

DER 
GASSER

WINTER 2025



RIESENTÖTER



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COVER

Photo credit: Stephen Paylor



As this issue goes live, below is a few calendar items to share. Please continue to check out the RTR Website and email notifications for the latest schedule and details on any upcoming events.

Events

December	12/20	Di Bruno Brothers food, wine and cocktail tasting event
Jan. - Feb.	1/31-2/7	Philadelphia Auto Show – RTR Members Porsche Display.

Autocross

May	5/24	Pocono Raceway East
July	7/25-26	Pocono Raceway East
August	8/23	Pocono Raceway East
September	9/27	Pocono Raceway East



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MEMBERSHIP MILESTONES

YEARS	January	February	March
60			Charles J. Keller Judith Keller
45			Diana Gaenzle R Craig Rosenfeld
40		Elaine Kriebel Russell L. Kriebel	
35	Sara Lee Murphy William F. Murphy	Helen R. Phillips John C. Phillips	Lorinne V. Bodner Michael R. Bodner
30			James L. Bee Anthony Panizza John Panizza
25	Sheryl Moskowitz Thomas Moskowitz	John Bachich Peter Bachich Geraldine Boussion Andrei Grecu Sandra Grecu G Michael Pechstein	David Dembe James Fetterolf Jeffrey P. Fetterolf Burt A. Kinn Diane Kinn Lindsey Mack Thomas J. Mack Matthew Stecker
20	Richard Long Christopher Moyer George J. Saxon	Marc Jonas	Ken Boyd Tom Boyd John S. Custer John S. Custer Maria Fakkell-Pesch Maarten I. Pesch
15	Brian King	Denis F. O'Flynn O'Brien Patricia L. Sertich	Janice Benko Joseph S. Benko Susan Coffey Zern Sam Halaby David E. Hathaway Robert Wiedinmyer Jeffry Thomas Zern
10	Mel Bernett Jesse Chan Charles Costello Tana Costello Andrew Hall Brian Kelly John Lau Peyman Markazi Betsi Strasser Justin Strasser	John Bowman Lois Giamber Sam Giamber Philip King John Murabito	Becky Capuano David Capuano Darrel Dundore Devon Dundore Michael Fisher Lynne Forrey Suber Matthew Hammond Dylan Huffman Ralph Markarian Paul Nichele Eric Suber Anthony Tammaro David Verrecchia
5	Alec Beiswinger Bill Beiswinger Justin Cohen Chris Cumo John Pazdera Eric Weckel	John DeFlores Mark Ganter Paul Gurule Peter Haabestad Tom Ojala John Schlener Barry Shollenberger Brian Stocker	David Clifffel John Drake Thomas Finnegan Chas Herstine Jan Hutwelker Kevin Lea John Leonard Rob Lipton Jeffrey Petrillo Glenn Shopper Vincent Smit Robert Unger

RTR Member #’s December 2025:

Total Region Members **2,963**

Associate Members **984**

Primary Membership **1,969**



NEW RTR MEMBERS



Philip Genovese	1991 911 Carrera 2 Cabriolet Red
James Rineer	2024 911 Carrera S Grey
Olivia Topolski	
Francois Mandeville	2024 Taycan 4S Grey
Suzanne Watts	
Keith Wright	1989 928 S4
Richard Obrien	2025 911 Carrera T Silver
Christopher Calabretta	2022 718 Spyder White
Louise Calabretta	
William Novotny	1984 911 Carrera Red
Gina Novotny	
Douglas Leavitt	2017 911 Carrera 4S Cabriolet Blue
Shari Leavitt	
James Hinrichs	2001 911 Carrera Silver
Thiago Morra Rodrigues Fonseca	2012 911 Carrera 4S Cabriolet Black
Simon Brown	2019 Panamera GTS Black
Matthew Martonik	2008 Cayman Black
Joseph Dunn	2017 Macan GTS Blue
Joey Nicosia	2016 Cayenne
Reese Barnum	2020 718 Cayman Blue
Vincent Dominianni	2024 718 Cayman Grey
David Tainter	2022 Taycan Blue
Will Hendrickson	2026 911 Carrera T Black
Ian Flaherty	
Lori Barkat	
Stephen Kurylo	2026 Macan S Other
Keith Muir	2023 911 Turbo S Black
Yasser Mahmud	2024 911 Carrera S Silver
Douglas Moyer	2026 911 Targa 4 GTS
Donna Melograna	
Yury Zlobinsky	2019 911 Carrera 4S Blue
Christine Zlobinsky	
Matt Giello	2021 Cayenne Turbo Coupe Black
Raymond Deloatch	2020 911 Carrera Black
Sally Smith	
Sarah Weidenbaum	
Robert Smith	2007 Cayman S Other
Anna Weidenbaum	1985 911 Carrera Black
Eric Gross	2008 Cayman S
Jack Genovese	
Timothy Skeuse	1992 911 Carrera 2 Grey
Christopher Karnchanaphati	2025 718 Cayman GT4 RS Blue
Richard Allen	2006 911 Carrera S Red
Julian Barkat	2013 Boxster S Silver
Kathryn Kerins	
Louis Ott	2026 911 Targa 4 GTS Grey
Dana Ott	
Lucas Varughese	
Sal Siddiqui	
William Fell	2008 Cayman Blue
Nicholas Berardi	1984 911 Carrera Black
Joseph Berardi	
Matthew Wampler	1999 911 Carrera Gold
Kristin Wampler	
David Scaff	2026 911 Carrera T Silver
Laurie Strockoz-Scaff	
Johnny Buzoiu	2018 911 Carrera S Black
Daniel Lee	1996 911 Carrera
John Blewitt	2016 Boxster Spyder Black
Jay Jimenez	2013 911 Carrera Cabriolet White
Adam Cordes	1971 911 T Silver
Lowell Meyerson	2025 911 Turbo S Cabriolet Grey
Jeffrey Bagley	2012 911 Turbo S Black
Ryan Udell	2016 Boxster Black
Daniel Truitt	2012 Cayman S Black
Stephen Sendecki	2025 718 Boxster GTS 4.0 Other
John Long	2011 Boxster Spyder Silver
Christie Lawson	
Zakk Masters	2025 911 Carrera White
Adam Berrigan	2025 911 Carrera S Cabriolet Grey
Darin Van Antwerp	2006 Cayman S Red
Jim Ludovici	2018 Macan S Blue
Alice Ludovici	
Julian Falana	2001 911 Carrera Green
Fernando Cavallo	2004 911 Carrera Black
Matthew Blischak	2008 911 Carrera S Grey
Deborah Klose	2004 Boxster Red



Vom Präsidenten

WELL HERE WE ARE AT THE END OF ANOTHER YEAR AND ALL I CAN SAY IS THAT - what a strange year it's been. Now when I mean strange, I mean the numbers were just off. As I stated before in various email blasts and Der Gasser articles people just didn't respond to our various events as they once did with the exception of DE. DE made a little bit of profit this year unlike the few years before but social events were off, even the free ones.

Yeah numbers were just down. Our annual road trip usually has 60-80 people, this year 28. Our Oktoberfest in 2024 had 175 people, this year 100 and it wasn't even on the same day as Porsches on the Boardwalk as it was in years past. Even our big charity event took a huge hit...last year 168,000 pounds of food - this year 51,000 pounds.

As I also stated before - we as a club subsidizes many events, meaning we don't charge our members the full price. Case in point - our annual party normally costs about \$130 per person, with the band, swag, food, raffle prizes, signature drink, and a free drink ticket but we charged \$85pp. We also provide lunch for our rallies or apps at happy hours and all you need to do is show up.

We as a club get about \$15 per person from your dues. This is the money we try to give back to our club in some way, shape, or form - those subsidies we talked about or helping our Der Gasser get published 4 times a year, or helping with the new members' breakfasts.

So all I can say right now, there might be fewer events on the calendar this coming year. One event that will definitely be off the books is our drive-in movie night. We used to always get between 60-100 people for this event, where we sit out under the stars and watch a car-themed movie with hot dogs in one hand and popcorn and movie candy in the other...last year 25 people - so say goodbye to that event for sure. The roadtrip might be another on that chopping block. Wendy works very hard on this one, it takes months of planning and tons of phone calls, and scouting trips, and to have only 28 people go last year....pretty pathetic if you ask me.

I was pretty proud to have a calendar with a plethora of events, something to do almost every weekend but now it seems we don't need to focus on planning such events because the vast majority don't appreciate them. Perhaps you'd prefer to join a region that holds monthly membership meetings at the same place and only hosts a summer picnic. Then we can ditch Der Gasser as there will be no events to write about and just hoard the funds until the cows come home. What fun would that club be?

I urge you - show up, just don't read the national magazine. You can certainly make new friends no matter what stage of life you are in - you already have a commonality with the person next to you - you both have Porsches...so go from there. Life is too short not to have fun. Get off your couch, stop watching the news and get on with it. Hopefully, we'll see you at the next event....if it isn't cancelled.

Pedal down

Jeff

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Editor's Note

IT'S DECEMBER 14TH AND THE WINTER SEASON HAS ARRIVED IN PA. I'm working on this latest Der Gasser issue while looking out the window of my hotel in Pittsburgh, PA. There are several inches of snow that have fallen, making this a true winter wonderland earlier than usual. The high temps are 13 degrees but with the wind chill, the 'feels like' temperature is 3 degrees... burr cold in the 'Burgh". Even with the snow, ice and cold temps, we enjoyed many of the holiday highlights of the city. The Pittsburgh Symphony Orchestra Christmas show, Phipps Conservatory and Botanical Gardens and the Christmas markets in town. We visited one of my favorite spots in the area, Mt. Washington, with spectacular views of the city. Similar temps and snow fell back home in the Philadelphia area and at the Linc today for the Eagles game... (and the WIN)....Go Birds!!

Traveling this time of the year is always a gamble, but the western PA road crews made sure things were clear and conditions as good as can be expected. It's been years since I visited Pittsburgh. The area is much busier and drivers less considerate than I remembered 😊. It's always fun to getaway before the holiday rush. As this issue goes to press, hoping for a white Christmas and wishing all of you lots of fun and joy for the season and New Year 2026.

The theme of this issue highlights the social aspect of our club. Some cool travel adventures shared by members, Oktoberfest and Kozair's Village experience as well as the year-end holiday party wrap up. My thanks to Gary Gallo, Paul Gavin, Stephen Paylor and Jeff Walton for sharing their adventures with RTR membership. To round out the issue, there are splash photo pages of Oktoberfest and the RTR Holiday Party. This was another solid year for RTR and my thanks to all who have supported and contributed to the PCA, RTR and Der Gasser. Looking forward to another great year ahead. Stay warm and safe this winter season and we will see you in 2026!!

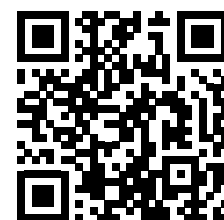
Rita Hancock McKeown





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



October Membership Meeting

IT WAS ANOTHER GREAT MEMBERSHIP MEETING FOR THE RECORD BOOKS this October, hosted by Porsche of the Lehigh Valley. Attendance was about 150 people and according to our President, Jeff Walton, it was the highest attended RTR social event of the season. Thanks to Jim Sangiorgio and the entire management and staff of Porsche of the Lehigh Valley for hosting another special event for our RTR members.

The theme was Oktoberfest and the experience was first class with a dinner and happy hour and open bar with German beer and wine to kick-off the evening. Following gourmet butlered hors d'oeuvres, the crowd feasted on a lavish buffet of German food, including bratwurst, spaetzle and fingerling potatoes. Dessert included apple pie tartlets and pumpkin pudding cups with a cream cheese topping. To round out the evening, there was a DJ playing a mix of German music and pop hits.

The RTR membership meeting was held and each of the Executive members present at this meeting highlighted the events and activities for DE, AX, Social, Membership and calendar for the remainder of 2025.

Following the RTR meeting, Thomas Misciagna, Porsche Area East Trainer, unveiled the new Porsche 911 Carrera 4 GTS T-Hybrid.

At the end of the evening, swag bags were handed out to the folks which included an exclusive Porsche tee shirt.



Rita Hancock McKeown



RTR Holiday Party

THE ANNUAL RTR HOLIDAY PARTY WAS HELD AT PHOENIXVILLE COUNTRY CLUB on Saturday December 6th. This year-end event is our opportunity to celebrate another great year of all things RTR Porsche Club of America.

The format changed for a more casual vibe and offered an extended happy hour with a welcome cocktail, hot hors d'oeuvres, charcuterie platters and spreads and two deluxe stations for pasta and gourmet sliders and dessert. We once again had the amazing raffle prizes and live music.

The RTR awards were announced during the evening. Congratulations to the following award recipients:

AX Broken Crankshaft Award - Alice Holenstein. Alice succeeds her father Bruce Holenstein who won the award two years ago.

High Speed Driver of the Year Award - Keith Congdon

Instructor of the Year Award - Wayne Lee

Reisentoter Award – Jack Cooney

Note: Some of the award winners were not present for photos, but a few pics were captured from the award presentation and included below.

Rita Hancock McKeown



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Oktoberfest 2025

IT WAS A BEAUTIFUL DAY TO TAKE OUT YOUR PORSCHE and join some friends to celebrate the German tradition of Oktoberfest. This year's event was held at the Valley Forge Picnic Grove on October 4th. The grove is a covered picnic venue with plenty of tables and parking to show off our rides from Stuttgart.

The Flying Deutschman, a German Food Truck was onsite to whip up schnitzels and bratwurst and other german delights. We had our own beer on tap to enjoy. The festive German Bank named MUSIK brought all the German hits and today's classics in the form of polkas.

Rita Hancock McKeown

Photo credits: Wendy Walton





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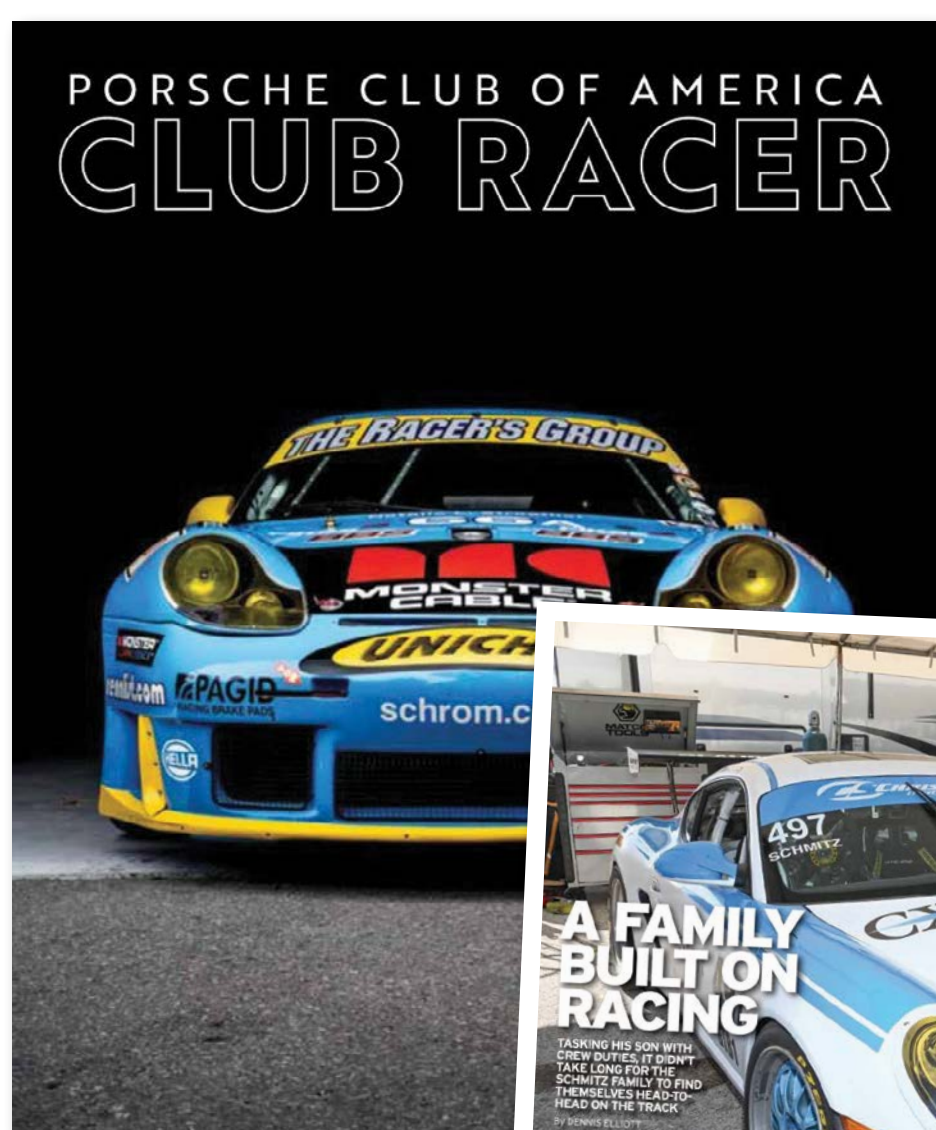
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PORSCH CLUB OF AMERICA



Western Road Trip & Treffen Experience

I DROVE OUT TO THE TREFFEN AT JACKSON HOLE IN MY 718 BOXSTER. I started a few days after an HPDE at Pocono and a swap to all-season tires.

I enjoyed a road trip to the Parade at Palm Springs a couple of years ago but this time, laid off from work, I had a more generous schedule and was out for five weeks instead of three.

The drive didn't get interesting from a scenic standpoint until I got into western North Dakota but the wide open spaces of the midwest are just amazing after being in the developed suburbs of the East Coast.

I toured both units of Theodore Roosevelt National Park and still believe a convertible is a great way to explore their scenic roads. From there I went into Montana and stayed on a friend's ranch. Getting there meant seventeen miles of gravel roads that weren't always smooth and this might be why I saw very few sports cars.



Driving down to Grand Tetons through yellow Aspen trees

I went from the ranch to Yellowstone and was able to drive on the scenic Beartooth Highway as I got into the park. It's only open seasonally due to the elevation and closed soon after I was on it. Not everyone got the memo that slower cars should use the turn-outs but plenty of them did and I had a nice drive. Soon after I entered the park, a car pulled out in front of me from an overlook and cut me off, but I smiled when I saw it had a New Jersey license plate. This was the last day before the government shutdown so I decided to see as much of Yellowstone as I could in case it was closed the next day [turns out that the parks in the area mostly stayed open], and I left after dark. I found a nice campspot and heard elk bugling throughout the night.

The next day I drove through the park into the Grand Tetons, met my wife at the Jackson airport and we headed into Idaho to see Craters of the Moon National Monument and lots of empty space. We returned to Yellowstone and stayed with some friends at the Old Faithful Inn before the event. I parked the Boxster and we carpooled in a Panamera for the scenic drives.

From here we drove down to Treffen at the Four Seasons where I could finally wash the car. I got a lot of dust out of the wheels, no doubt from those gravel roads. It was cold in the mornings and I had a chance to use the ice scraper I brought with me, but no one seemed to have trouble with their summer tires and I even saw someone with Pilot Sport Cup 2s.

After Treffen we drove out to Cody to see the Wild West Museum and also the eclectic collection of pickup trucks one sees outside high schools in the West.



Porsche parked in front of Tetons

I dropped my wife back at the airport and headed into Utah to see some national parks that I haven't already visited in earlier trips. I saw a lot of them when I drove a Passat to Alaska in '03.

First was Fossil Butte NM then to an Airbnb in Salt Lake City, which was priced right because it included a little Mormon proselytizing. I was glad to be inside, it was a heavy rain on a cold night thanks to Hurricane Priscilla.

I took the Alpine Loop Scenic Byway the next morning as I made my way to Capitol Reef NP. I got some hikes in there but mud from the rain had washed out their scenic road and access to most of the park.

I saw a popular free camping spot (#vanlife) just outside the park but the entrance was too rough for my car so I found another spot, and was joined later by a truck and camper. The starry night was incredible, even with the light pollution of some businesses in the area.



Monument Valley

Drove down through Escalante and to Bryce Canyon NP. I squeezed in a hike and most of the park's scenic overlooks despite some rain. As I was leaving, I picked out some tunes but forgot the speed limit. A park ranger flashed his emergency lights at me and I saw I was 7mph over. I waved at what I hoped was a warning and slowed down to 25. And of course I looked in the mirror to see the ranger's truck turn around and come after me. In the meantime, two SUVs got behind me and impatient at 25, tailgated me until

I saw a turnout. Slower cars use turnouts, so I put my flasher on, pulled into the turnout and then pulled back out at the end of the procession, which happened to be right after the park ranger's truck. My theory is that the ranger was coming after me to give me a stern warning and/or ticket, but then decided it would be better to get the SUVs. I think it's a safe bet that the one immediately behind me took advantage of me pulling over and accelerated and it wouldn't have seen the ranger two cars back. I felt like I dodged a bullet there and moved on.



Camping outside Capitol Reef National Park

Found another camping spot on BLM lands at a turnoff for an off road trail with no light pollution at all. I was camping under the stars on a tarp but no tent.

I decided to try the Grand Canyon's north rim. Google Maps and the Bryce Canyon rangers told me the entrance road was closed, but I think what pushed me to try it was when I was talking to a pair of hikers and one said she had hiked the rim-to-rim trail twenty times, knew the park well and it was definitely closed and besides, I wouldn't want to see it anyhow because it was so damaged by the fire. And the hiker next to her said, "a friend of mine was just there." It was not only open but I had it largely to myself for a few hours, to enjoy the views, a coyote sighting and a hike.

Found a camp spot across from the Vermillion Cliffs NM, but parked by the highway to check out the road down to it. It looked okay except for one spot where I might scrape. I saw a biker (Royal Enfield Himalayan) approaching and waited to ask his opinion, mentioning that I have a sports car. After I answered his question about what specifically I was driving, I was rewarded with an incredulous fist bump.

I filled up the next morning with some coffee and cheap gas on a Navajo Reservation [taxed less than the state] and set out for a route I had put together from the scenic roads listed in my atlas. I knew I wanted to take in Monument Valley and was happy my route went through Forrest Gump Point, a section that's so popular that road signs warn of people on the road. And yes, people would stand in the road until you were about thirty feet away before scurrying back to the shoulder, as they got their Instagram moment. I did decide I needed a photo or two but took mine from



Moki Dugway Scenic Byway

the parking areas on the shoulder, out of traffic.

The big surprise of this trip is that a detail I didn't quite notice on the map, in fine print, was the notice for the gravel section of steep switchbacks for the Moki Dugway (Utah 261). Steep drop offs, no guardrail, turns tight enough that I'd honk the horn as I approached. Very glad I took it and did not really think roads like that were still around in the US. Continued through wonderful recreation areas, and along the Colorado river.

Drove into Colorado the next day to get into Mesa Verde NP but there wasn't much open due to the shutdown. A cliff dwelling that would normally be open for people to walk through was now only viewable from a distance. I pieced together a scenic route through some mountain passes and drove that, including what's known as the Million Dollar Highway.

I drove into Gunnison to stay with a friend and saw a moose and plenty of snow at a pass.

I had realized before I left on the trip that I'd probably need an oil change along the way and found Arvada Motorsports as a sponsor on the webpage for Rocky Mountain Region. I called them up and they were amenable if I could just give them a couple of days notice. I stopped by here at the agreed-upon time and caught up on email from their waiting area.

Then down to Pikes Peak which was nice but I wasn't sure it was any better than the scenic routes I had just driven for free earlier.

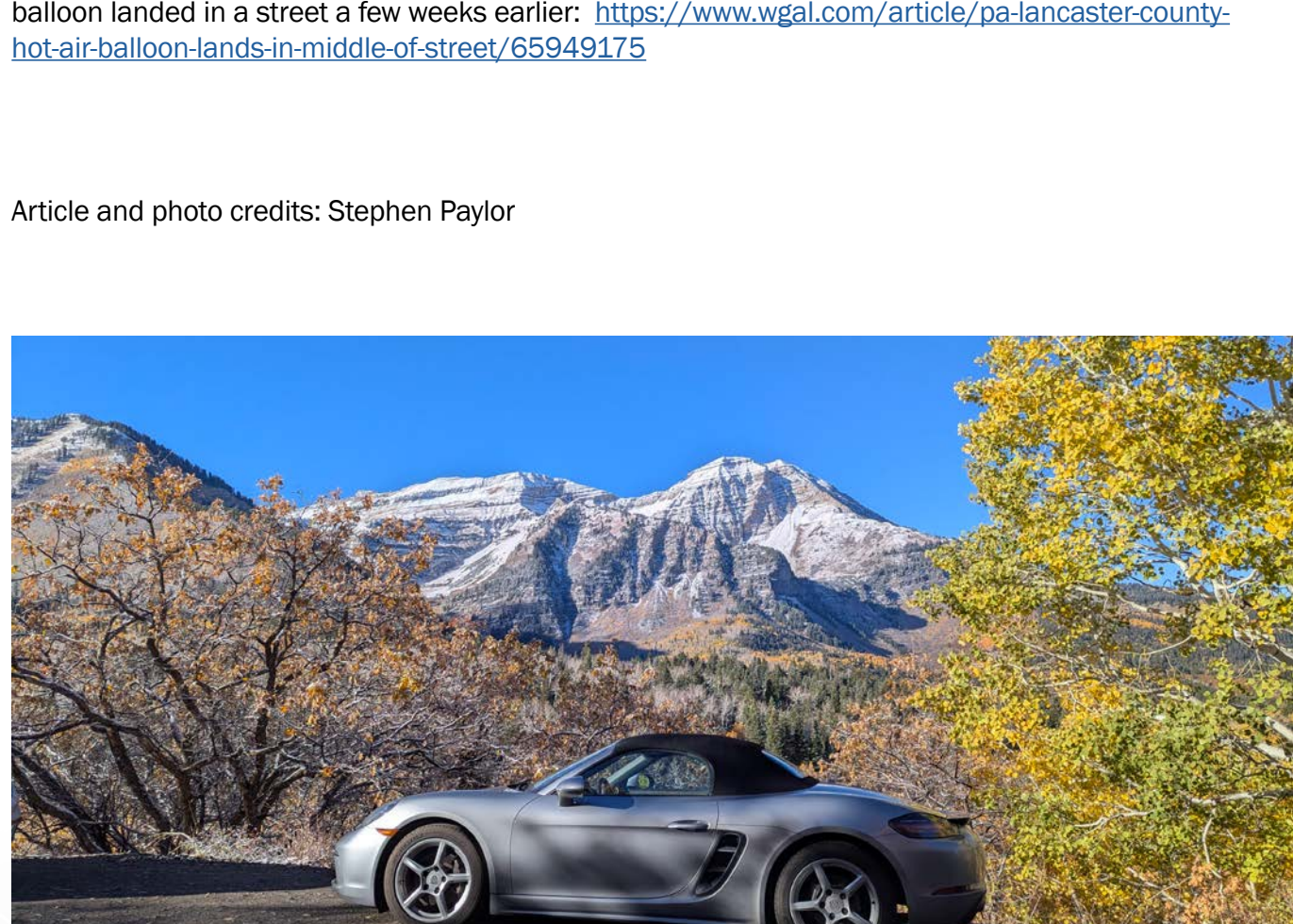
Going to Nebraska next I camped out in the Sandhills region that I just recently heard about, a scenic hilly area. Along the way, I got sprayed by some liquid by a passing truck and was glad the windows were up to keep it on the outside. At the campground I found that flies were quite attracted to where it had sprayed on the car so I managed a quick car wash using my water bottles filled at the campground spigot that helped a lot. I always have to be prepared to wash the car I guess so I do carry a washing mitt and microfiber in the trunk even when space is tight.

Not much to report from driving across Kansas, although taking the backroads meant it wasn't as flat as I expected. I heard mysterious booming noises at night from the campground and concluded it was artillery practice from nearby Fort Riley.

Stayed with some friends in rural southern Indiana and then went into Ohio where I drove the "Triple Nickel" scenic highway, their version of Tail of the Dragon, which was worth driving since I happened to be there, but I wouldn't recommend travelling out just to drive the road.

The final vignette I have for the trip is that while driving home on Route 30 in Lancaster I saw a hot air balloon very low in the sky and probably panicked as they avoided landing in the road but might have still crashed into a house. I can't find a news article about this incident, but an identical balloon landed in a street a few weeks earlier: <https://www.wgal.com/article/pa-lancaster-county-hot-air-balloon-lands-in-middle-of-street/65949175>

Article and photo credits: Stephen Paylor



Along Alpine Scenic loop outside Salt Lake City

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Kozier's Village RTR Drive

THIS YEAR WE DITCHED LONGWOOD GARDENS DURING THE HOLIDAY SEASON, not because one member couldn't read and upset both the Longwood Gardens staff and our social chair—which puts you on the naughty list pretty damn fast—but because I had an itch to scratch. Years ago, I remember driving past Reading to a roadside attraction with countless twinkling lights displayed in the spirit of the holidays.

Well the attraction is still there. It started in 1948 when the farmer put up some lights on his barn and people drove for miles just to pass by it. The next year he built a parking lot, much to his wife's dismay, and began charging 25 cents for people to walk around. Fast forward to 2025 and \$18, and the tradition continues, with Kozair's Christmas Village; considered the fourth-most popular Christmas display in the United States. Still as kitschy as it was in 1948.

Again, attendance numbers were low, but it didn't matter to me as I wanted to relive that childhood memory regardless. At 3:30pm in the Spring-Ford High School parking lot, I started to relive that exact memory with the help of a few Riesentoters who braved the weather as the first real snowfall was called for in our area. We had a scattering of Porsches but most opted for their four-wheeled counterparts, myself included. We signed waivers and were off to the North Pole at 4pm. Waze and Google Maps had us arriving at 5:10 perfect timing as the night sky grew darker. At 4:55 our maps had us making a left off of Route 183, with only a mile and a half to go....but then the time increased from 4:55 to 5:35.....huh that can't be right....we make another right and no problem, then with a mile to go it was lights galore as far as the eyes could see.

Unfortunately, it was the rear lights of a mile long strip of cars waiting to get in. With the winter storm fast approaching most people opted to head out earlier, causing an earlier-than-normal backup. What could we do, as our caravan was dispersed among the taillights, so we just put on some Christmas tunes and inched our way forward.

Once we crested a little hill, the village came into view on our left and it was a WOW moment for me, almost exactly as I remembered it, except, the muted colors of the bulbs of yesteryear were replaced by that LED glow of today. Still a sight to behold.

It didn't take long from that point to enter the massive Disney sized parking lot but did take us a few minutes to get to the gate. People from our group had already arrived, so we paid for them while Wendy and I waited for the rest of our crowd. Once everyone arrived we entered.

Snowflakes and candy canes, stars and tinsel, santas and snowmen, elves and reindeer, all displayed in a rainbow of lights as you walked what I dubbed the Ikea path.....It's like entering Ikea: even if you only need a shower mat, you must walk through their complete inventory first. And that we did. The one thing I really remember from my childhood was that it was blisteringly cold, but this night was a balmy 35 with no wind. And so we strolled the winding path, looking into Santa's shop, the old bakery, the toy factory, as I watched all the little ones with awe in their wide-taking-it-all-in eyes holding cups of hot chocolate with whipped cream on their noses.

Everyone was in the spirit.

It was just as I remembered, but with a fond new appreciation as it started to snow as we made our way out of the parking lot.

Jeff Walton



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RENNSPORT, Porsche's Transition from Race to Road

AUDRAIN AUTOMOBILE MUSEUM, NEWPORT, RI

July 19 to November 9, 2025



Audrain Museum

Fall, that time of year when you head North to a wonderful location, Newport, Rhode Island and visit an equally wonderful attraction, the Audrain Automobile Museum. You may have visited, you may have seen their YouTube channel featuring Jay Leno and Donald Osborne. They cover excellent sports cars, a feature called Mansions and Motorcars and their Motor Week activities that include an impressive Concours d'Elegance. We've been there before and will attend again.

We visited September 28, the event is titled Rennsport, Porsche's Transition from Racing to Road Cars and focuses on Porsche RS cars. It includes iconic racing cars and beautiful road cars of the GT3 variety. As you know Porsche has a rich racing heritage and to this day they continue to compete and win at the highest level of GT racing. The museum displays the cars in a cozy setting so you can be up close and get great views of the exterior and interior (these interiors were impressive).



Penske Pit Car

The first car that caught my eye was the 2/3 scale model pit car. It's a model of the Penske Sunoco 1973 917/30 Can-Am race car driven by Mark Donahue. You know, the Can-Am Porsche with 1,000 HP. The pit car has a Kawasaki Mule 610 engine and a towbar. It was used to tow the Can-Am car around the pits and on and off the track. I've never seen one nor was aware of their existence until this exhibit. It would sure make a nice addition to someone's man cave.



1981 936 Jules

Another candidate for someone's man cave was the 2/3 scale model of the 1981 Le Mans winning 936/81. This model is a children's car. It was produced by Porsche, less than 100 were made. The scale model was given to certain team members and drivers. This example is powered by a 206cc, single cylinder engine with a 2-speed manual transmission, including a reverse gear. The Le Mans winner was driven by Jackie Ickx and Derek Bell. Its powerplant was a flat-6 producing 540 HP. The 1981 victory was Porsche's 6th overall victory at Le Mans. By the way, Jules, a major sponsor, is a men's cologne by Christian Dior. Christmas list?



Kremer K8 Spyder

On to full-scale. First up is the 1995 Kremer 962 K8 Spyder. This car is one of four built and the winner of the 1995 Rolex 24 Hours of Daytona. The 962 represents the last factory air-cooled endurance racing Porsche. It is powered by a turbocharged flat-6 that produces over 500 HP.



1972 Carrera RSR

An earlier, perhaps more familiar racer is the 1972 911 Carrera RSR. This example is a tribute car based on a 911 S and was built by Gunnar Racing in Florida. All factory RSR parts were used to build the car. It has a 2.8L naturally aspirated air-cooled, flat-six engine producing 308 HP. The car weighs in at 1,852 pounds. Now that's a nice HP/weight ratio.



Lava Orange GT3 Exterior + Interior

As we mosey through the exhibit we begin to notice the road car members of the show. Mostly GT3 RS variants and all extremely beautiful. The 2016 Lava Orange GT3 RS was a stunning example. The interior included a whole lot of Lava Orange accents which make a strong statement, I'm extremely fast and capable and I bring some great aesthetics to the party. The 2016's are based on the 991 platform, have 500 HP, are only available with the PDK transmission and include a rear wing that delivers 700 pounds of downforce.



Ruby Star GT3 RS Exterior + Wing

A definite eye-catcher was the 2024 GT3 RS, Weissach edition in Ruby Star. This car has 525 HP and a manual transmission. It holds the lap record for production manual transmission cars at the Nürburgring.



918 Spyder

Speaking of the Nürburgring, the famous "Green Hell" now used by sports car manufacturers to garner bragging rights for their production cars. The 2015 Racing Yellow 918 Spyder in the Audrain collection is a Weissach edition. The 918 Weissach was the first production car to achieve a sub-seven-minute lap time at the 'Ring. Not to be out done, as we all know Porsche is famous for bettering themselves. They do not rest on their laurels, which brings us to one of the highlight cars for me, the 2018 Racing Yellow GT2 RS. This car is a 3.8L flat-six, twin-turbo producing 700 HP. It ran the 'Ring and beat the 918 by 12 seconds.

That's a wrap for my brief overview of this exceptional exhibit. It was thrilling and an honor to be present with those cars. We will return to the Audrain and plan to be thrilled and honored again.

GR Gallo

Photo credits: Gary Gallo

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Boardwalk Reunion 2025

OCEAN CITY NJ, OCTOBER 18TH

On Saturday October 18th, PCA Zones 1 and 2 joined to show 350 Porsches on the Boardwalk in Ocean City, NJ. The day was a beautiful October fall day with plenty of sunshine, quite the contrast to the weekend before when Ocean City had a Nor'Easter. Luckily we avoided that weekend and everything was dry and cleaned up ahead of our event! Many came just for the day, but activities abounded for those making it a quick weekend getaway.

We started our day by 10 am gathering at the 5th Street Municipal parking lot right next to our entrance to the Boardwalk. This was different from past years when we gathered at the Ocean City Airport then drove as a caravan onto the boards. Parking was a bit (ok much) tighter than what we had at the airport. You could call it "cozy". We did have enough room to open our doors and as usual, the attendees were respectful of each other's cars and careful not to ding any doors. We drove up onto the Boardwalk starting at 11 following a brief drivers meeting. With 350 cars it took some time to get everyone situated and parked. There was a gap in the action to stage the featured cars in front of the Music Pier. This year's featured car was the Targa (and many came...) After the Targas were all parked, the march to the Boardwalk continued.



We had an afternoon of hanging out, talking about all things Porsche and enjoying the many Boardwalk restaurants, shops, and arcades/mini golf that were still open. At a little before 4 we returned to our cars and made our way off the Boardwalk.



Now, if you were just in it for the day trip (yes, that's a long day) you would have missed out on the other activities going on that weekend. They had a few host hotels which you could choose from who offered group rates. The headquarters hotel was the Flanders, a 1920's art deco property right on the Boardwalk. They hosted a post Boardwalk reception on Saturday night with cocktail hour, buffet dinner and music.

Another sponsoring hotel was the Scarborough Inn, a Victorian Bed and Breakfast dating from the 1890s. It's listed as the oldest hotel in Ocean City, but it's all been recently renovated. (Funny, but many, if not all, of the 356's that stayed over seemed to congregate there.) The Inn has a huge wraparound porch where they hosted a Friday night Porsche Porch Party for all

attendees with a Food Truck and drinks. A fun time was had by all, especially for those staying at the Scarborough who only had a short commute up the stairs when the party was over.

Next year's Boardwalk Reunion is planned for October 17th.

Paula Gavin

Photo credits: Paula Gavin and Roger Jones



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NOVEMBER CONTINUED THE MOMENTUM WE'VE SEEN building in the Porsche auction market, posting a 73% sell-through rate (STR) on 615 cars for a total of \$38.7 million in sales. That marks a clear year-over-year improvement over November 2024's 69% STR on 537 units and \$36.5 million in dollar volume, while October's outsized \$52 million result now looks more like an anomaly driven by sheer volume than a new baseline. The 991 GT2 RS market remained red hot, GT4 RS values continued their gradual softening, bidders began to value 911 GTS Cabriolet Americas, and the defining story of the month was the 993 Turbo market catching fire.

The 993 Turbo market was the clear standout in November. Five examples crossed the block, and four sold above \$325,000, a level we simply haven't seen at an online auction all year. One of the more talked-about cars was marketed as a "Turbo S," though it was technically a Japanese-market Turbo equipped with all the right boxes checked, including X50, Turbo S Aero Kit II, and X79 side vents. It sold at a final bid of \$350,000. The high water mark for the month was a 12,000-mile example that brought \$369,000. The real surprise came from a 30,000-mile Arena Red Metallic car, finished in the always-great "Kills Bugs Fast" hue, which hammered at \$340,000. That result was quickly reinforced by a Guards Red example with 39,000 miles selling for \$339,993.

The 991.2 GT2 RS market continued its impressive run in November with just two cars crossing the



block, and both delivering standout results. The first was a 3,300-mile example finished in Racing Yellow and equipped with the Weissach Package and Magnesium wheels. It hammered at \$500,003, comfortably clearing prior high comps around \$416,000. The real headline, though, was a plain-Jane White over Black car without Porsche's Weissach Package, the only non-Weissach example we've seen all year. Despite that, and even with plenty of low-mileage Weissach cars trading in the \$460,000 to \$490,000 range, this 939-mile example sold at a final bid of \$506,000. When non-Weissach cars are bringing Weissach-plus money, it's a clear signal that demand for the GT2 RS remains exceptionally strong.

The GT4 RS market continued to soften in November, with three examples crossing the block and only one finding a new home. Both no-sales stalled at final bids of \$180,000, despite being well-specced cars. One was a 2025 example with 1,200 miles, finished in Racing Yellow with the Weissach Package and carrying a \$189,000 MSRP. The other was a 2023 car showing 1,900 miles, also equipped with the Weissach Package, finished in Guards Red with an original sticker of \$187,000. The lone sale was a 2023 example with notably higher mileage at 13,000 miles, but it stood apart thanks to both the Weissach Package and the Manthey Racing Package. That car sold at a final bid of \$190,000 after failing to sell back in September at \$182,000. Manthey kits are still bringing a premium, but clearly not what they once did, as this result represented only about a \$22,000 bump over comparable high-mile cars without the kit.

The 911 Carrera GTS Cabriolet America Editions got off to a slow start at auction earlier this year, with most early examples failing to sell and just one finding a home back in August at \$182,000. Momentum began to build last month when a 787-mile car sold for \$223,000, and November pushed things further. Two examples topped that figure, with a 1,400-mile car hammering at \$225,000 followed by a 1,200-mile example that sold for \$238,875. After months of hesitation, bidders now appear willing to pay up for this limited-production model, suggesting the market is finally finding its footing.

With just one month left in the year, 2025 has already surpassed last year's total dollar volume and is on pace to do the same on unit count, needing just 245 additional cars to get there while current trends point to at least double that number. The quality of sales has improved as well, with the average sell-through rate for the year now sitting at 72% compared to 68% at this point last year. If December delivers anything close to what we've seen recently, 2025 will go down as a stronger and more consistent year for the Porsche auction market than many expected.

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

THE NORTH POLE HAD BEEN UNUSUALLY STRESSFUL. Mrs. Claus was demanding a “wellness retreat” on a tropical iceberg, the elves were unionizing over glitter-to-sock ratios, and Donner had started a lifestyle blog. Santa, exhausted, needed an escape.

He found it under a tarp in a dusty corner of the gift workshop—a gleaming, Cherry Red 1988 Porsche 911 Carrera, a forgotten return from a Wall Street tycoon who’d *actually* wanted a yacht.

“It’s... impractical, dear,” Mrs. Claus noted, adjusting her reading spectacles, Where will the toys go?”

“Hush, my sweet fruitcake,” Santa said in a bit of a huff, running a gloved hand over the hood. “This is about **aerodynamics**, not logistics. Besides,” he winked, “this baby has heated seats.”

The big night arrived. Santa jettisoned the reindeer, gave the sleigh keys to an overly confident Elf named Kevin, and squeezed his ample frame into the driver’s seat of the Porsche. He replaced the traditional leather harness with a six-point racing belt, turned the key and the flat six roared to life. “Ha, better than any version of Jingle Bells,” he murmured, and he was off in a flash with a grin a mile wide.

His first landing in Boise, Idaho, was a disaster.

Instead of a gentle sleigh glide onto the roof, the Porsche, lacking vertical thrust, hit the chimney stack like a bright red, German-engineered meteorite.

CRASH.

Santa emerged, covered in soot and the faint aroma of burnt cedar, clutching a half-broken gearshift knob. He glared at the car. “The horsepower is excellent, the ground clearance is abysmal!”

He decided on a new strategy: **Street Parking.**

In downtown Manhattan, Santa executed a perfect parallel park between a hot dog stand and a dumpster. He was just reaching for his sack when a meter maid, Brenda, tapped on the window.

“License and registration, buddy,” she said, looking skeptically at his red velvet suit. “And is that a **custom plate** that says ‘HO HO HO’?”

“Officer, I’m on a tight schedule,” Santa pleaded, sweat beading on his brow. “It’s Christmas Eve! Global delivery! I have diplomatic immunity!”

Brenda pointed at the expired meter. “That’ll be seventy-five dollars, and no, a ‘Naughty/Nice’ list doesn’t count as valid ID.”

He paid on the spot then Santa hit the gas. The Porsche, with its rear engine, chirped the tires and shot down Fifth Avenue. He was halfway across the country before he remembered why he was out and about in the first place.

He pulled over outside a sleepy suburban home in Sacramento, got out, and opened the frunk, his next word was “Fudge”...but just like Ralphie that was the rated g-version.

He stared into the small cavity designed for a spare tire and maybe a moderately sized gym bag. It was completely empty.

The realization hit him like a lump of coal:

The toys were still in the sleigh, currently piloted by a panicking Elf Kevin, somewhere over the Atlantic.

Santa slumped against the gleaming red fender. He hadn’t delivered a single gift. He had just spent \$75 on a parking ticket and was now in Sacramento with an empty frunk.

Just then, the front door of the house opened. A little girl in bunny slippers rubbed her eyes. “Santa? Where is your sleigh?”

Santa gave her a tired smile. “It’s... a new prototype, sweetie. It goes very fast. But I seem to have forgotten the cargo.”

She handed him a glass of milk and a cookie, and said, “That’s ok Santa, we all forget sometimes.”

He kissed her on top of her head, “Thank you my dear, you have taught me a very valuable lesson, it’s not about the car but the people.” She smiled and went back to bed.

Then in a flash, he called on his team, met Kevin in mid Ohio, and continued his long night back in his trusty ride. In the morning, the Porsche was back under the tarp. He was tired, broke, and mildly traumatized.

“Well, dear?” Mrs. Claus asked, handing him a mug of eggnog.

Santa sighed, leaning back against the sleigh’s worn leather. “8 reindeer are no match for 300 horses, and it’s true what they say, Porsche there is no substitute. Maybe next year a convertible will be better.”

“And the toys”, Mrs Claus whispered to herself...”and the toys.”

Jeff Walton

CLASSIFIEDS

Help! Need to downsize. I have many car magazines up for grabs.

Nearly complete collection of Der Gassers from Oct 1980 to May 1995, many issues of On Track, Sports Car Graphics, Stock Car Racing, Circle Track, regional SCCA newsletters: Glen Spark Plug and Philly Spokesman, as well as Sports Car from roughly the same time period. Just pick-up (Delaware County) or pay for shipping.

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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)
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- 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



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CLASSIFIEDS

Miscellaneous items for Boxster 981:

- Porsche Sun Screen
- Cabinet air filter
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Please call 484-769-5059 for prices

All items are in Lewes, Delaware shipping extra

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- 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

