster
Robert Merritt	2025 Cayenne Blue
Timothy Rudy	2005 Boxster Gray
Brent Skiles	2025 718 Cayman Black
Yong Kim	2009 Cayman S White
Migyu Kim	
Phillip Coles	2002 Boxster S Red
Craig Shapiro	2013 Boxster S Black
John Bown	2021 718 Spyder Black
Glen Lowe	
Joe Bergstein	2024 911 Carrera Black
Abdul Gardee	2025 911 Carrera Blue
Ron Simmons	2022 Panamera 4 Silver
Jennifer Simmons	
Gordon Shearer	2025 Macan T Silver
Jeanne Shearer	
Matthew Klahre	2003 911 Carrera Black
Tamas Szene	2025 911 GT3 RS White
Eric Dixon	2013 Boxster S Silver
Kristina Dixon	
Vladyslav Kunov	2019 Cayenne S Blue
Mary Borkovitz	
Michael Macioce	2013 Boxster S Silver
Jody Arena	2025 718 Boxster S Silver
Joshua White	2018 Macan S Blue
Christal Barr	
Brian Kelly	2004 911 40th Anniversary Silver
Clifton Davis	2014 Cayman S Red
Sean Barr	2003 911 Carrera Red
Dominic Roberti	2002 Boxster S Black
Nicholas Gerancher	2001 911 Carrera Black
Darin Gleason	2001 911 Carrera Gray
Fedor Driganets	
Brad H Kerr IV	
Semon Dorgam	2025 911 Carrera S
Joe Boyle	2002 911 Turbo
Vivek Shukla	
Oliver Huber	2021 Macan GTS
Dave Eck	2020 718 Cayman S
Richard Petruschke	2000 911 Carrera 4 Cabriolet
Jennifer Bateman	
John Deming	2020 Macan S
Samuel Flaherty	2007 Cayman
Thad Gelsinger	
Allen Chiang	2025 911 Carrera
Christopher Lodge	2025 911 Carrera GTS
David Dur	2015 911 GT3 Blue
Christopher Huey	2006 911 Carrera S Cabriolet
Kevin Weidman	2024 911 Carrera T
Stephen Mageras	
Michael Sprys	2023 Macan
Marc Rabinowitz	2025 718 Boxster
Beth Rabinowitz	
James Brogan	2005 911 Carrera
Gail Salyer	
Brian Holly	2014 Boxster
Peter Johnson	2016 911 Carrera S



Vom Präsidenten

WE ARE GETTING INTO THE FALL MONTHS, SO THAT MEANS THE LEAVES ARE CHANGING, football is back, and pumpkin spice will be in everything from coffee to washer fluid. That also means our annual Oktoberfest is back - last year we had 175 join the festivities and registration is open now for this year's event on Oct 4th. We do have some autocross still and DE plus we are working on another rally and maybe some drives or two.

Like I said before, our numbers have been light at this year's events and we need you to join in the fun. It takes time and effort to plan each event and the club subsidizes these activities to boot, so the least you can do is partake.

And I just want to say a big thank you to my wife, Wendy, our social chair AND to all the people who joined us this year at our annual RTR Roadtrip - it was a blast. Everyone seemed to have enjoyed themselves. It was just a pleasure to see the smiles and laughter of our members - and there was not one complaint. Usually, there is always one in the crowd that says...this was great but you should have done this or that...or next time we need to do x, y, and z and that sort of deflates the ball a bit if you know what I mean. But not this year, it truly was a stellar event just see my article in this issue of Der Gasser

Pedal Down

Jeff Walton

GRÄTR GARAGE

OFFERING A FULL SPECTRUM OF PERFORMANCE CAR SERVICES
FOR ALL STREET AND TRACK APPLICATIONS

GRÄTR GARAGE & VOLLUX AUTOWERKS
OFFERS COMPLETE MAINTENANCE AND PERFORMANCE
CAR SERVICES FOR ALL STREET AND TRACK APPLICATIONS.

VOLLUX

AUTOWERKS

EUROPEAN AUTO REPAIR + DIAGNOSTICS



PERFORMANCE UPGRADES
WHEELS • TIRES • BRAKES • SUSPENSIONS

FULL VEHICLE
WRAPS & LIVERIES

DYNO
TUNING

PREMIER AFTERMARKET
PERFORMANCE PARTS & EXHAUSTS



FOLLOW US ON INSTAGRAM

www.instagram.com/gratr.garage

www.instagram.com/volluxautowerks



1-844-GOGRATR (464-7287)

Email: sales@gratrgarage.com

EARLY BIRD/LATE NIGHT DROPBOX
MECHANICAL SHOP LOCATED AT:
4315 Independence Dr.
Schnecksville, PA 18078

VOLLUX

AUTOWERKS

www.volluxautowerks.com



Editor's Note

HARD TO BELIEVE THAT SUMMER 2025 IS NOW IN THE REAR VIEW MIRROR and before you know it we will be celebrating the holidays and another year gone by. Fall has always been my favorite time of the year. That chill in the air coupled with the glorious and vibrant colors of nature and “apple cider, pumpkin spice” everything, make this a special time on the calendar.

This issue highlights the RTR summer recap. My thanks again to ALL of the contributors to this latest issue. The photos shared were really amazing!! There was not one, but several potential cover photos that I am thankful for and hope to use in a future issue. We had several social events including two movie nights, a visit to 3 Dog Garage and a spectacular road trip to the Bedford Springs Resort. The 914 Gathering in Pocono Mountains and the AX and DE events brought more camaraderie and smiles along the way.

Included in the issue was a recap of the Blue Ridge Boxster Summit held this year. The article was shared by James B Beavan III of PCA Chesapeake Region and the event was attended by RTR. The Boxster was my first Porsche. Listening to all of the great stories from RTR members attending a Boxster Bash or Summit over the years, I was always looking for an opportunity to attend. Unfortunately, scheduling did not work out so maybe a future ‘someday’?? The Simeone Porsche event held this August was captured with photos by G. R. Gallo. Tom Silknitter shared highlights and photos from the Thunderbolt DE event held in July. Dan Ruble authored a wrap-up of another successful year of Autocross. The 914 gathering summary was prepared by Travis Skowronski. The Market Report by David K. Whitlock that is included in our issues, rounds out Fall 2025 for Porschephiles. My thanks again to all of you who helped to make this issue possible.

For the remainder of the year ahead, please continue to view the RTR Website and calendar to stay up to date on the latest news and events. We have DE And AX events as well as Oktoberfest, Phil-A-Trunk and the Holiday Party on deck to close out the year. The date for Phil-A-Trunk is November 9. The Holiday Party is scheduled for December 6 at the Phoenixville Country Club.

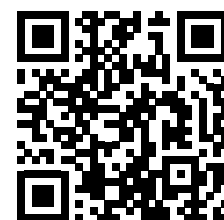
I hope you enjoy this glorious Fall season and this issue of Der Gasser!

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://pca.org/news/pca70)



PORSCHE CLUB OF AMERICA

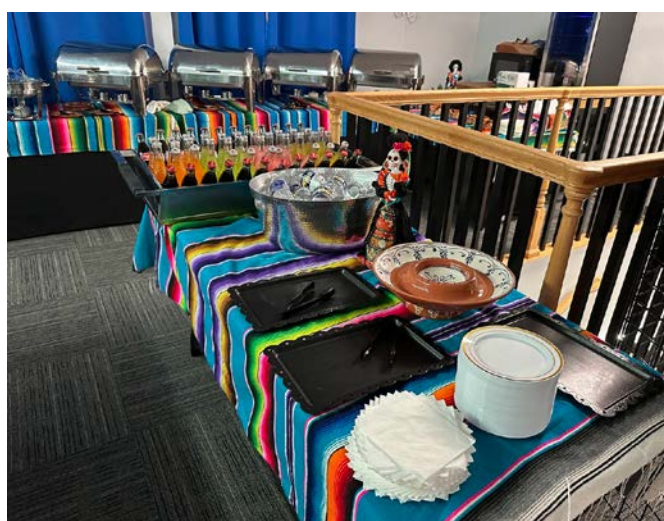


June Membership Meeting

OUR JUNE MEMBERSHIP MEETING WAS HELD AT A NEW LOCATION AND ONE THAT WE hope will be part of our regular rotation. SKR Sim Racing Center in Lansdale is an exciting new business that has a lineup of incredible Sim racing rigs that you can use to hone your driving skills. These are not machines for the casual hobbyist. These are hand-built rigs that have a level of realism that you truly must experience to believe.

And as if the sim rigs were not reason enough to show up to our meeting, the good folks at SKR Sim Racing Center had a fantastic buffet of Mexican food for us all to enjoy. Sim racing, Mexican food, and fellow PCA members. What else could you ask for on a Wednesday night?

Folks began to arrive a bit earlier than usual so they could hop on one of the sim rigs and get some racing in before our meeting. Those that could not race before our meeting, stuck around at the end of the night to give it a try. Trust me, once you see these machines, you will want to try them. For just a small taste of what it is like, follow this link: https://youtu.be/az_uTtqi2UA?si=Uy6ILyLSGk34lqK



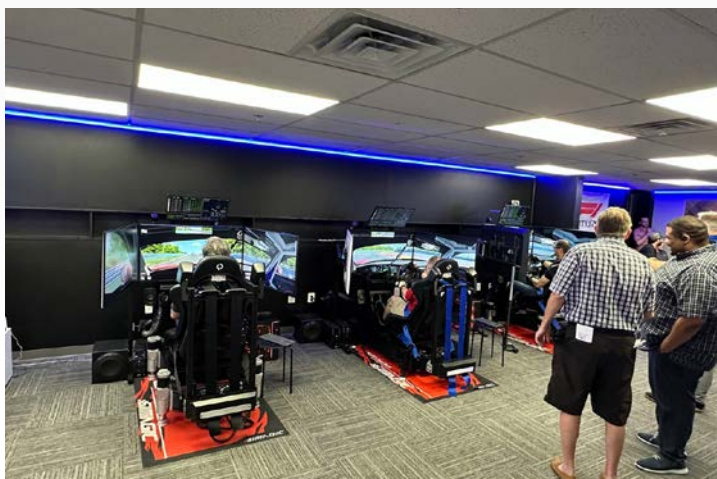
We paused the racing for about a half an hour or so in order to have our meeting. Jeff and Wendy kicked things off by talking about some of the events we had coming up for the summer. One of the big ones was our road trip to Bedford Springs. It was a fantastic trip by the way. Be sure to read all about it elsewhere in this issue.

We had a handful of new members in attendance, and we welcomed them to the best car club around. Even though we welcomed them all at the meeting, I want to take another moment to welcome them and all the other new members that joined us this year.

I spoke on behalf of Der Gasser and did my usual pleading to the members in the crowd to send in pictures and content for us to include on future issues. We also briefly discussed our Autocross, HPDE and Street Survival programs. All of these programs are incredible and totally worth doing. But folks were getting antsy and wanted to get back to the sim racing action. I don't blame them; I wanted to get back to it as well. So, we wrapped up the formal portion of the meeting and got back to the virtual action.

If you missed this meeting, you really missed a good one. I encourage you to stop by SKR Sim Racing Center and see what they have to offer. And of course, you should join us for our next membership meeting. You never know what you might miss.

Joe Kucinski





Porsche Exhibition, Simeone Foundation Automobile Museum

A GOOD FRIEND OF MINE CALLED ME ONE MORNING AND SAID, Gary Simeone Museum is having a Porsche Exhibition. I think you should apply and submit your Spyder for inclusion. I submitted my GTS. They have the application form on their website.

I thought, wow, Simeone Museum, I've been there several times. They have an amazing collection of race cars. They hold seminars on the history of their cars. They host a number of excellent events and they drive their cars. They have cars that raced at Le Mans, Targa Florio, Mille Miglia and other iconic racing venues.

I filled out the online application for my 2011 Boxster Spyder. I pointed out that it's a modern homage to Porsche's early racing history: Giant Killer, Riesentoter! In its lightest version the Spyder saves 176 pounds over the base Boxster, using aluminum components. A Manual gearbox, no radio, no AC, lightweight wheels and a manual/carbon fiber top weighing in at 13 pounds. A limited number of Spyders were produced in 2011-12, with a total of 1944 produced worldwide, 820 for the U.S.

About a week later I received an email from Simeone Museum that my car was accepted for the Exhibition. I was a very happy Porsche guy. My friend who had told me about the exhibition was also accepted.

I brought the car to the museum and they directed me into my parking spot. Cars were arriving and I learned 31 cars were selected out of approximately over 100 applications. Each car would also have a placard placed in front of their car providing an overview of its features.

Cars ranged from a 1964 Beck 904 GTS replica to a 2024 Boxster GTS 4.0. Included was a 1958 Diesel Tractor and two Simeone cars, a 1970 917 LH and a 2007 GT3 RSR.



The 1964 Beck 904 GTS presented by Dr. Dan Galyon has a ladder frame chassis with a fiberglass body. It is powered by a mid-engine, flat 4-cylinder engine. In 1964 it placed first overall at the Targa Florio and third at the Nürburgring. In 1965 it placed first in class at Daytona, Le Mans, Targa Florio, Spa and Monza.

The 2007 GT 3 RSR in the Simeone Collection was part of the Flying Lizards racing team that won its class at the 2007 Petit Le Mans at Mid-Ohio and at the NE Grand Prix at Lime Rock Park.

The 1970 917 LH (long tail) in the Simeone Collection also known as "The Hippy Car" (based on its livery) raced at Le Mans in 1970. It has a 5L, flat-12, air-cooled engine. It is capable of nearly 240 miles per hour. At the 1970 Le Mans the car driven by Willi Kauhsen and Gerard Larrousse achieved P2 by the twentieth hour. However, heavy rain ensued and visibility became an issue with the windshield wipers not being able to keep up. The car finished second overall to a Porsche 917K driven by Richard Atwood and Hans Herrmann.



In addition to my Spyder several other Riesentoter cars were present. A 1972 911 T presented by Serge Small. His car is finished in Light Yellow, carries a 2.7L engine from a 911S and has upgraded sway and torsion bars.

A 2012 911 GTS presented by Roger Jones (Roger is the gentleman that called me to suggest I submit the Spyder for consideration). Roger's (a Riesentoter member) car is Meteor Grey over a Carrera Red interior. The GTS is a model that occupies the space between a 911S and a GT3. The car has a 3.8L, 402 HP engine, center lock wheels and Roger's car is a manual transmission optioned car. A rare configuration as less than 300 were produced.

A number of cars caught my eye, for example, a 1986 911 IROC Tribute presented by Michael Langer. IROC, The International Race of Champions was a racing series in 1973-74 and raced 12 identical 3.0L RSRs. This car is fitted with a wide-body kit and finished in Mexico Blue to honor the series.

A 2015 GT3 presented by Vince Crognale is a 991 version of the GT3. It has a 3.9L flat-six engine producing 475 HP. A PDK gearbox gets you to 60 MPH in 3.5 seconds, a race car for the road.

The Porsche Exhibition is now over. I enjoyed being a part of it and enjoyed seeing the other Porsches included in the exhibit. I also enjoyed seeing many of the cars in the Simeone collection. If you haven't been to see their collection here is one example of the race cars they have, a 1975 Alfa Romeo 33 TT 12. This car competed on the world stage in 1975; it won 7 of 9 races it entered. The car has a flat-12, twin-turbo engine producing 550 HP. It weighs in at 1477 pounds. A true race car and one of the reasons why I would recommend attending.

G.R. Gallo



30 YEARS OF AIR & WATER COOLED EXCELLENCE

**2 NEW U.S.
PATENTS AWARDED**



SCAN THE
QR CODE NOW,
YOUR CAR WILL
THANK YOU



Fabspeed Motorsport has been designing the WORLD'S FINEST Porsche performance products for over 30 years. We use the most advanced 3D laser scanning and dyno developed techniques to engineer and manufacture high-performance exhaust systems, air intakes, and ECU tunes for Porsche and the world's most coveted exotic cars.

All of our products are designed and engineered in Fort Washington, Pennsylvania.

FABSPPEED

M O T O R S P O R T

215-713-3585 | sales@Fabspeed.com | www.Fabspeed.com



RTR Road Trip 2025

THE RTR ROAD TRIP STARTED OUT JUST LIKE ANY OTHER TRIP, a gathering at Penn State University campus in Malvern on Friday July 11th. We met, signed waivers, mingled, and got our goody bags filled with snacks and drinks provided by our social chair Wendy. At 10 am sharp, it was wheels up and Bedford was in our sights, the Omni Resort and Spa at Bedford Springs to be more exact. This marked the second time we had a roadtrip here just because the over 2000 acres with 72 hiking trails, golf course, fishing, and mineral fed springs and pools is so worth it. There were almost 20 Porsches in tow and some were meeting in route.



We started out on one of the most expensive toll roads in the world, none other than the PA Turnpike. We hopped on at Malvern and slipped off at Carlisle. From there, we rolled on a few state roads through some state forests then banged a right on the good old Lincoln Highway. Midway through the trip we stop at The Mountain House - a typical biker bar. Originally they had planned a buffet for our party but they apologized- for it was the Gettysburg Biker Week and

they had about 200 bikers filling both the parking lot and bar. The owner said if she would have put out the buffet in that mob nothing would be left for us to eat. She handed us a menu and we managed to secure parking, seats in the bar, and a fairly tasty lunch.

Everyone was left to their accord to make their way to the resort and to the optional happy hour at 5:30. From the Mountain House it's about an hour continuing on route 30 all through the mountains and valleys - such a beautiful drive.

Wendy and I checked in and wanted to check out the lobby bar. It was 3:45 and didn't open until 4. As luck would have it other members had the same idea and by 4:15 most of our crew was sipping libations and chatting up a storm. We parted ways as we headed to dinner - like bees in search of pollen only to arrive back at the nest or in this case the lobby bar with our stomachs filled with delicious nectar from afar.



The next morning brought an optional Saturday drive which only two people didn't join. The president and vice president's wives - they stayed all day in the spa. The rest of us made our way to Altoona with some great roads over various covered bridges. We landed at the Altoona Railroad Museum to fill our brains with history stuff. About an hour or so later it was off to another train stop, this time the national landmark of Horseshoe curve. A very famous set of tracks that bends around the mountains and you can see the beginning and the end of the train at the same time. Here we had a catered lunch under a nice pavilion. During our stay here, Wendy had the PA railroad send trains down the hill during lunch and up the hill after lunch - what a treat - actually it was just a coincidence but way cool.

After lunch it was a drive to wherever - after cruising through a bunch of small towns it was off to the races as they say. As there wasn't a stop sign or traffic light for a good 40 minutes, we hugged the curves and hit the apexes. The next thing we know we made a right another right and the roads were growing slimmer. At one point we all pulled over to the side of the road in the middle of nowhere and I told everyone to get out of their cars - except for the last car in line which so happened to be a Boxster. We all gathered in front of the boxster who I instructed to stay in the middle of the road, his foot on the brake.



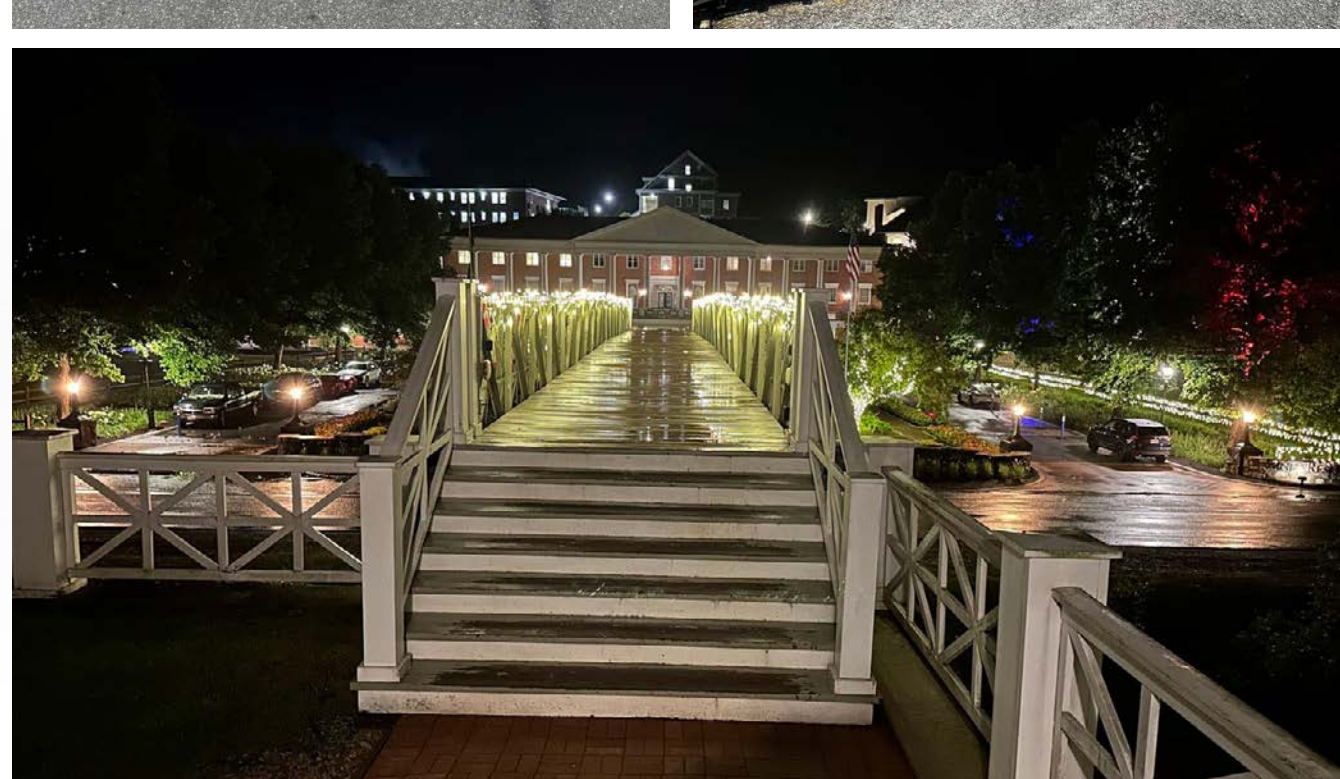
And his car in neutral. On my command I said "Foot off the brake" and we watched as nothing happened for 5 to 6 seconds then all of a sudden the car started going in reverse - uphill. Yes you read the right uphill. This is really an optical illusion that works quite well - a place called Gravity Hill. There are few such places in this world and the club went to one of them. After oohing and ahing over nature's wonder we did the same as we pulled into a roadside ice creamery where it was ice and whatnot on the club - then back to the resort

Once again optional happy hour was at 5:30 and once again the majority met at 4 and then again after dinner where this time they had music playing and the camaraderie lasted much longer into the evening.

Sunday morning arrived a bit too early but we made do. Some members had breakfast, others went to the spa, others checked out and planned their own way home. Wendy and I hit some antique stores via York and Columbia and just like that our fun-filled weekend was over.

Until next year.

Jeff Walton





HONEST AND
EFFICIENT PERSONAL
SERVICE SINCE 2002

BUYING, SELLING, & TRADING CARS. FAMILY-OWNED

www.skymotorcars.com | 610-918-7225 | @skymotorcars

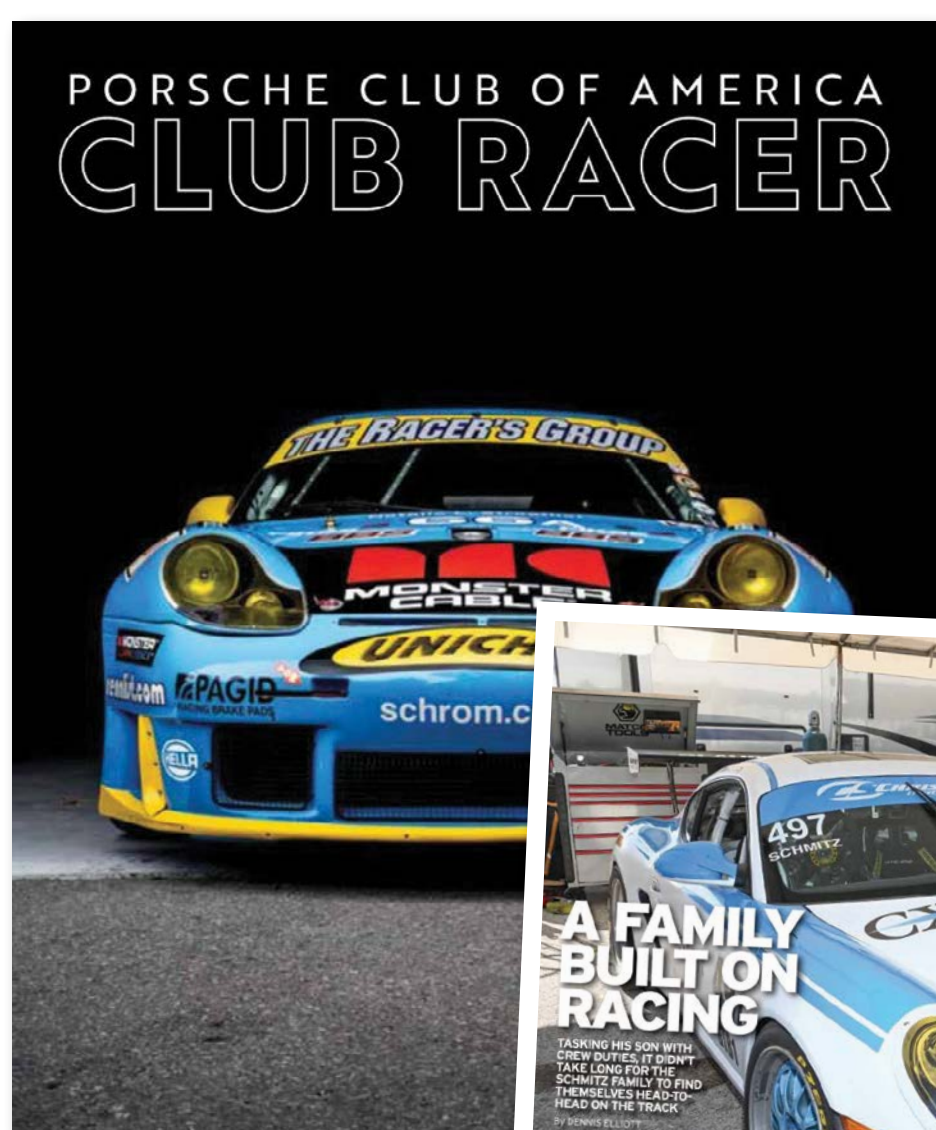
PA **EUROS**



5% OFF SERVICE
FOR ALL PCA MEMBERS

PAEUROS.COM

484-879-6671



Introducing **CLUB RACER!**

New design and format for PCA Club Racing's print and online magazine

Club Racing News is now **CLUB RACER!** The new format will continue as the official publication of PCA Club Racing and is published quarterly. Each edition includes Porsche racing news, club information, and feature stories about PCA members you may know. And you do not have to be a PCA Club Racer to enjoy the magazine! Print subscriptions are also available for only \$20!

Take a look: www.pcaclubracing.org/clubracer



PORSCHE CLUB OF AMERICA



F1 Movie Night

RTR WAS AT THE MOVIES FOR THE PREMIER SHOWING OF THE MOVIE F1 on 6/26/25. RTR reserved the entire theatre at the Movie Tavern in Collegeville, PA and this was a sold out event. F1 is a drama starring Brad Pitt as Formula One racing driver Sonny Hayes who returns after a 30 year absence to save his former teammate's underdog team.

Not only was the filming locations spectacular, but the racing sequences adapted from real-life racing with F1 teams and drivers made you feel as if you were there. Formula One is a sport that straddles both the past and the present with its rich history and cutting-end technology and this movie did not disappoint. The Movie Tavern is a wonderful theatre for cinema. Over the years, RTR has gathered for special premier movie nights. With the in-theater dining service and lux seating, this was another winner. Thanks to our Social Chair, Wendy Walton for planning another fabulous event!

Rita Hancock McKeown



WE HAVE TWO LOCATIONS!

PORSCHE

Porsche
Conshohocken

1312 Ridge Pike
Conshohocken, PA 19428

PORSCHE

Porsche Studio
King of Prussia

160 N Gulph Rd
King of Prussia, PA 19406
*located near the Apple Store



GET IN TOUCH

610-279-4100

www.porscheconshohocken.com

WE LOVE PORSCHE
AS MUCH AS
YOU DO.



CONCIERGE CAR STORAGE
SERVICES & MEMBER LOUNGE

(610) 590-5770 ~ INFO@CARVULTMAINLINE.COM



Capping Off an Exciting and Successful Year of Autocross

“GO!,” YELLS THE STARTER, WITH AN ENERGETIC POINT ACROSS THE STARTING LINE.

My heart races. I depress my throttle, bringing the beautiful growl of my flat-six to a humming 5,000 RPMs. “You’ve got this,” I remind myself, convincingly, under my breath. I’ve done this hundreds and hundreds of times, but the butterflies never fade. I grip my steering wheel at 9 and 3, slowly curling my fingers. I take a deep breath and exhale, gritting my teeth. Releasing the clutch in that instant, I tear off the starting line toward the first cone like a race hound through the gates. I gather so much speed so quickly that I am immediately nearing redline. As my engine begins to wail (oh, that beautiful sound!), I quickly shift to second gear. In this moment, I am also giving an assertive steering input to begin to rotate the car around the first cone. Predictably, the release of the throttle for my shift causes the weight of the car to rock forward, releasing significant grip from the rear tires. This is happening mid turn. The rear end of my 911, begins to slide. With the balance shift, I am inducing oversteer. This is what driving a 911 is all about. I quickly open my hands (turn the steering wheel slightly to the right) and re-apply throttle, shifting weight back onto my rear tires. The tires bite, the car steadies, and I stay on the throttle as I pass the cone with a late apex, setting me up perfectly for the next cone, and the one after that. “Eyes up,” I remind myself, as I strive to keep focus on not only the turn at hand, but also on setting myself up for a long sequence of successfully executed maneuvers. One cone down, one hundred to go...

This is what the first three seconds of an autocross run at Pocono can feel like. The combination of intensity, adrenaline, and “wahoo!” excitement in this fleeting moment is indescribable. It is so indescribable that you will simply have to experience it for yourself. Although we will be wrapping up our season with our September 28th event at Pocono, we, in partnership with Central PA PCA and NNJR PCA, are already planning our dates for next year. Stay tuned for details. All of our 2025 events have been oversubscribed, so be sure to sign up early when the dates are announced and the links are posted. In the meantime, here are some photos and captions from our successful 2025 season.

Daniel Ruble

Autocross Chair

autocross@rtr-pca.org



Longtime RTR member Trevor Naidoo makes a momentous return to Autocross, winning a trophy in his class for the August event.



Drivers are lined up on the grid, sharing “war stories” and steadying their nerves as they await their turn to approach the starting line.



Active RTR member Anthony Verratti waits for the “go” signal at the starting line, in style, in his new-to-him 991 GTS. Meanwhile, Nick Betegh (left) gives him an intimidating stare, while comparing this modern marvel of machinery to his amazing 1969 air-cooled 911.



At our July event, we held a Zone Challenge, in which Zone 1 and Zone 2 drivers competed for all the glory. Unfortunately, we and our Zone 2 brethren were bested by the Zone 1 drivers, but it was a fun day and exciting challenge. Photo’d here is Dan Fishkind, Metro NY PCA Region Autocross Chair holding the coveted Zone Challenge trophy, accompanied by Ron Miguel (left) – NNJR PCA President, and Grant Lenahan (right) – NNJR PCA Autocross Chair.

It's baaack!

Sun Nov 9th

Xfinity Mobile Arena, Philadelphia

*Car clubs enter via 11th street

Created and
"driven" by



Featuring



With the
participation of
some amazing local
car clubs!

Organized Food Drops & Car Show

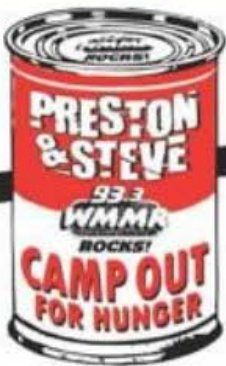
*Rain or shine!

Food Truck:
It's Koffee Time

benefitting
PHILABUNDANCE
Driving hunger from our community



Gates open at 7:30AM | Food drop-offs begin at 8:30AM



Let's drive out hunger
together!

2025

Phil-a-Trunk

A literal food drive.

**TINT
WORLD**
AUTOMOTIVE STYLING CENTERS™



GET 10% OFF!

ANY OF OUR SERVICES



- | | | |
|--------------------------|----------------------|--------------------|
| ✓ WINDOW TINTING | ✓ CAR AUDIO & VIDEO | ✓ MARINE STYLING |
| ✓ NANO CERAMIC COATINGS | ✓ LED & HID LIGHTING | ✓ AUTO ACCESSORIES |
| ✓ PAINT PROTECTION FILMS | ✓ AUTO DETAILING | ✓ AND MUCH MORE! |

*Must present this coupon at time of drop-off. Not to be combined with any other offers. Other restrictions may apply. Parts and supplies not included. Offer applies to labor rate only. Additional store promotions may vary. See store for complete details. Max Discount \$100. Expires 12/31/2024.

674 BALTIMORE PIKE #2, SPRINGFIELD TWP, PA 19064

PHONE (610) 214-2083 • WEBSITE WWW.TINTWORLD.COM

We specialize in buying, selling, sourcing and storing classic, prestige and exotic cars.

TIFOSI
MOTORS

1003 South Chestnut St, STE 302
Downtown, PA 19335

SALES, CONSIGNMENTS & STORAGE

www.tifosimotors.com

Call Us 484 514 5125

martin@tifosimotors.com



The Blue Ridge Boxster Summit

A Custom A Celebration of Driving Passion in the Heart of the Appalachians

NESTLED AMONG THE ROLLING PEAKS AND MISTY VALLEYS OF THE BLUE RIDGE MOUNTAINS lies an annual event that has become a cherished tradition for Porsche enthusiasts: the Blue Ridge Boxster Summit. Each year, this gathering draws together a diverse community of drivers, all united by their love for the mid-engine marvel that is the Porsche Boxster. But the Summit is far more than a simple car meet—it is an immersive experience that blends scenic motoring, camaraderie, and the spirit of exploration, set against one of America's most picturesque backdrops.

Group Drives and Scenic Routes, Scenic Stops and Photo Opportunities

At the core of BRBS are the daily group drive spirited journeys that wind through the mountains, with participants often divided into groups based on driving style or desired pace. Whether cruising leisurely, soaking in the scenery or taking a brisker approach to exploit the Boxster's handling prowess, each route is chosen for its driving pleasure and visual splendor.

The Blue Ridge Mountains are replete with postcard-worthy photo stops. BRBS drives often include pauses at overlooks where attendees can line up their cars against panoramic vistas for memorable group shots. Waterfalls, wildflower fields, and historic sites punctuate the routes, ensuring that even the most seasoned participants discover something new each year.

Blue Ridge Mountains, Social Gatherings and Community

The Blue Ridge Mountains, a segment of the larger Appalachian range, are famed for their bluish haze and dramatic vistas. Spanning several states, the range is particularly beloved for its scenic highways—the Blue Ridge Parkway is chief among them—which snake through verdant forests, past cascading waterfalls, and over ridgelines that offer panoramic views stretching for miles. The region's roads are a driver's paradise, with sweeping curves, elevation changes, and breathtaking overlooks.

Beyond daily drives, the BRBS is a celebration of the friendships and shared passions that bring the Porsche community together. Evenings often feature group dinners at local restaurants, where stories of the day's adventures are exchanged over hearty meals. Attendees stay at the same mountain lodge, furthering the sense of camaraderie.

Why the Summit Matters, Memorable Moments and Lasting Impact

The Blue Ridge Boxster Summit is more than a scheduled gathering—it is a living tradition that thrives on the enthusiasm and generosity of its community. For many, it is a highlight of the year, a chance to reconnect with friends and the pure joy of driving. For newcomers, it is an open door into a welcoming world where the only prerequisites are curiosity and a love of the open road.



Over the years, the Blue Ridge Boxster Summit has been home to countless memorable moments: sunrise drives through mist-laden valleys, impromptu tech sessions in parking lots, and evenings spent under a canopy of stars, sharing laughter and stories. Friendships forged during the Summit often endure long after the last engine has cooled down.

2025 is the 23rd iteration of the BRBS, which began 27 years ago and lost 4 years of events due to Covid and leadership transition. The event has been held for a few years now at the Little Switzerland Inn in North Carolina right beside the Blue Ridge Parkway and surrounded by many tall mountains by East Coast standards.

This year the event officially began Thursday and ran through Sunday morning check-out with a roster of 42 cars of which 19 were not Boxster's. Below is my account of the event day by day.



The Drive & Arrival

Checking the weather forecast leading up to the event was very discouraging as I communicated with Chuck Visconage the only other PCA Chesapeake Region member on this year's roster. Chuck was scheduled to drive down on Thursday with his brother Mike who was flying in that morning from San Antonio. With my 2013 Boxster S packed, my wife Anna and I left on Wednesday morning and were greeted with constant moderate rainfall from Laurel, Maryland all the way past Richmond, Virginia, which on highways with 18-wheelers beside you wasn't pleasant driving even in the day. Luckily not long after getting on I-85 heading Southwest of Richmond the weather improved, and we arrived in Little Switzerland right around 6pm to a clear view of the mountains. About 30-minutes after checking in I thought I saw smoke, but it turned out to be a heavy fog that engulfed the area...hence the name Smokey Mountains. That night we dined on one of the best pork chops we'd ever had followed by a delicious slice of 6-layer carrot cake at the Chalet Restaurant. Many BRBS guests arrived, and the goody bags were ready to pick up, which included an event thermos water bottle, t-shirt, lunch bag and some snacks.

Charlotte Speedway & Hendricks Heritage Museum

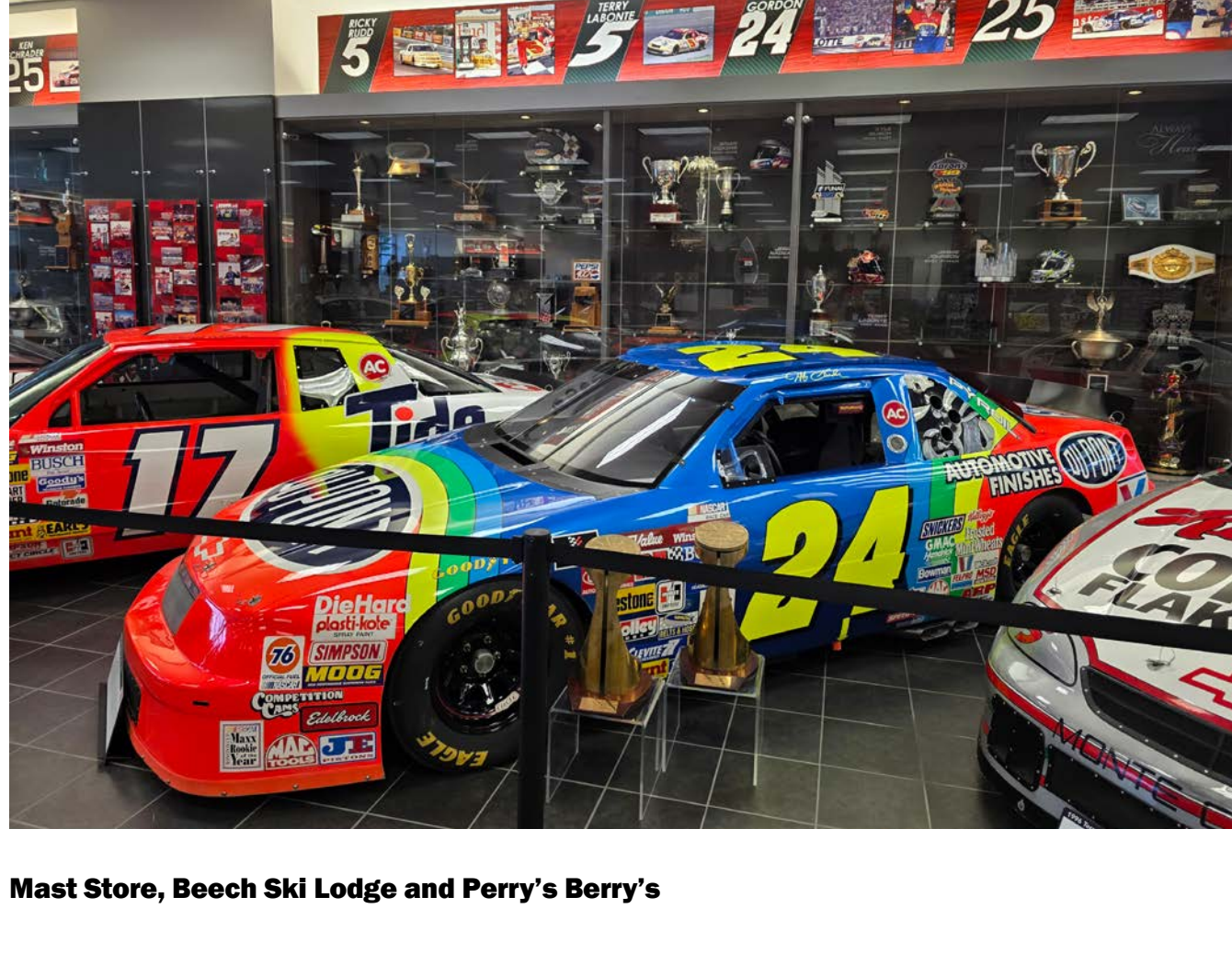
Thursday's bonus day activities included lunch at Charlotte Motor Speedway followed by a visit to Hendrick's Motorsports just a few miles away. The temperature in Charlotte proved a surprise to most of us who were dressed for Mountain weather and not a day approaching 90 degrees. The buffet lunch at the Speedway Club 6th Floor provided a great view of the track, which unfortunately was not in use that day. After lunch we went to Hendricks gift shop which is full of Nascar winning cars and memorabilia. The real treat though was that Hagerty helped us gain a private tour of Rick Hendricks private museum, sadly no photos were allowed. The museum contained over 100 Corvettes and 100 other makes including a section of Porsche's (959, GT3RS, Carrera GT, 918 Spyder, 718 Spyder RS, 718 GT4RS). The museum had themed areas based on Rick's life from a Chevy dealership, drive-in theater, ice cream shop, filling station etc. Upstairs was a large man cave full of over 100 signed guitars plus various other signed sports and music memorabilia. In the museum parking lot, one of our group members 2001 Boxster S in Lapis Blue from New York City had the misfortune of a clutch issue, which required a tow and a week's wait for parts. It was about a 2-hour drive back from Charlotte to the lodge in the heat and heavy traffic. That evening we enjoyed an open bar cocktail hour on the terrace before a delicious taco style buffet dinner and chocolate cake.

Roan Mountain to Grandfather Mountain and more car trouble's

Friday morning Chuck noticed his driver's rear tire was flat on his 2013 Boxster S, he had a patch/plug kit but no jack or wrench. Fortunately, he was eventually able to find the tools he needed and join the tours after the Hagerty Insurance valuation discussion. We had decided to drive with Steve & Suzanne Gross from Michigan who led us up Roan Mountain in their 2001 Lapis Blue Boxster S, yes there were 2 of the same cars at BRBS. The drive up and down Roan Mountain was a wonderful experience which we would repeat later. The forecast for Friday was the worst of the week and that came to fruition on our way to Grandfather Mountain. Grandfather Mountain reminded us a bit of Mount Washington as the climate changed as we headed near its 5900-foot peak. First, we stopped at the guest center and wildlife habit where the highlight was the black bears and river otters, the Cougar siblings were resting in their den. Our Patter editor Bogdan Chitimus had previously told us how spectacular Grandfather is, but due to the deteriorating weather we were forced back down the mountain after walking across the swinging bridge at the 5300 ft elevation point.

From Grandfather Mountain we drove to Happy Valley Filling Station for some great handcrafted pizza in the New Haven style. In between Steve's car developed an electrical issue, so he replaced his 7-year-old battery with a new one but an hour later he had to jump his car to make it back to the lodge. His alternator had failed in addition to the battery aging out and the new battery wasn't fully charged from the shop. Steve was working on the battery that night when he sliced his hand, luckily the ER was only 15 minutes away, so I drove him there to get stitched up. Steve charged both batteries overnight and took the car the next day to the Porsche dealer who confirmed the bad alternator as well pointing out a nail in his tire. The dealer couldn't get parts so I advised him his best option would be to tow the car home, which unfortunately led to him renting a car trailer from one location and a 26-foot U-Haul moving truck from another. He got home without further incident and told me afterwards it was a very bouncy 13-hour drive, but at least the parts he ordered were waiting for him at home.

After Friday evenings cocktail hour, dinner at the Chalet Restaurant was a fantastic BBQ buffet with a nice selection of Key Lime Pie and Cheesecake for dessert. We then moved to the Fowl Play Pub to enjoy company with our new friends from BRBS, but an hour later Steve's wife Suzanne came in looking for a volunteer to take him to the hospital for the above-mentioned incident and I volunteered myself.



Mast Store, Beech Ski Lodge and Perry's Berry's

Saturday, we joined BRBS planner Scott, his wife and another 2 cars on a drive to the Old Mast General Store, which ended up being two different store stops not far from each other and a small group of teenage boys followed us on their bikes to take photos at each stop.

For lunch Scott took us up the mountain to Beech Mountain Ski Lodge where the service was a bit slow, but the food was good. Anna wanted to visit Perry's Berry's Vineyard & Winery, so we had to move/drive quickly to get there before they closed. The route there was a fantastic mix of backroads with light traffic, where we hooked up with an Adventure Biker who helped us make great time carving our way towards our destination. After enjoying some various wine samplers, we hit the road for another hour plus drive back to Little Switzerland on the wonderful roads.

Saturday evening, we again enjoyed cocktail hour followed by a tasty steak night buffet and desserts before heading to the Fowl Play Pub with friends to enjoy spirits and live music. We stayed quite a while that evening watching an NBA playoff game and enjoying time with our new BRBS gang at the Pub.

Roan Mountain, Back of the Dragon

Sunday morning, we ate a light breakfast, packed and prepared to leave to head to Roan Mountain once again as we enjoyed the roads so much on Friday's drive. We stopped for lunch at a local seafood restaurant and had a tasty seafood boil and then a special Berry Cinnabon style dessert. Non-stop twisty back roads eventually led us to Back of the Dragon, which seemed to be 90% motorcyclists, in particular Adventure bikes. The road itself was extremely tight with a ton of switchbacks as we mostly kept the Boxster S in 2nd gear. I wasn't even sure where we were or were going until I passed a cop about a mile before the Dragon Brewery Store, which was where I was hoping to end up. Getting a photo in front of the famous Dragon was easy and we saw another trooper scouting across the street...when we left, he was a block away with someone pulled over. It was late afternoon, and we jumped on I-81 to try and make it home before dark, later I would discover a nail in my rear driver's side tire too.

Conclusion

The Blue Ridge Boxster Summit stands as a testament to the enduring appeal of the open road and the camaraderie that grows from shared enthusiasm. It is a celebration of automotive artistry, natural wonder, and human connection—all set in one of America's most breathtaking regions. For those who seek adventure, friendship, and the pure joy of driving, the BRBS is more than an event, it is an invitation to be part of something truly special without the overwhelming nature of larger similar events.

BRBS 2026 is tentatively scheduled for May 28-31, 2026, again at the wonderful Little Switzerland Inn in North Carolina. <https://brbs.org/>

James B. Beavan III

PCA Chesapeake Region



Porsche Main Line

4025 West Chester Pike
Newtown Square, PA 19073
610-886-1000
PorscheMainLine.com



AUTOMOTIVE
GROUP

OUR STANDARD IS
EXCELLENCE

WWW.RDSAUTOMOTIVEGROUP.COM

SOUL

PERFORMANCE PRODUCTS

PREMIUM EXHAUST COMPONENTS

WITHOUT A PREMIUM PRICE

BACKED BY A



LIFETIME
WARRANTY



INCLUDING TRACK USE



FITMENT
GUARANTEED

DELIVERING THE BEST
CUSTOMER SERVICE
IN THE INDUSTRY
IS OUR MISSION



CUSTOM SHOP

LOGOS - COLORS - STYLE

MAKE IT UNIQUE



SOUL

was formed by a team of auto enthusiasts with industry experience looking to do the right thing by our customers. We aim to deliver exemplary service worldwide by developing incredible sounding, proven performing components that are ready to ship to you quickly.



SPEAK TO JOHN GAYDOS



484-883-6197

WE'RE HERE TO HELP

SEE OUR FULL CATALOG

WWW.SOULPP.COM

FOLLOW ALONG



@SOULPERFORMANCEPRODUCTS



The Porsche 914 Northeast Gathering - 6 Skytop Lodge, Pocono Mountains July 11th-13th 2025

SOMETIMES THE MOUNTAIN CARVES BACK. The 2025 Porsche 914 Northeast Gathering rolled into the scenic Pocono Mountains with the promise of great cars, spirited drives, and camaraderie among fellow enthusiasts. Thirty attendees and their distinctive mid-engine classics made Skytop Lodge their home for the weekend — a perfect blend of rustic charm and automotive passion despite the retribution of the mountain that my ride paid. More on that later.

Friday: Baptism by Rain

As the first arrivals pulled into Skytop's driveway, the skies opened up. A relentless rain soaked the grounds and everything around it, but it couldn't dampen spirits. Umbrella covers came out, and conversations turned to tales of rain-soaked drives past of the past. Despite the weather, the excitement was palpable — the 914s were here, and so were their people minus two of our brethren that stopped to let the storm pass and got hydro locked with the rain pouring into their carburetors. Roadside rescues are part of our rally so back through the rain I went to help the stragglers make it the last 7 miles to Skytop.



Saturday: Drive, Drama, and Dawes

Saturday morning greeted the group with clear skies and the lingering scent of 914s firing up. The rain had eased just enough to allow the day's big drive to move forward. The route twisted and turned through the lush backroads of the Poconos, with engines echoing off the hills and drivers grinning through the curves.

But of course, it wouldn't be a 914 Gathering without a little mechanical drama.

Somewhere along the route, one car stubbornly refused to start — the starter had given up the ghost. Another lost its coil, sending its driver into roadside rescue mode. Then came the heavy hitters: one car lost its oil cooling fan catching fire briefly (bonus- I got to use the extinguisher). And as if fate wanted to be equal-opportunity, my own 914 suffered a broken engine mount just before lunch— a fitting reminder that no one is immune to 914 quirks.

But Porsche 914 owners are a resourceful bunch. With tools out and hands greasy, the group rallied. No one was left behind, and the shared troubleshooting became part of the adventure.

The highlight of the day was a special stop at Dawes Motorsport, where participants were treated to a behind-the-scenes look at craftsmanship and precision engineering. It was part workshop, part museum, and 100% Porsche paradise. From race-prepped builds to pristine restorations, there was no shortage of inspiration. We had members of the Pocono region join us as well, as a nice reminder of the support we receive outside of the RTR footprint.

Lunch at Blue Mountain provided a welcome break — good food, better stories, and plenty of laughs over mechanical mishaps. Everyone had earned it. We had most of the cars up to the top minus the rescue crew that went back to push my car down the road to a general store parking lot for retrieval the next morning.



Saturday Evening: Celebration and Community

Back at Skytop, the clouds finally gave way to a soft summer evening. The group gathered for dinner, spirits high despite the rain and road trials. A lively vendor raffle brought out smiles and surprises — some walked away with parts, others with T-shirts or tools, but everyone left with memories.

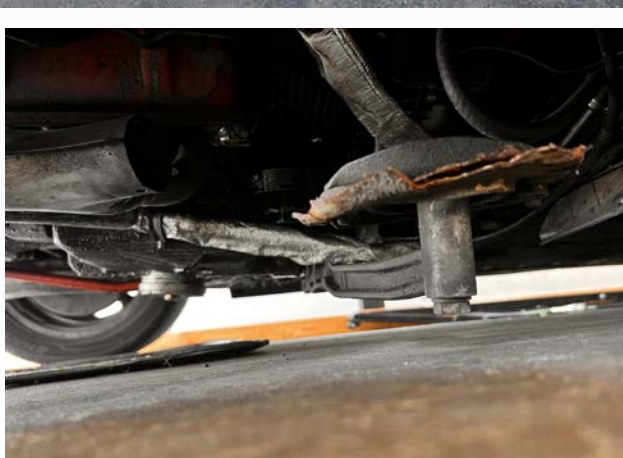
Under the warm glow of the lodge lights, stories were traded, friendships deepened, and future plans were hatched. Some cars limped back, some roared, but all made it except for mine because the mountains finally carved back.

The 2025 Porsche 914 Northeast Gathering wasn't about perfection — it was about passion, perseverance, and the people who love these quirky little machines. Rain or shine, starter or no starter, it was a weekend to remember.

And next year? We'll bring more zip ties, more spares, and the same unstoppable enthusiasm. Now I'm off to weld my car back together...or finally take it all apart for a GT build. This round went to the Pocono Mountains but I'm determined to deliver my 914 flavored automotive retribution to a mountain road as soon as possible.

Travis Skowronski

Photo Credits: Travis Skowronski



Train Like a Pro - Drive Like a Champion!

SKR Sim Racing Center delivers the most realistic driver-development environment outside the track.

Perfect for Porsche enthusiasts, whether you're sharpening your skills or just chasing the ultimate adrenaline rush.

What SKR Offers:

- Laser-scanned circuits including PCA Track Day & HPDE favorites: Watkins Glen (NY), Summit Point (WV) & NJMP Thunderbolt (NJ).
- Full-motion rigs with active belt technology incorporated into a 5-point harness, so you can feel every braking zone and lateral g's through the turns.
- Triple 43 inch screens & Dolby Digital 5.1 audio for unmatched situational awareness.
- Training sessions that include in depth telemetry tracking and data analysis.

Sharpen your edge, perfect your racecraft, and be ready for the next green flag.

Your Racing Journey Starts Here!

First time @ SKR? Book Online & USE CODE: PCA50

Code gives you a discount on 1 hour session



307 Derstine Ave. Suite 202 Lansdale, PA 19446



skrsimracing.com



racing@skrsimracing.com



610-332-1692



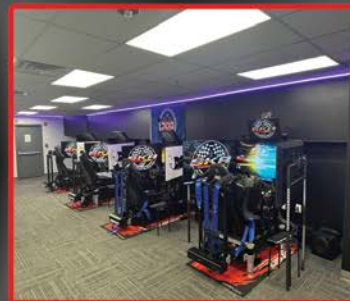
@skrsimracing



@skrsim



@skrsimracing





Thunderbolt DE

IT WAS FUN TO BE BACK AT NJMSP'S THUNDERBOLT CIRCUIT ON JULY 26TH. When I worked at Mike Yaskin's Bavarian Specialties many moons ago we had a very active track/race car program. While the majority of the cars there were BMWs (little secret... nearly all run them have a Porsche in their garage... you know it is true), I used to spend time at the track helping with several events down at NJMSP. The last time we had my DeLorean time machine there on the track for the Be Positive Foundation charity event. Fast forward over a decade later I was back down at the track, but this time with my cameras in hand.

When I am not managing repair shops, I am also a photojournalist and I had been hired by Vintage Race to document their cars and customers. It was great to be around the track and the "track life" as I call it. While I wasn't there running my 157,000 mile daily driven Cayman S on the track, I enjoyed being around and documenting the event. My experiences at Bavarian were BMW centered, but as I walked around the track, I think back to my first Porsche automotive job at Don Galbraith Motoring. I think back to all the stories I heard about the early track events with Reisetoter, and felt like I was home. It was great to be there, and Vintage said I could share some of my additional photos with Der Gasser. Even if you aren't driving on the track at one of these events, there is still a lot to enjoy, sure beats cars and coffee!

Tom Silknitter

Photo Credits: Tom Silknitter





Immaculate
Paint
Protection



PROTECT YOUR **PORSCHE TODAY FROM DAMAGE** **DRIVING TOMORROW!**



Call for a FREE quote!

484.602.7750

www.ImmaculatePaintProtection.com

1855 Weaversville Rd. Allentown, PA 18109

SCAN ME



**PAINT PROTECTION FILM, CERAMIC COATING
AND OLD-SCHOOL CUSTOMER SERVICE**

Ask about our weekend & evening hours + rental cars—available by appointment only.

UDRIVE AUTOMOBILES

SPECIALTY CAR SALES & CONSIGNMENT

West Chester, PA



610-738-6902



info@udriveautomobiles.com



UDriveAutomobiles.com





3 Dog Garage Tour

RTR ARRANGED FOR A SPECIAL VISIT TO 3 DOG GARAGE. This was a rare opportunity to visit a hidden gem in our area that is not open to the public. This is one very special collection of race cars, hot rods and automotive memorabilia. The day began at Spring-ford High School where we were able to meet and plan for the event. We arrived in Boyertown and made our way to the museum. The day was overcast and included a few rain showers at the end of our visit, but luckily all of the viewing was indoors. There were no Porsche vehicles among the collection, but we saw many other wonderful cars including Ken Miles' 1963 Shelby and hoards of American muscle and open air classic cars. This was another RTR sold out event and members who attended were definitely in awe.

Some background shared from the Three Dog Garage webpage to tie in with the photos shared in this issue.

Three Dog Garage is a unique, not-for-profit, historic-vehicle museum located in Boyertown, Pennsylvania, and occupies a restored, three-story, early 20th century brick manufacturing building with an attached one-story wing built approximately 50 years ago. A second building, within easy walking distance of the first, is a recently and extensively renovated mid-20th century brick manufacturing facility, which opened its doors as a museum in 2022. Display areas, a working restoration shop, a library and other spaces, all combined, total approximately 75,000 square feet.

The several collections in the museum contain vehicles as chosen by long-time collector Ross Myers, who bought his first vintage automobile, a 1936 Ford in need of total restoration, when he was eight years old. The car is now a national-award winning show car and resides at 3 Dog Garage with more than 100 other vehicles.

The museum takes its name from three Myers family dogs, all of whom enjoyed going for rides in old cars, especially old open cars. Their names were George, Gracie and Dauber, all Bouviers, now in Dog Heaven.

Art - bronzes and Vintage Neons



A recent comprehensive restoration/preservation and adaptive re-use of the upper two floors of the Museum's original brick manufacturing building now provide space for a second-floor gallery featuring a large collection of original auto and motorcycle artwork by famed contemporary painter Tom Fritz. His subjects include stunning depictions of hot rods, dry-lakes racers, dragsters and antique motorcycles, subjects aligned with the styles and periods of the actual vehicles in 3 Dog Garage. Also on display is a collection of bronzes by the two acknowledged masters of the medium, Paul Nesse and Stanley Wanlass. Capturing in three dimensions the same energy and story-telling that Fritz captures in two, the quality of the works all reflect an appreciation and passion for the subject matter that can only come from within the artist himself.

Rita Hancock McKeown





AUGUST IN THE CAR WORLD MEANS ONE THING: MONTEREY CAR WEEK.

And this year's Porsche numbers look nearly identical to what we saw last year, with 120 cars on offer, a 68% sell-through rate, and \$54,470,490 in total sales. That's just 21 fewer cars than last year's 141, and only a \$19,010 difference in total volume from 2024's \$54,489,500. The real story comes in the two-year trend, as Monterey 2023 also featured 120 Porsches, but brought just \$26.6 million at a 61% STR. To see the dollar volume more than double while holding firm on sell-through suggests that stability has returned to the top of the Porsche market.

Our top five sales were dominated by my favorite three-letter word: R U F. Leading the way was a 1989 RUF CTR Lightweight, one of just six produced and the only example finished in Bordeaux Red. This car carried even more significance as Alois Ruf's personal driver and showed just 11,745 miles from new. From the moment it crossed the block, there was no question it would sit at the top of the charts, and sure enough, nothing else over the course of the week came close to unseating this "Yellowbird."

Joining it in the top five were a pair of 2021 RUF CTR Anniversary models, built to celebrate three decades since the original Yellowbird. Both examples were single-owner cars, both showed fewer than 500 miles, and both were specified in eye-catching combos. Each hammered just over \$3m, essentially confirming the private-party valuations we've been hearing for some time.



PHOTO CREDIT RM SOTHEBY'S

But the real surprise, and frankly a joy to see, was a proper 1960s Spyder finding a new home. The 1960 718 RS 60 Spyder was one of just six customer cars delivered new to US-based privateers and came with distinguished ownership from day one. Its racing career stretched from 1960 through 1964, and while it was upgraded to annular brakes in 1963, the car retains its original Wendler coachwork and numbers-matching competition engine. A prior restoration was carried out by Paul Russell & Company, with a complete engine rebuild by Fuhrmann expert Bill Doyle. Add in documentation from Jim Perrin and Jürgen Barth, and you had a very complete package. The car ultimately sold for \$3,525,000, a strong result and a welcome sight after several years of sluggish interest in Porsche's '50s and '60s race cars.

A real head-turner in Monterey was the 1988 911 TAG Turbo by Lanzante. The UK-based motorsport specialist and longtime McLaren partner built just 11 of these cars, each fitted with a 1.5-liter twin-turbocharged TAG-Porsche V6 Formula One engine, the same "TTE P01" units that powered McLaren to championships in the 1980s. This particular example carried engine no. 051, codenamed "AP87," which Alain Prost campaigned during the 1986 and 1987 seasons. Finished in Mintgrün over Black leather with Blue/Green Tartan inserts, and showing just 311 miles since completion, the car produced 510 hp and was capable of a 200-mph top speed. It sold for \$1,930,000, an extraordinary sum, but a sum that to me, seems undervalued for the history and performance in this package.

Singers, on the other hand, showed some softness in Monterey. A 1990 911 Singer DLS, the "Mame Commission," sold for \$2,645,000, well below the \$3m result we saw earlier this year. Joining it was a 1990 911 Classic Turbo Study, the "Cielo Mio" Commission, which sold for \$1,490,000 against a low estimate of \$1.5m, trailing the \$1.68m result of a similar car. While Classic Studies have recently crept back above the \$1m threshold online, these Monterey results suggest that even at the very top, Singer values are taking a step back.

It wasn't all million-dollar fireworks in Monterey. There was a Porsche at nearly every price point. One that stood out was a 1970 914-6 that continued the strong return to form we have seen for little "sixers," selling at a healthy \$148,500. Fresh from a comprehensive five-year restoration with about \$90,000 invested, this California-delivered car wore its original special-order Green Metallic finish and carried a rebuilt flat-six by Aase Motors paired with a side-shifter conversion. With its quality workmanship and unique touches, the price felt well-earned and underscored the renewed strength of the 914-6 market.

Moving a little upmarket, but still under the million-dollar mark, I was especially curious to see how this 1971 911 ST Rally would fare. With buyers paying top dollar for the new 911 S/T, who wouldn't want the original in their garage. This car was one of just five Works-built ST Rally cars prepared for the 1971 East African Safari Rally, restored by Porsche expert Gary Kempton, and documented by Hugh Hodges. It has been shown at both Rennsport Reunion and Amelia Island and remains road-registered and event-eligible. Presented in its original colors with period rally equipment, it failed to sell at a high bid of \$550,000, but it is still available at \$700,000. That is 2024 911 S/T money. Which would you rather have: the legend, or the tribute?

All in all, Monterey delivered another solid week of results for the Porsche market. Newer models continue to lead the charge with strong results across several GT and RS variants, while the classic segment remains mixed, facing some resistance at the top. Still, we saw enough record-setting sales and big-money surprises to suggest there's plenty of life left in the market. As always, we'll be watching the effects of Monterey play out over the next month. Until then.

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

WELL, ALONG WITH THE “REST IN PEACE” NEWS OF THE gasoline-so-much-fun-affordable versions Boxster/Cayman, Porsche is releasing a new logo to tie into their ever-growing unpopular list of electric vehicles - you know the ones - the ones that don't make any sound whatsoever. Yeah those cars. Instead of giving the people what they want, Porsche is forging ahead with quiet versions of the Macan, \$225k plus versions of the 911 with bigger wings than a Boeing 747 - 400, and a Taycan they can't keep off the lifts. And maybe, just maybe we'll see new versions of the Boxster/Cayman with a motor from a computer fan carving up the apexes of the closest track for a solid 16 and a half minutes - what a rush. At least the track neighbors won't complain about the noise ever again - so there is a silver lining in that storm cloud afterall.

This paradigm shift might bring an end to the sports car we all know and love but it's all for the good of the planet, right? Going electric - yeah electric is free for everyone or so the car manufacturers tend to sell it that way - plus electric is clean, as it just comes from wind and water which are free as well.

So imagine if you will, Porsche only charging stations coming to a not-so-near-town. Just look for that new logo. You enter through a gate that automatically lets you in because you are indeed a Porsche owner. Then you get to choose your trickle amount. Are you in a hurry? Then step up to premium plus electric, where you'll get a full charge in a fifth amount of time as regular and only 4 times as expensive. Not in a hurry, then premium is for you, hook up your car, enter the lounge and have a free cup of cappuccino, pick out your new Porsche with the new 3D encapsulated sales configurator and peruse the free wifi while you wait. Then there's regular, still twice as much as a Tesla station but you'll find the doors of the lounge are locked, you'll need to buy a bathroom pass, and there is a quarter-hour subscription rate to the wifi.

And because the Porsche electric outlet will be like no other, you'll need to either charge at one of these stations or your home Porsche UL - generator that costs almost as much as the Porsche. You can also risk going with the off-market power adapter but the only thing they really charge is a fire for smores that can last days on end, which might be a good thing as you can spend those days contemplating on why Porsche decided to jump in with both feet into the electrical chaos when they could as just taken a page out of Volkswagen and fudge the numbers a bit.

Jeff Walton



CLASSIFIEDS

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

- PCG 209 071 C Fuel Return Hose (New)
- 477 853 373 B Door Window Trim LH Upper Curve (New)
- 477 853 374 B Door Window Trim RH Upper Curve (New)
- Gates 33208 Thermostat (New)
- Victor Reinz Intake Gaskets x4 (New)
- 928 603 443 02 Alternator Fan (New)
- 944 201 061 01 Locking Fuel Cap, No lock cylinder (New)
- 944 Turbo Stock Axle back exhaust/muffler
- 944 Turbo Stock Catalytic Converter/Mid Pipe
- 944 Left and Right Side Sill Scuff Trim
- 996-721-151-00-M100 Genuine tow hook
- 20x 944 Used Lug nuts
- 944 Used Alternator
- Rennbay RB118.1 Ball Joint Replacement kit
- 944 Used OEM used Shift linkage kit
- 944 Used Signal Stock Wiper Switch assembly, broken cruise control
- Late 944 Airbag Steering wheel, burgundy, leather wrap peeling
- 944 Turbo Rear Bumper assembly (Main bar, side trim, rubber trim and shock absorbers
- 944 Plastic fuel door
- 944 Hatch spoiler with left and right side trim
- 944 Left and right Interior door handles burgundy
- 944 Left and right tail lights
- 944 Left and Right side door mirrors
- Black 944 badge
- 944 Hatch Spoiler with Left and Right side trim
- Fuchs Polished Forged (Sewerlid) Wheels and tires 944/928 Dunlop 225/50r16 16x7



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

[< Table of Contents](#)

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



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

[< Table of Contents](#)

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.



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

[< Table of Contents](#)

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



PoA 220 646		PORSCHE							
Fahrgest.-Nr. 220646	Motor-Nr. 715 949	Getriebe-Nr. 83510-741/20	Zündschloß-Nr. 309/FE 941	Schlüssel-Nr. 62 258					
Ausgel. am 30.10.64	Abnahme-Besch. 20.2.65	Motor-Änd.-Nr.	Getriebe-Änd.-Nr.	Farbe: hellelfenb. 6404 B	Polsterung: Kunstl. schwarz				
		Resten-Fahrgest. Durchloß B 7	KD-Heft-Nr. 82423	Wagenauslieferung 35711					
Sonderausführung / Sonderausstattung									
1 Schlummerrolle in Ld, -beschläge f.2.Sitz, 1 Außenspiegel									
Händler: Brumos, Jacksonville			100.000 km am:		g. Uhr / Plakette am: 1965				
Wegenbesitzer	1 G. G. Klotter, Gerald Plautkotte, Produktions-Vertrieb, S. C.								
	2								
	3								
Wartungs-geld	Gewährleistungs-Anträge	Kulanz-Anträge	km-Stand	Instandsetzung Datum	Händler	Gegebener Betrag	angewiesen am	Natural-Ersatz l. S. Nr.	vom:
-	-	18024	272	25.2.65	Brumos	abgel.	2.65	-	-
-	18026	-	592	8.4.65	"	\$1758	4.65	-	-
-	18033	65721	6572	2/10/65	"	12321	9.65	-	-
-	-	18036	7086	25.10.65	"	1224	12.65	-	-
180 4 M 7 64 (Fahrzeugkartei Kd I GL)									

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

CLASSIFIEDS

Miscellaneous items for Boxster 981:

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

Please call 484-769-5059 for prices

All items are in Lewes, Delaware shipping extra

The classified section is free to our members.

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

[< Table of Contents](#)

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

