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#### COVER

Photo credit: Steve Cravotta



# 2026 RTR Event Calendar

## Events

<b>July</b>	<b>7/11</b>	<a href="#">Tech for Thunderbolt</a>
<b>July</b>	<b>7/24-26</b>	<a href="#">DE @ Thunderbolt</a>
<b>September</b>	<b>9/19</b>	<a href="#">Tech for Summit</a>

## Autocross

<b>July</b>	<b>7/25-26</b>	<a href="#">Double AX @ Pocono</a>
<b>August</b>	<b>8/23</b>	<a href="#">AX @ Pocono</a>
<b>September</b>	<b>9/27</b>	<a href="#">AX @ Pocono</a>

**As this issue goes to press, additional activities for the upcoming months are in process of confirmation. Please continue to check the RTR website and emails from [enews@enews.pca.org](mailto:enews@enews.pca.org) for the latest schedule of RTR events.**

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Pit Marshall	Yoyi Fernandez	
Safety Chairs	Kris Murphy David Weiss	<a href="mailto:safety@rtr-pca.org">safety@rtr-pca.org</a>
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Autocross Council	Trevor Naido Anthony Verratti Chris Askin	
Street Survival Chair	John Gaydos	<a href="mailto:streetsurvival@rtr-pca.org">streetsurvival@rtr-pca.org</a>

# MEMBERSHIP MILESTONES

YEARS	July	August	September
<b>50</b>		Peter C. Neall	
<b>45</b>			Conner Mendel Michael T. Mendel
<b>40</b>		David E. Fetters Dorothy E. Fetters Dion P. Ronio Nicholas Ronio James L. Zulick	
<b>35</b>	Cleon De Oliveira Julian DeOliveira	Joseph B. Shelanski Sharon Shelanski	
<b>30</b>	Barbara O'Brien J Michael O'Brien Nancy Oddo Richard A. Oddo		
<b>25</b>	Osagie O. Imasogie Uwakokunre Imasogie	Joyce Iavecchia Joan Kuper Martin Kuper Michael L. Markushewski Glenn Price	Joel S. Noumoff Matthew Noumoff
<b>20</b>	Nicole Nagy Thomas G. Nagy Curt Parnes	Christopher J. Barone Marcia Barone Cindy Marano Luke A. Marano Eric Mayer Eva Mayer Bryan E. Papillon Debby Papillon Amber Shriver Nathan T. Shriver	Laura Cline Richard S. Cline Drew R. Coblitz Mark Coblitz Ron J. Esteve Peter Wilm
<b>15</b>	Anthony J. Galantino Robert C. Kelly H Brad Kerr Mike E. Panigel Sally Panigel Blythe Seese Jack Seese	Lori Elliot Harry J. Sacks	Benjamin S. Fonseca Marie Fonseca George Hoey John E. Hoey Sergio Polyakov
<b>10</b>	Diane Becotte Michael Becotte Rick Beuttel Tucker Beuttel Sharon Fanciosa Mark Franciosa Ron Knerr Sherri Knerr Caitlin Schubert Charles Silio Cullen Wise	Kerri Farragut Ryan Farragut Deborah Frey Mark Frey Tyler Lyke Bruce McKissock Adam Raspanti Ed Raspanti Joseph Rossi Gene Sweeney	Zohrab Derkrikorian Michael Gordon Karl Kesselring Paula Kovalik Jeff Micheletti Pasquale Onofrio Chuck Palmer Kerry Perkins David Pohwat Mandy Weinberg
<b>5</b>	Debra Brosan Brooke Cavanaugh Randy S. Clements Jill Colombo Erika Dawson Brad Dehart Meg Edwards Petra Frese Peter W. Grace Karen Heimbach Richard L. Jahnle Rene Kehm Delia Khosrowshahi Carol Lacek Scott Laserow Sabine Loeslein Mark Magerman Cody R. Martin Muzammil Qaisar Todd J. Russo Salil Shah Christine M. Stevens Carter Van Dyke Daniel Witczak Diana Witczak	Janice Baker Timothy D. Billow Chris Casey Krista Cook Michael Cross Jennifer L. Denson Prince Denson Robert Derkrikorian Susan Dreisbaugh Jack Ferguson Kyle P. Ferris John H. Gerhard Pradeep Gupta Joel Hartnick Chad Kacyon Pamela Kacyon Jeff Layton Gabriel Levinson Christopher Schnabel Donald Schnabel Ellen Serling Carl J. Shorley Randall Siko Sushma Soni Eric Trissel Paul D. Webb Nathan Wist	John P. Bevans Stephen C. Bruhns Jan Burkhardt Matthew T. Carroll Craig Charles Brian Cincera Andy Cole Tim Congdon Christopher Eastman Neal Friedant Samuel D. Galt Carlos A. Giraldo Chris Gottschall Karen Greim Susan Haden Jaimie Happel Zaheer Husain Joe Kruczynski Janet Macenka Jonathan B. Martyak Scott B. Mirkin Kinnari Patel James M. Polyak Bobbie Quinn Timothy C. Salkauskis Phyllis Solitro Joe A. Sweeney Sida Wen Lee Whitehurst

## RTR Member #'s May 2026:

Total Region Members **2953**

Associate Members **979**

Primary Membership **1974**



# NEW RTR MEMBERS



Rajesh Shrivastava	2009 911 Carrera 4S Grey
Joseph Scisly	2014 911 Carrera S Grey
Graham Haabestad	2016 Cayman S White
Samantha Mook	
Edward Mcmanus	2011 911 Carrera 4S Blue
John Oates	2026 Cayenne Other
Bela Rossmann	2024 911 Dakar Other
Kate Shields	
Alexander Jablokov	2003 911 Carrera Cabriolet
Matthew Jiannino	2026 Macan GTS Other
Masayuki Kazahaya	2024 718 Spyder RS Red
Donna Kazahaya	
Patrick Swift	2015 911 Carrera S Red
Jonette Owen	
Petter Witt	2026 911 Carrera T Black
Robert Harrer	2024 911 Targa 4 GTS Blue
David Prettyman	2007 Cayman Silver
Omar Siddiqui	2021 718 Cayman GTS 4.0 Green
Kathleen Simard	
Thomas Runfola	2022 911 GT3 Blue
Kathleen Zaleski	
David Jackson	2015 Panamera 4 Blue
Lorraine Campbell	2025 718 Boxster Style Edition Blue
Brian Zaleski	2026 911 Carrera T Blue
Suzanne Collier	
Christopher Collier	2026 Macan S Grey
Dani Craven	
Amenda Klein	
George Lutzow Jr.	
Stanley Mulkiewicz	1964 356 White
Ryan Knapp	2002 Boxster Grey
Louay Khatib	2026 911 Carrera 4S Silver
Mark Engel	2021 718 Cayman S Blue
Sharron Phillips	
Lee Metzman	2026 911 Carrera S Grey
Elaine Siegel	2023 911 Turbo S Cabriolet Other
Richard Piccinini	2024 Macan S Black
Roman Goldin	2015 Cayenne Diesel White
Frederick Babcock	2005 911 Carrera Grey
Michael Summers	2020 718 Cayman GT4 Black
Joseph Jacono	2017 718 Cayman Silver
Ajay Singh	2024 Cayenne White
Jack Morrash	2025 718 Cayman
James Sprinkle	2022 911 Carrera GTS Grey
Eugene Verone	2026 Macan GTS Black
Noel Lojeski	2025 718 Cayman GT4 RS Silver
Paul Trout	2009 Cayman
Charles Bowman	
Catherine Gretta	2023 Macan Red
Paul Elrath	2024 911 Targa 4S Other
Kogulan Nadesakumaran	2024 911 Carrera S Silver
Adam Schreiber	
Karl Alexander	2018 718 Cayman S Black
Tom Berardino	1996 911 Carrera Cabriolet White
Owen Hammond	
Pete Fleming	
Noel Stach	



# Vom Präsidenten

**WELCOME BACK TO EVERYONE WHO TRAVELED TO THE PORSCHE PARADE!** We would love to hear about your experiences—whether your adventures were smooth sailing or filled with unexpected detours. Please drop us a brief paragraph about your trip so fellow members can get a glimpse of what they missed (or what to look forward to next time).

For those of you who stayed in the area, we hope you've been taking advantage of the summer. Whether you are out carving up apexes, joining us for autocross or driver's education, or just enjoying some food at our monthly meetings, we're glad to have you. As always, keep a close eye on our email blasts; spots for our events tend to fill up quickly.

## Club Reminders:

- **PCA Scotch:** We still have a few bottles of scotch available, including our namesake, “The Giant Slayer” (Riesentöter). Please sign in at [PCA.ORG](http://PCA.ORG) and search for “scotch” to find the article and order through the Scotch Malt Whisky Society - you must be signed in..
- **Regional Merchandise:** You can find our official gear at our store. Choose from three logo options: the Riesentöter script, our regular logo, or the 60th anniversary logo. Lands' End offers a wide variety of apparel to customize with these designs.

Pedal Down,  
Jeff Walton

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# Editor's Note

**2026 SEEMS TO BE MOVING FASTER THAN USUAL.** The cold and snowy Winter season was unusually long and made for wishes of many sunny afternoons and clear evenings for the rest of the year. As we usher in the Summer season, this issue highlights some of the Spring 2026 events shared by our members. My thanks to all who contributed to the issue. I am grateful to all of you who help make Der Gasser possible.

I was able to participate in the Porsche Golf Cup USA, an event in March of this year and included photos and a summary of the highlights of this amazing venue. Our membership Chair, Roy Blumberg and I have been discussing the coordination of an RTR golf outing in the near future. As a starting point, it would be good to know the level of interest from our membership. I know there are golfers among us, so if you have an interest in joining us for an outing, I would love to hear from you. The location will likely be in Montgomery County at a local club. I am looking at Talamore or Blue Bell Country Club as first options. Timing will likely be 2027, but if we have enough interest, we may be able to pull a small informal outing together this Fall. Please send me an email if you have any interest in joining us for a local round of golf.

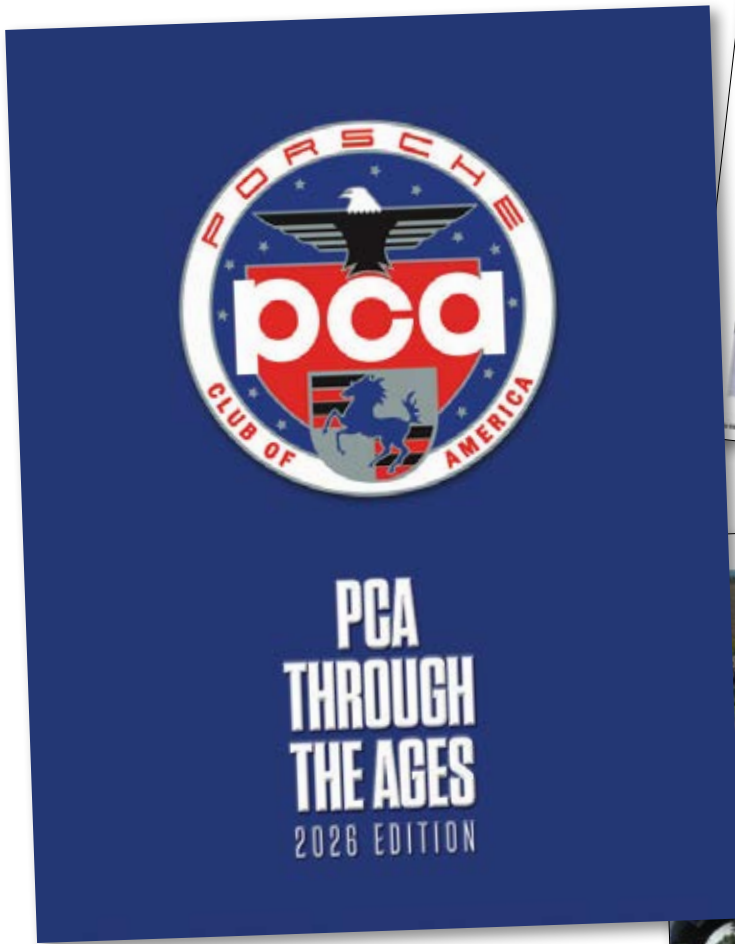
As this issue goes to press, a group of us just returned from Parade. I'm hoping to highlight RTR feedback and photos in our next issue (Fall 2026). As Jeff Walton noted in his Present's Message, please share your stories and photos.

I appreciate your feedback on this issue as well as how we can improve future issues to membership. Feel free to reach out on the golf outing, Parade highlights or input on this latest issue. My email is [editor@rtr-pca.org](mailto:editor@rtr-pca.org).

On a final note, the United States of America celebrates the 250th anniversary of its founding as this issue is released. There are numerous celebrations around the greater Philadelphia area to mark the semiquincentennial highlighting Philly as the greatest city in America. Across our Region, you'll find towns and backroads and main streets all putting their own spin on celebrating America's 250th. I wish you all a Happy July 4th and hope you enjoy all the Summer brings your way.

Rita Hancock McKeown

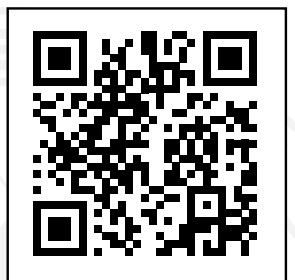
# Updated & Online Now!



## PCA History Book

Updated for 2026, the Porsche Club of America History Book is online now. Inside, you'll find a comprehensive look at the club's journey, detailed sections on key milestones, a showcase of events, and prominent National Awards, complete with descriptions and past winners.

Read the updated book here: <https://ww2.pca.org/pca-history>



# PORSCHE CLUB OF AMERICA



# Membership Meetings

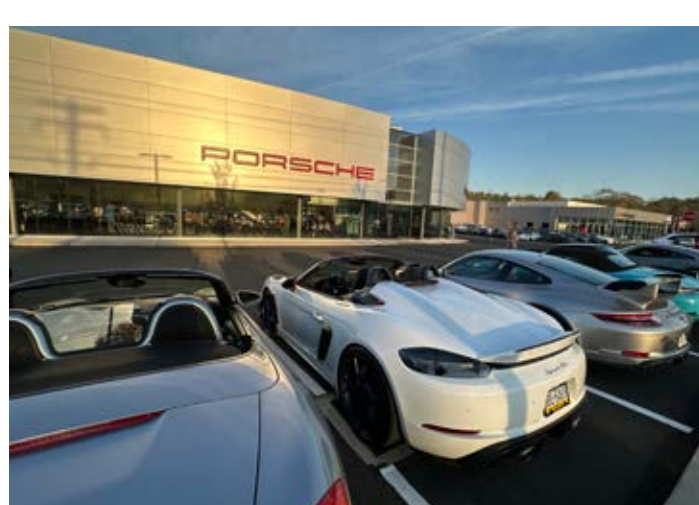
## MARCH MEMBERSHIP MEETING

Porsche of Conshohocken  
Photo credits: Rita Hancock McKeown



## APRIL MEMBERSHIP MEETING

Porsche of Warrington  
Photo credits: Joe Kucinski



## MAY MEMBERSHIP MEETING

Overture Ultimate Home Electronics in Delaware  
Photo credits: Joe Kucinski



# Autocross



**RIESENTÖTER'S 2026 AUTOCROSS SEASON GOT OFF TO A GREAT START** with our May 24th event at Pocono Raceway. A wet-weather forecast scared away multiple drivers in advance of the event, so our initial registration count of nearly 90 cars quickly dwindled to fewer than 70 by the day of the event—which is a shame, because there is no better way to learn car control than driving an autocross event in the wet!

We gathered for registration as the morning fog rolled off the Pocono hills, and we made the game-time decision to set up in the paddock garages, where we could stay dry and wait for a break in the weather. After waiting for the misty, damp conditions to clear for a couple of hours, we kicked off our first runs at around 11:00 a.m.

Things weren't going so well. But, as good fortune would have it, the skies opened up, the sun reared its head, and conditions for the bulk of the event were absolutely fantastic. Some might say that it was the powerful exhaust of OT Figueroa's 997 S X51 package that cleared the rain clouds away, but we will never know for sure!

Those who stuck with their initial registration commitment were glad they did. Every driver got seven great runs—just enough to whet our appetite for our next Pocono autocross event in late July. This will be a two-day event, giving drivers the option of driving one or both days on July 25th and 26th.

If driving fast in a controlled environment—with superb coaching, tight competition, and great camaraderie—appeals to you, don't delay; register today!

## **Next Event: July 25 & 26th (1- or 2-Day Event—Your Choice!)**

**Pocono Raceway – East Course**

**Details @ [www.rtr-pca.org](http://www.rtr-pca.org)**

**Questions? [autocross@rtr-pca.org](mailto:autocross@rtr-pca.org)**

Dan Ruble



*Cars line up at the start behind the beautiful air-cooled 911 of RTR Autocross veteran—and arguably our best-dressed member—Trevor Naidoo.*



*A large group of RTR members gather after the event to share war stories and reflect on the day's festivities.*

# PORSCHE CLUB OF AMERICA

RIESENTÖTER REGION



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**JULY 25-26** ⏪

TWO DAY EVENT!

**AUGUST 23** ⏪

**SEPTEMBER 27**

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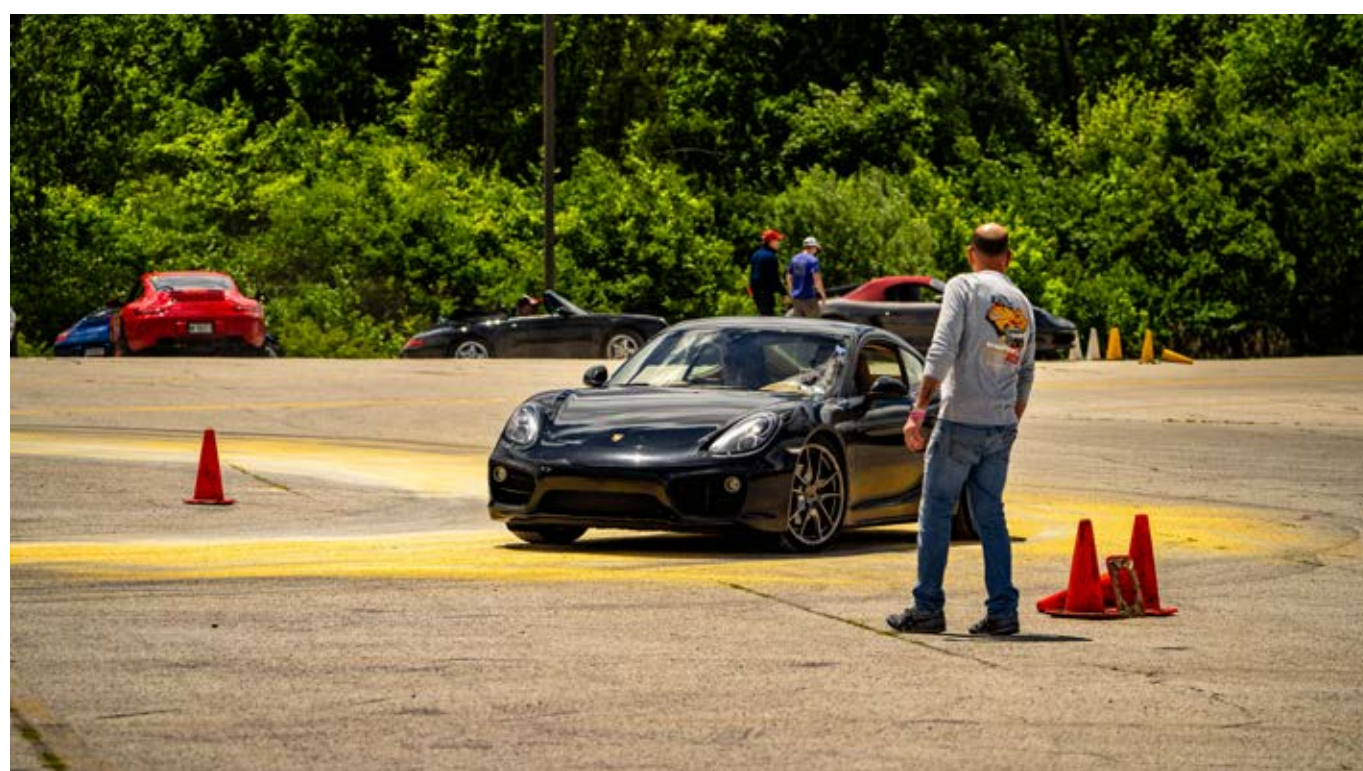
REGISTER DIRECTLY AT: [MOTORSPORTREG.COM](http://MOTORSPORTREG.COM)



# Car Control Clinic

**THE POPULAR RTR ADULT CAR CONTROL CLINIC RETURNED THIS MAY** and quickly sold out. Held at Temple University Ambler Campus, the event combined in-car and classroom instruction to help PCA members build critical handling and accident-avoidance skills, making them safer and more confident drivers. It also introduced participants to Riesentöter's high-performance driving activities, including Autocross and HPDE/Track, and offered opportunities for more advanced instruction. Perfect weather made it an ideal day-long event for participants.

Photo credits: Joe Loscalzo



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# Central PA Swap Meet

**WHILE MOST OF THE PCA EVENTS ARE HELD AT LOCATIONS THAT REQUIRE** a long road trip or plane ride, there is one event that is held every year in our own backyard in the spring. The Porsche Only Swap Meet is held every spring in nearby Carlisle PA, just an hour and a half to two hour drive for most of us. It is hosted by the Central Pa Porsche Region and event benefitted local charities in Central Pa. This year's event was held on May 2nd, and after a cool and cloudy start the sun came out and the rest of the day was just beautiful. It hasn't always been that way in the past. I survived a few cold and rainy days there.

In addition to the swap meet there is also a Porsche concours. It's almost impossible to see it all, I was so busy walking the swap meet that I never had a chance to check out the cars in the concours. I did manage to walk the Porsche only corral and that in itself was like walking a concours! There was a little bit of everything. From 356's and 914's to GT3's and everything in between. There were some beautiful 928's and 928 S4's that were very impressive.



Whether you are looking for that last piece of trim to finish your restoration project or are looking for another Porsche for your garage, you can find it here. You will also find Porsche related art work, diecast cars, wearables, banners, posters, literature and more. One of my favorite stops is the Griot's Garage tent (no I don't work for them). They have everything on site to keep your Porsche looking its best and they have plenty of expert representatives on hand to assist you.

So, if you have never attended the Swap Meet, I recommend adding it to your calendar for next year. Even if you are not looking for anything in particular for your Porsche, I guarantee you will not come home empty handed.

Steve Cravotta

Photo credits: Steve Cravotta



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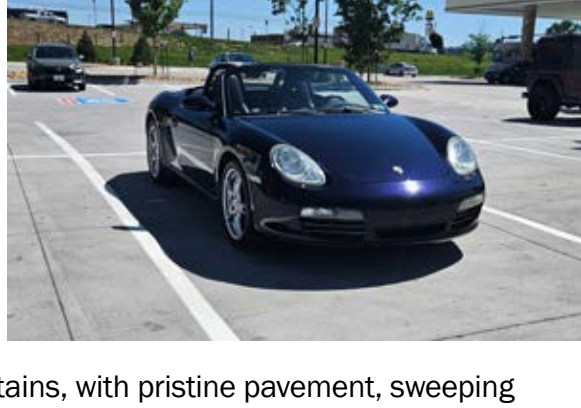
# The Tail of the Dragon

**THE TAIL OF THE DRAGON—IF YOU'RE NOT ALREADY FAMILIAR**—is a stretch of U.S. 129 between Tennessee and North Carolina, boasting 318 turns in just 11 miles. A pilgrimage there had been on my bucket list for decades, but I never quite had the right car.

In November 2025, that changed. I picked up a 2005 Boxster S (987.1) with a six-speed manual—finally, the right tool for the job. Over the next few months, I got her fully sorted. I handled some of the work myself—head unit, brakes, fluids, and filters—while Performance Automotive in Malvern, PA tackled the heavier lifting, from the IMS bearing, clutch, and rear main seal to the coil springs.

I set out from my Philadelphia suburb on a Wednesday evening under beautiful weather that would hold all weekend. Taking only back roads, I made my way to Winchester, VA. The route carried me through horse country and Amish country, and as a pleasant surprise, I stumbled upon MD-77—a road I hadn't driven in 20 years. It cuts through Catoclin Mountain Park, about 15 miles of beautiful, winding, forested driving—an excellent way to start the trip.

On Thursday, I headed south on I-81 toward Pigeon Forge, TN for a steak, a cocktail, and a night's rest. For such a small car, I was impressed with how composed the Boxster felt among the tractor-trailers and minivans on the interstate.



Friday morning was the big day. Eager to drive the Dragon, I got an early start to beat the crowds. Before reaching it, I encountered an unexpected highlight: the Foothills Parkway. It turned out to be my favorite road of the trip—about 40 miles across the Smoky Mountains, with pristine pavement, sweeping curves, and stunning views. I had it entirely to myself. The experience felt almost spiritual—an open-top drive that was peaceful, quiet, and breathtakingly beautiful.



Then came the Tail of the Dragon. I made three passes and quickly learned just how technical it is. With my limited talent, I had no delusions of setting records—just trying to stay smooth, constantly working the wheel like dancing a waltz. The road offers no shoulders and no guardrails, and it's critical to stay off the double yellow for everyone's safety, especially with so many motorcyclists sharing the road. The combination of relentless curves and the need for precision made it mentally demanding and gave me a newfound respect for professional drivers.

At one point, I played a little cat-and-mouse with a C8 Corvette. Despite the horsepower deficit, the Porsche's lightness and agility made it a remarkably capable machine on such a tight road. Later, I grabbed a coffee with Terry from Alabama—the Corvette's owner—and chatted with other drivers and admired some incredible cars, including a 911 Targa, an AMG SL, and a Lexus RC F (roaring V8 in the woods!).



After a brief stop at Fontana Dam, where I had a great conversation with Leah, a wonderfully friendly shopkeeper, I continued onto more country roads for the return leg home. NC-28 (Moonshiner 28) and the Smoky Mountain Highway offered more excellent driving, each with its own personality—NC-28 a freshly paved, winding country road; the Smoky Mountain Highway a four-lane divided road that managed to stay twisty in its own right. Unfortunately, I didn't make it to the Cherokee Skyway, which I've heard is spectacular—but there's always next time. That region is full of incredible roads; it's hard to go wrong.

Eventually, I rejoined I-81 northbound for the trip home. It gave me time to reflect on the experience—the amazing car, the people I met (Terry, Leah, and others), the machines I saw and heard, the stunning scenery, and the moments of solitude. The whole trip was good for the soul. I highly recommend it. Get out and drive your Porsche—bond with it!

As a bonus, my license remains untarnished, and I managed to keep the shiny side up and the rubber side down.

Jeff Ballew



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# Porsche Golf Cup USA

**LAST NOVEMBER, I RECEIVED AN EMAIL FROM PORSCHE NORTH AMERICA** to announce the Porsche Golf Cup USA Final 2026 taking place March 8th – 10th at the renowned Fields Ranch Golf Course at the Omni PGA Frisco Resort & Spa in Frisco, Texas. My first thought was to ignore the invitation. Could this be another scam for a bogus contest that would never materialize and personal data compromised. Given a lifelong career in technology, and a husband that works for a cybersecurity company, you can understand my reservations. My second thought if this was legit, my chances would be slim to none for winning. Not clear on the selection criteria, my assumption was a more skilled or scratch golfer would be selected. A few weeks went by, and I decided to research the event on the Porsche website. Well, this tournament is not only legit, but it is a very prestigious first class global amateur golf competition for Porsche owners. All expenses for the participant are covered. The flights and accommodations are arranged through the Porsche travel group and you can include a guest (which most participants did) for additional fees.

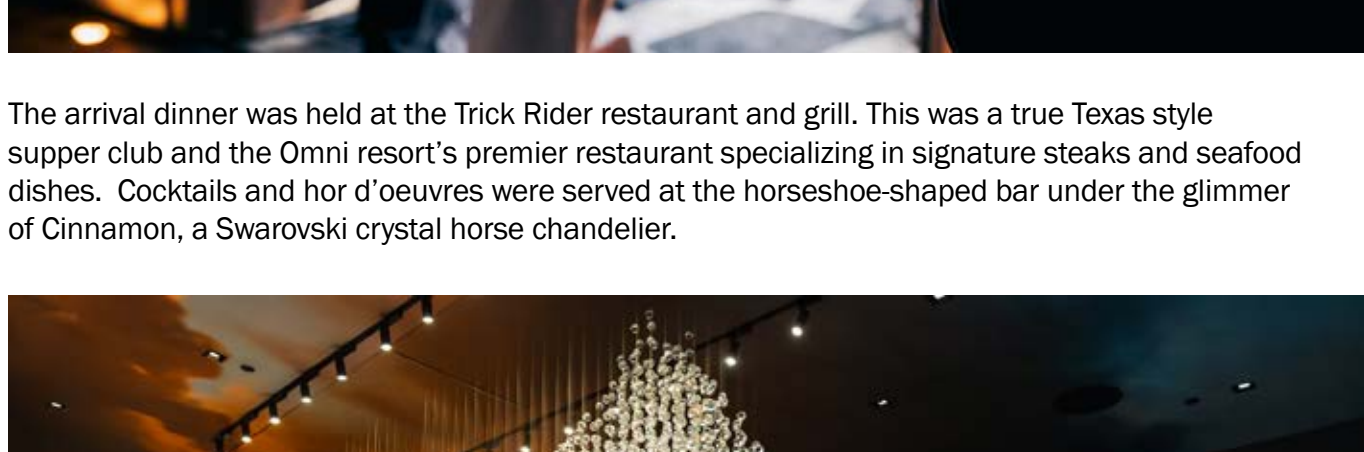
The idea of establishing the tournament for Porsche customers dates back to 1988. Initially held in Germany, the Porsche Golf Cup has since developed into an international customer series in the game of golf. The field would consist of 72 amateur players/Porsche owners. The winners of the national series go on to compete against each other in the World Final, in singles and as a team. The magnificent Club de Golf Alcanada - a Porsche partner golf club, has been a fixture of the Porsche Golf Cup World Final since 2014.

So, with that info, I submitted my entry and assumed that would be the end of the story.

Fast forward to mid-January, when another email arrived. "Congratulations, you have been invited to participate in the Porsche Golf Cup USA Final 2026. Whoo hoo!! I'm heading to the Lone Star State to compete in a golf tournament. The Fields Ranch East Course is a bucket list course that will be the site of the 2027 PGA Championship. For the golf enthusiasts who attended the PGA tournament at Aronimink this year, you know only top courses are selected to host this prestigious major PGA event. My husband, who is an avid golfer (much lower handicap than me) was happy to be a part of the journey, but was disappointed he could not golf in this invitation-only tournament held at this world class championship course.

Once all the paperwork was completed and the affidavit signed and notarized, it was crunch time. Panic set in as I had not touched a golf club since last November. This was one of the coldest and snowiest winters in the Philadelphia area, so no opportunity for winter golf. I could have traveled south, but figured better to take a few indoor lessons with local golf pros familiar with my swing. Working on an indoor golf simulator isn't the same as being on the course, but it was something. For all you SIM enthusiasts, if you are not able to be on the track, it's an alternative to build skill and muscle memory.

My plan was to arrive a few days early and play the two PGA courses at the resort to gain a better feel for Texas golf. The Dallas Fort Worth area was experiencing severe storms with potential tornado warnings the week of the event. The airlines allowed us to reschedule flights so we flew out a day later than planned. That meant limited practice, but we avoided the severe weather and flight delays. From the moment we touched down at the DFW Airport and were greeted by our limo driver to our arrival at the Omni PGA Frisco Resort and Spa, I knew this was going to be an amazing experience. With smiles and champagne in hand, we met the Porsche event staff and a few of the participants and their spouses participating in the venue. After gathering our Porsche gift bags including some terrific swag, we were officially registered and ready for this party to begin.



The arrival dinner was held at the Trick Rider restaurant and grill. This was a true Texas style supper club and the Omni resort's premier restaurant specializing in signature steaks and seafood dishes. Cocktails and hor d'oeuvres were served at the horseshoe-shaped bar under the glimmer of Cinnamon, a Swarovski crystal horse chandelier.



An amazing dinner followed family style so we could all try several signature entrees along with the sides and desserts. The butter plate was miniature 911 cars and an unexpected surprise.

There were 72 players and their guests at the dinner. The majority of the field was men. However, 5 women, including myself, were in the mix. I snapped a photo of my 4 teammates enjoying the spectacular evening.



The night ended with wishes for a great round of golf in the morning. We returned to our rooms to find a beautiful plate of chocolates crafted with a putting green, golf ball and Porsche crest

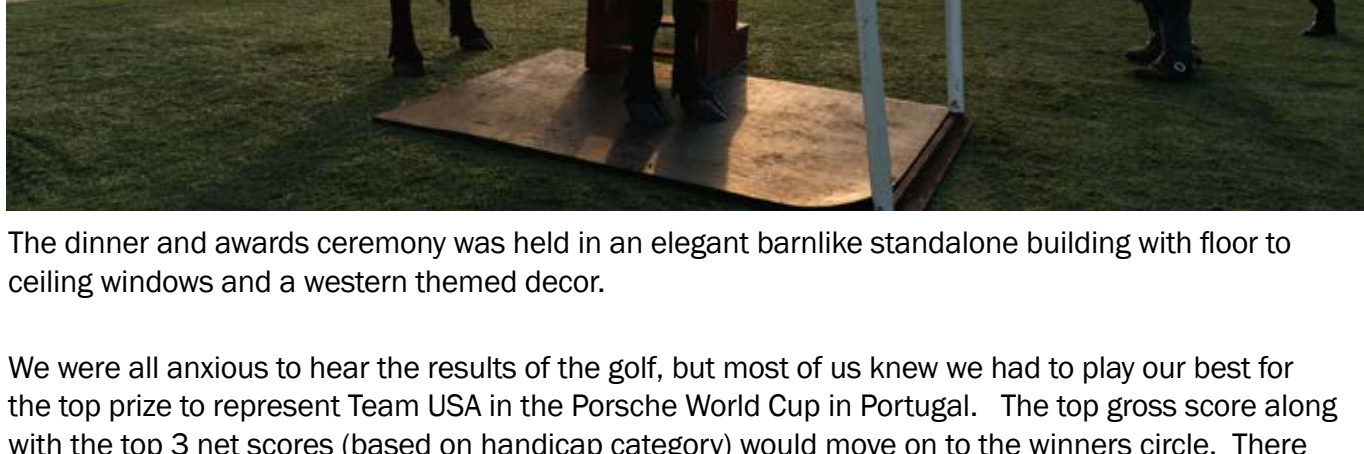


The day of the competition had finally arrived! Off to the PGA Frisco East Course to meet my foursome and hopefully have a great round.

This championship course was very challenging and a longer course than I generally play. The weather was cooperating for a change, but the Texas winds were definitely a factor in keeping the ball in the fairway. Generally, this is a walking course, but we were allowed to use carts since rain was in the forecast during the round. A caddy helped to navigate the course to help locate errant shots and keep pace. All in all, it was a memorable day filled with many good (and bad) shots and more than a few laughs along the way. We turned in our score cards and it was off to a Texas style barbeque celebration party to round out the evening.

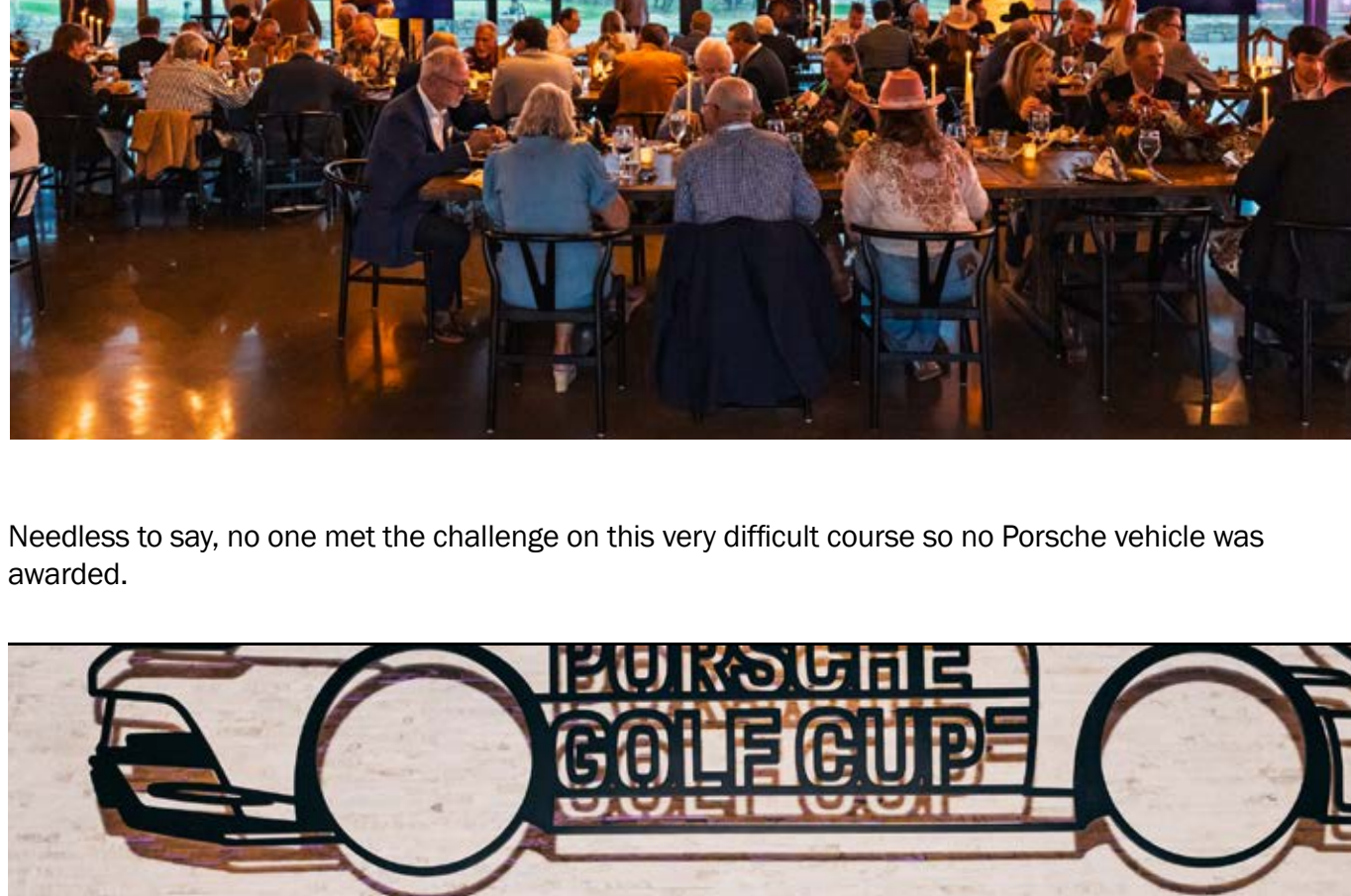


The final dinner and awards ceremony was held at the Omni Resort's Panther Creek Pavilion. We enjoyed cocktails in the open air along with a setting sun to end the day. A country band played and there was a real Texas Longhorn and cowboy for photo ops and some added ambiance.



The dinner and awards ceremony was held in an elegant barnlike standalone building with floor to ceiling windows and a western themed decor.

We were all anxious to hear the results of the golf, but most of us knew we had to play our best for the top prize to represent Team USA in the Porsche World Cup in Portugal. The top gross score along with the top 3 net scores (based on handicap category) would move on to the winners circle. There were additional prizes for closest to the pin for ladies and men as well as the longest drive. The hole in one challenge winner would receive a brand new Porsche of their choosing (total value up to \$125K).



Needless to say, no one met the challenge on this very difficult course so no Porsche vehicle was awarded.



The announcements were made and four men were selected as the US team winners. The prize included First Class air travel and accommodations for four days at the Club de Golf Alcanada in Portugal for the winners and their guests. This team would go on to represent the US along with 20+ other countries in the Porsche World Golf Cup championship.



We all said our goodbyes and hoped that the invitation to play in this exclusive golf tournament would come along again someday. I was told the selection process was random, so one has to assume it was luck that allowed me to experience this amazing opportunity. I wanted to share this story as one unexpected journey and memorable few days in Texas that I will never forget. The loyalty to the Porsche brand and PCA has brought me many smiles along the way. I'm sure there are other Porsche brand experiences on the horizon for you to enjoy along with a story or two to pass along to your fellow car enthusiasts. I encourage you to continue to inspire us all with your next adventure. Who knows what is around the corner.



Rita Hancock McKeown

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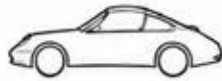
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After a strong first four months of the year, May kept the streak alive with another outstanding performance for the Porsche auction market. A total of 725 Porsches crossed the auction block, 75% of them finding new homes, for a total dollar volume of \$65,909,440. Compare that to May 2025, when 651 cars generated \$42,555,835 at a 71% sell-through rate, and it's clear the market continues to build momentum. Leading the charge were some serious heavy hitters, including a 959 Komfort and no fewer than five Singer commissions. Alongside the usual online auction activity, May also featured Mecum's Indy sale and a pair of Bonhams auctions in Miami and Greenwich, helping produce another exceptional month for the collector Porsche market.

This month belonged to Singer. With six 911s Reimagined by the company crossing the block, you'd have been forgiven for thinking it was Monterey Car Week instead of May. Five of the six found new homes, all were Classic Studies, and every one of them was bid to \$1,000,000, or more. Leading the way was "The Michigan Commission," a 1990 911 Coupe finished in Resistance Blue with ghosted stripes and Orange Singer script over a Cognac leather interior. Showing just 386 miles since completion and powered by Singer's desirable 4.0-liter engine with velocity stacks, it hammered for an astounding \$1,650,000 all-in, setting a new all-time auction record for a Singer Classic Study.



One of my favorite sales of the month came from the 993 Turbo market. At first glance, this 1996 Japanese-market Turbo looked like a beautifully presented Paint-to-Sample Wimbledon Green example over Classic Grey leather. But a closer look revealed something much more special. Equipped with Porsche Exclusive's WLS 1 package, it was effectively a Turbo S in all but name, combining the X50 Power Kit with Turbo S details that were made available to a select group of Japanese buyers. The 993 Turbo market has been one of the strongest air-cooled segments over the past year, averaging \$289,200, although the very best low-mileage examples have continued to stretch that number. This WLS 1 car rewrote the script. After the first example we tracked sold for \$350,000 last November, this one blasted past every comparable, hammering at \$560,000 to set a new twelve-month high for the model.

I always keep a close eye on the 914 market, as it's a model my wife has been lusting after for years. Fourteen examples crossed the block in May, and it was another disappointing month for the 914/6. Just one of the four six-cylinder cars found a new home, and that was a race car at \$82,599. The surprise of the month came from a standard four-cylinder 914. This beautifully restored 1971 914 1.7 had undergone a meticulous rotisserie restoration that returned it to its factory Gold Metallic finish, with the gallery documenting every step of the process. While the best 1.7-liter cars have typically traded in the \$25,000 to \$35,000 range over the past year, this example blew past those numbers, hammering at \$72,000.

The 992.2 market finally showed a few signs of life in May after a sluggish start to the year. Most examples that have crossed the block since the updated 911's launch have failed to meet reserve, but three cars finally found buyers this month: a GT3, a Spirit 70, and, perhaps most importantly, the first Carrera T Coupe to sell at auction. Showing just 2,000 miles, the Jet Black Metallic over Black leather example was well optioned with Front Axle Lift, Adaptive Sport Seats, and plenty of additional Race-Tex, bringing its original MSRP to \$163,120. It hammered at a final bid of \$146,500, a strong result considering previous Carrera T examples with half the mileage had all failed to sell at lower bids.

The 356 market was particularly active in May with 36 cars crossing the block, producing \$3,242,161 in dollar volume and a 67% sell-through rate. Leading the way was a truly special 1957 356A 1500 Carrera GT, one of Porsche's legendary four-cam cars. Developed by Ernst Fuhrmann for Porsche's racing program before making its way into the 356 Carrera, the Type 547 engine remains one of the most technically significant powerplants in the company's history. This Aquamarine Blue example stood out not only for its concours-level restoration and exceptional documentation, but also because it was sold with a genuine Type 547/3 four-cam engine originally fitted to a factory RS-60 Werks Prototype Spyder. With only one other Carrera GT Coupe appearing at auction in the U.S. over the past year, opportunities to acquire one are exceedingly rare. It sold for \$511,000 all-in.

Another market that caught my attention in May was the Carrera 3.2 911 Speedster market. While most of the 2,104 Speedsters produced left the factory with Turbo-Look bodywork, Porsche built just 161 to 171 narrow-body examples, primarily to satisfy requests from European dealers. Remarkably, two crossed the auction block in the same month after years of seeing none. The first, a 24,000 km Silver Metallic example offered out of France, failed to sell at a final bid of \$210,656. It was followed by a Black-on-Black, 36,300-mile example at Cars & Bids' Velocity Invitational sale that also missed reserve at \$166,000. Spoiler alert: a third example crossed the block in June, only to suffer the same fate despite attracting a substantial \$550,000 high bid. After going years without seeing a narrow-body Speedster at auction, it's remarkable that three surfaced in such a short period. Now the question is, how long will it be before another appears?

Overall, May continued what has been an impressive first half of 2026, with strong year-over-year gains in dollar volume, unit volume, and sell-through rate. June should keep the momentum rolling with Mecum's Tulsa auction and Barrett-Jackson's Columbus sale joining the usual slate of online auctions. After that, all eyes turn to Monterey Car Week. We're just one month away from the biggest auction event of the year, and if the market continues at its current pace, August should be another record-breaking month.

*David K. Whitlock is a writer for The Stuttgart Market Letter, a daily market update for Porscheophiles, by Porscheophiles, delivered free to your inbox.*

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# Shifts and Giggles

## IT STARTED, AS MOST EXISTENTIAL CRISES DO, WITH A SMART-WATCH NOTIFICATION.

*“Your stress levels are elevated. Try a 2-minute breathing exercise.”*

You sit in your driveway, staring at the screen. Outside, the world is a chaotic symphony of delivery drones, endless virtual meetings, and a grocery store economy where a single head of organic lettuce requires a line of credit. You take a deep breath. It doesn't help.

Then, you look across the blacktop at your current garage situation. It's practical. It's sensible. It has excellent trunk space. And looking at it gives you the exact same emotional thrill as reading the back of a shampoo bottle, by-the-way, if you need directions on shampoo you will be caught in an endless loop and you'll need more shampoo soon: lather, rinse, repeat.

That's when the epiphany hits you: **Sensible cars are bad for your health.** The next morning, you find yourself at the Porsche dealership, not as a consumer, but as a patient seeking alternative medicine. The salesman, a man named Stefan who looks like he was sculpted out of brushed aluminum, nods solemnly as you explain your symptoms.

“Ah, yes,” Stefan says, placing a comforting hand near your shoulder but not actually touching you because his suit is too expensive. “You suffer from **CRAP** Disease or **C**ompletely **R**egrettable **A**utomotive **P**racticality that standard medicine cannot fix this. You need... the Therapy.”

He gestures toward a gleaming, aggressively wide 911 GT3 RS sitting under the showroom lights. It is the color of a poisonous tropical frog and costs more than a modest three-bedroom house in the Poconos. It has just 213 miles from three previous owners who were all on the flipping bandwagon machine.

“Is it safe?” you whisper.

“For your soul? Yes,” Stefan says. “For your retirement account? Ha. Think of it as an investment in your personal infrastructure. It's an asset that is appreciated in adrenaline.” “You sit inside. The smell of premium leather and motorsport ambition fills your lungs. You turn the key (on the left, as God and Ferdinand Porsche intended). The flat-six engine barks to life with a mechanical rasp that instantly clears your sinuses and lowers your blood pressure by twelve points. Your smartwatch buzzes again: *“Stress levels dropping. Heart rate optimal. You are doing great, champ.”*

Stefan leans into the window. “You see? It is a medical device. In today's volatile market, cash is just paper. But 518 horsepower? That is a stable currency.”

You drive it home. Your neighbor, Dave—a man whose entire personality is built around his lawn aeration schedule—comes walking over.

“New car?” Dave asks, squinting at the carbon fiber wing that is currently eclipsing his entire house. “Must have cost a pretty penny. What's the gas mileage on that thing?”

You look at Dave. You look at the car. For the first time in years, you feel a deep, profound sense of Zen.

“Dave,” you say, your voice dripping with the calm serenity of a monk who just discovered launch control. “This vehicle doesn't use gasoline. It runs on pure joy and the tears of depreciating mutual funds. It gets zero miles to the gallon, but it gets fifty smiles per second.”

Dave stares, uncomprehending, and slowly backs away to check his crabgrass.

## A Mathematical Breakdown for anyone needing help:

<b>The Problem</b>	<b>The Conventional Solution</b>	<b>The Porsche Solution</b>
High Inflation	Put money in a high-yield savings account earning 4%.	Put money into an exhaust system that makes you forget what money is.
Gridlock traffic	Listen to a self-help podcast about mindfulness.	Sit in carbon-fiber bucket seats. Traffic is still there, but you look like an apex predator while stuck in it.
Midlife Existential Dread	Buy a leather jacket and start a podcast.	Go 0–60 mph in under 3 seconds. You move so fast you physically leave your worries in a different zip code.

Jeff Walton

# CLASSIFIEDS

**For Sale: EXCELLENCE MAGAZINE Collection.** Every issue from Vol. 1 No. 1 in January 1987 through 38 years to the current issue and all the Special Issues and Price Guides.

The first five are rare, called "Porsche" magazine before they were forced to change the name to "Excellence". My subscription runs until August 2028 and I will forward the remaining issues to the buyer to insure a continued collection.

Asking prices for these magazines vary wildly so the first reasonable offer will be accepted, and delivery in the western Philadelphia suburbs is possible.

**Call - Text - Email Tobey Ross 484-802-0021, [thross@msn.com](mailto:thross@msn.com)**

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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)

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



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**For Sale: set of 4 RS Spyder Wheels in excellent condition. 8.5x20 and 11.5x21 Platinum Satin Matte**

Contact Joe at 908-528-1241 for pickup in Worcester Pa  
Asking: \$6,500



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## Dear RIESENTÖTER Members,

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

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

Thank you,

Der Gasser Team

