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Photo credit: Keith LePard

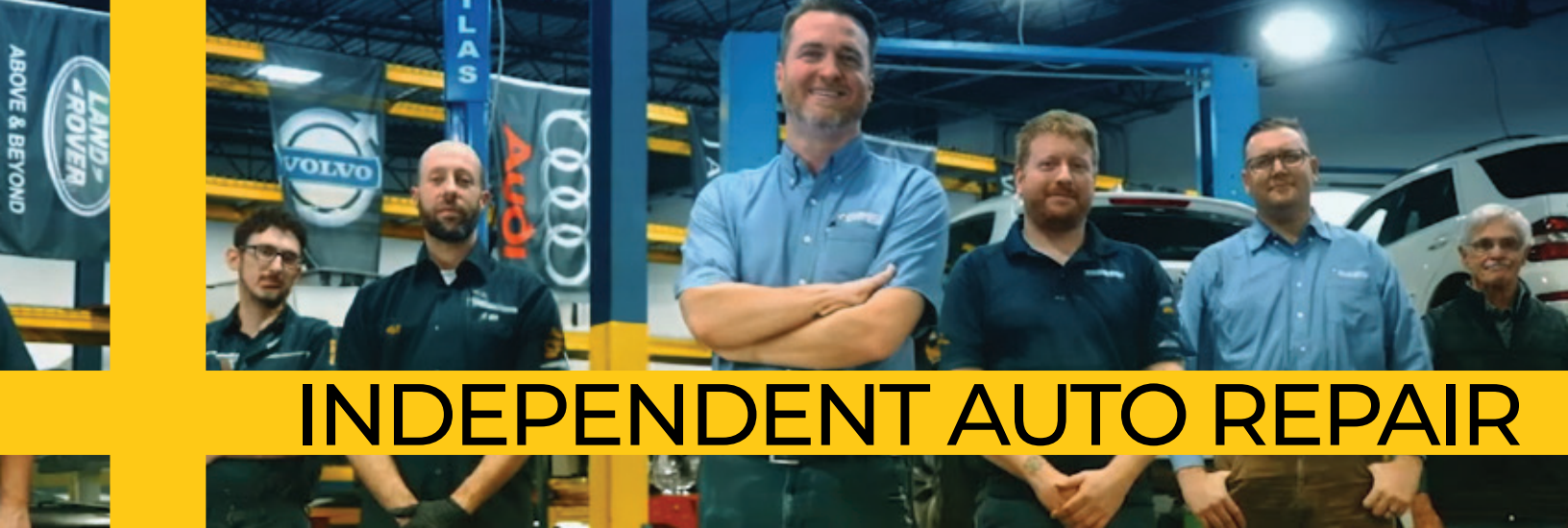


2026 RTR Event Calendar

Events

October	10/2-4	DE @ Summit Main
October	10/3	Oktoberfest @ Valley Forge Picnic Grove
October	10/10	Parc Ferme Motoring Club Social Event
October	10/11	Street Survival
October	10/21	Membership Meeting at Porsche of Conshohocken
October	10/25	Fall Rally
November	11/11	Membership Meeting at RR Racing
November	11/14	Phil-a-Trunk
December	12/3	RTR Holiday Party

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 for the latest schedule of RTR events.



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Autocross Council	Trevor Naido Anthony Verratti Chris Askin	
Street Survival Chair	John Gaydos	streetsurvival@rtr-pca.org

MEMBERSHIP MILESTONES

YEARS	October	November	December
55		Lawrence Tractenberg Steve Tractenberg	
45		Dalila V. McCrink William J. McCrink	
40		Bruce A. Duff Ethan Duff	Joseph J. Fabiani Melissa Fabiani Stephen Krause Jennifer Turpin
35	Frank Taylor Midori Taylor Francene A. Vassil Richard M. Vassil		
30	Michael C. Funk	Elizabeth A. Banha John Banha	
25	Frank M. Byrd Melissa Byrd Bruce Goldenberg Nadine Goldenberg Bundy Wist	Joseph C. Anderson AJ Giannone John Giannone Amy Larsson Deborah Ratner Richard R. Ratner	George H. Benham Marta Benham Charles R. McNamee Erica McNamee Dan Rufer Forrest A. Schmeck
20	Tony J. DeMarco Frederick Lesavoy Sherry Lesavoy Jason Livingood Katie Livingood Donald W. Smith Helen Smith	Bruce J. Diamond James Ferreira Robin Fine-Furman Marc Furman Shiala Higgs	Frances Gallagher John P. Gallagher Kelly Heckman Todd A. Heckman Carolyn Jurbala Daryl G. Jurbala
15	Martin J. Gorman John R. O'Brien Owen O'Brien James T. Rizol Christina Sinton-Gorman	Byard T. Ebling Barb Ebling Kelley S. Elmore Clarissa Kuo Paul Kuo Michael Small Serge Small Stanley Walker	Thomas Lee Eric Mhaiki Rita Mhaiki Jared Randall Theresa Randall
10	Daniel Hillman Carol Katubi Carrie OBrien Whitney Randall	Heath Antoine Vahe Balouzian David Dee Fay Karapanagiotis Ryan O'Rourke Stephen Paylor Craig Shaffer Dan Shapiro Eileen Shapiro Mary Ellen Williams Gina Zebley Mark Zebley	Bob Holman Royal Joslin Sean McLaughlin Linda Mosser Timothy Mosser Lou Raven Salwa Raven Chuck Reed Pam Thompson-Reed ben turocki
5	Brad Bernstein Stephen Birmingham Joanne Blundell John F. D'Alessandro Richard De Gale Stephen E. Feuchter James Gailey Sally Harris Ethan S. Hung Stephen Lamy Craig Morris Greg Neely Brian Patton James Rutkosky Christopher Shevlin Audrey Weiss Milan Zalavadia	William D. Baseley Michael R. Bloch Sarah Bloch Patrick N. Budd Kevin Chan Brenda Clark Gina Hengeveld Christine Hernandez Kirsten Jahn Richardson Stefanie Joho Michael Kubacki Matt Lang Martha Luzzo William K. Mcdonald Karl W. Mckeever Gus Pasquarella Janice Quillia-Budd Victoria Richardson Roland D. Schlimm Tim Shears John J. Sion Michael Smith John W. Thompson Steven Ton Ibrahim M. Umer John Wilkens Brian Wright Heather Wright	Robert D. Ashcraft Maria Bomersbach Brian Cort Jackie Cumo Beverly Curtis Christopher Esposito Ralph Ferraro Bruce Griffiths Jen Griffiths Thurston C. Harris Jeff Jarema Gregory Javardian Peter J. Johnson Stephen D. Orescan Sahil R. Patel Gwen Puglisi Kim Riccobene Paul Riccobene Denise Rogers Spencer Rogers Robert B. Saltzburg

RTR Member #’s September 2026:

Total Region Members **2,964**

Associate Members **985**

Primary Membership **1,979**



NEW RTR MEMBERS



Bennet Scauzzo	2025 Macan S Black
Jared Joseph Kern	2000 911 Carrera
Kori Pfeil	
Shardul Kaustubh Jagtap	2013 Boxster Grey
Neava Jagtap	
Alivia Castillo	2021 718 Boxster GTS 4.0 Grey
Ray Matsuba	2007 Cayman Silver
Anthony DeAngelis	2021 Macan S
Dan Etzweiler	2026 Cayenne S Grey
Louis Cohen	1990 911 Carrera 4 Black
Paul Moore	2012 911 Carrera S Blue
Christian Schnabel	
Philip Barnabei	2020 911 Carrera S Cabriolet
Khalid Carr	2018 Panamera Grey
Albina Veys	
Jeremy Aikey	2016 911 R White
Alfie Ortiz	2000 911 Carrera Black
Kristofer S. Matullo	2007 Cayman S Black
Fisher Pressman	2023 Macan S Black
Joey Benjamini	1999 Boxster Other
Daniel Benjamini	
John Perinelli	
Annie Perinelli	2024 911 Carrera Silver
James D. Fenlon	2006 Cayman S Black
Rebecca Peck	2011 911 Carrera 4S Blue
William Mondok	
Daniel Delany	2023 Taycan Turbo S Cross Turismo
James Wert	2017 911 Carrera 4S Cabriolet Silver
Tai Nguyen	1995 911 Carrera Blue
Ethan Kuhn	
Peter L. Kuhn	1998 Boxster Silver
Brian Bray	2018 718 Cayman Red
Joerg Tillmann	2025 Cayenne Grey
Mark Ratcliffe	1965 356 Cabriolet White
John G. Jansen	2026 911 Turbo S Cabriolet Black
Jose A. Madrazo	2026 911 Carrera GTS Blue
Mark Benaquista	2022 911 GT3 Green
Ryan McHugh	2012 911 Carrera S Other
Lance Raymond Lochman	1989 928 S4 Black
Patrick Walker	1999 911 Carrera Cabriolet Silver
John Walker	
Barbara Arena	
Robert Gray	2000 911 Carrera Cabriolet Black
Frank Byrne	
Rebecca Harrington	
Aiden Gonzales	
Jay Washesky	2026 Macan T Red
Adam Gannon	2018 718 Cayman Silver
Zachary Brown	2019 718 Cayman
David Stollsteimer	2009 911 Carrera 4 White
Jose Alves	2020 911 Carrera S
John Relvas	
Dave M. Stollsteimer	2007 911 Carrera S Grey



Vom Präsidenten

HEAR YE HEAR YE,

Grab a pen right now....or open up your phone right now...now go to the calendar and pen/type in these dates. Sunday November 14th and Saturday December 5th. I'll wait.

Ok, since you now have both dates saved in your calendars, note that November 14th is our big charity event, Philatrunk. You will get more info closer to the date, but yes this year it's on a Saturday. You can thank the Sixers and the Flyers for that as they both play on Sunday November 15th, the day before Camp out for Hunger.

Then on Saturday December 5th, is our end of year holiday soiree with awards and a few other surprises to boot.

Plus, keep an eye on your inbox, as we are not quite done with 2026, we still have a few membership meetings to attend, a fall rally, and other items of interest.

Remember the best way to keep the autumn leaves off your Porsche, is to drive it.

Pedal down,

Jeff

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Editor's Note

IT'S TIME TO LOOK FORWARD TO THE FALL SEASON with some crisp air and all the colors of spectacular Fall foliage. This is my favorite time of the year and one of the busiest as we also are closer to wrapping up 2026.

This issue highlights many of the PCA and RTR Summer activities. PCA Parade 2026 was held in Lake Placid, New York and was well attended by RTR members. The weather was not in our favor with many of the days gloomy and rainy, but that did not dampen the spirit of PCA attendees. We were able to tour many of the Olympic museums and venues and explore all that the Adirondack region has to offer. The Olympic ski jump complex, the Wild Center at Tupper Lake and Olympic Village tours did not disappoint. Driving tours to Lake Champlain, Fort Ticonderoga, Lake George and the Ausable Chasm known as the Grand Canyon of the Adirondacks were some of the activities to capture the history and natural beauty of this northern US region. Amazing views of the mountains surrounding Mirror Lake was a daily highlight. For those who attended the Parade, I'm sure you will agree this Parade was a worthwhile. Next year the PCA Parade goes West to Boise, Idaho, so keep this on your radar for a potential adventure in 2027.

Rita Hancock McKeown



Photo Credits: Rita Hancock McKeown
Mirror Lake, NY



Photo Credits: Rita Hancock McKeown
View of Whiteface Mountain



Photo Credits: Joe Kucinski
Rainy Day at the PCA Parade Concours

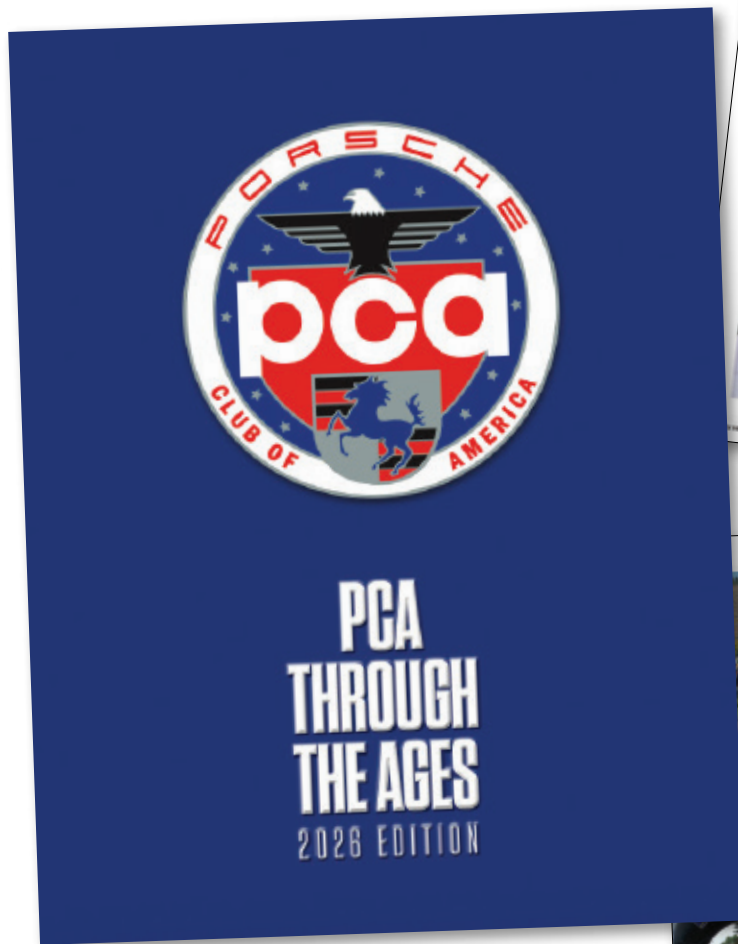


Photo Credits: Joe Kucinski
1980 Rink Herb Brooks Arena – Staging for Dinner Event



Photo Credits: Paul Gavin
Rainy Day at The Wild Center at Tupper Lake – Former RTR Membership Chair Paula Gavin sharing a smile with one of the folklore-inspired Trolls on display.

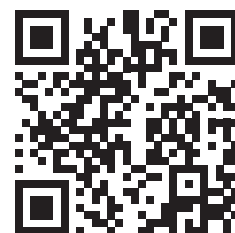
Updated & Online Now!



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



THE NIGHT OF AUGUST 27 WAS NOT IDEAL FOR PORSCHE OWNERS. Edward Bulwer-Lytton would classify it as dark and stormy. But that didn't stop nearly 30 Riesentöter members from trekking to The Cage in Audubon, PA. After all a little rain wasn't going to stop us from enjoying a five-course meal expertly paired with five delicious wines from Sonoma County.

We had a lovely private room set up for us and we gathered around a long table to enjoy some beverages before the main event. Due to some overlapping travel plans for myself as well as our club president and social chair, it had been a while since the RTR crowd had been together. It was great to see some familiar faces and make new friends as we passed the time.



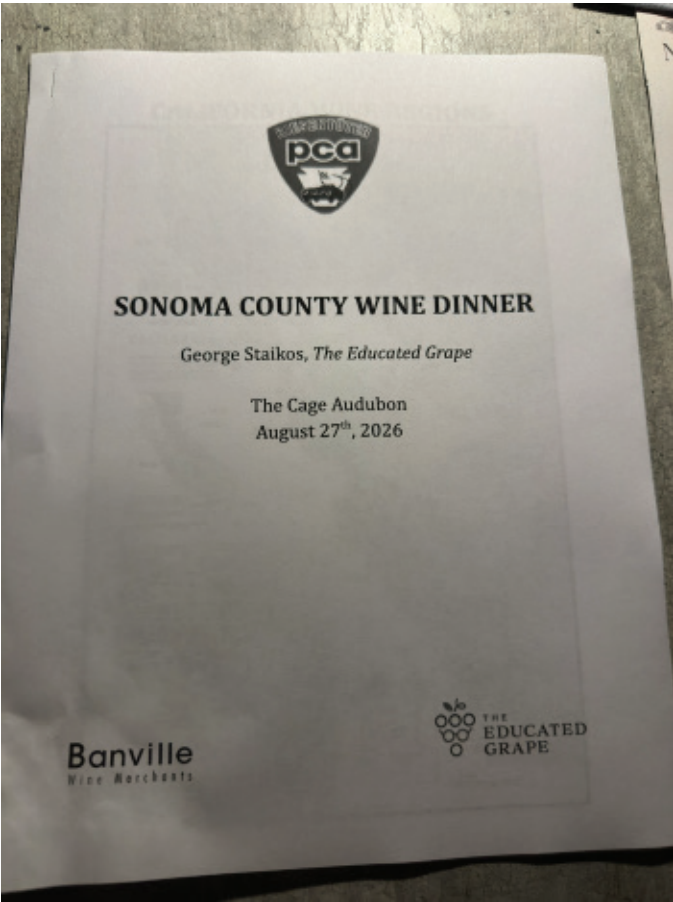
At 7 pm we formally kicked off dinner. George Staikos from The Educated Grape was on hand to tell us all about the wonderful wines we were going to enjoy with our meal. You see, the events that RTR puts together are not about just eating and drinking. They are educational. Tonight we would learn all about the Bricoleur Kick Ranch Sauvignon Blanc and Viognier. We were also educated on the Acta Chardonnay, Bricoleur Pinot Noir Russian River Valley and the Laurel Glen Cabernet.

In addition to the helpful notes that George provided us with, we were all given a printed guide to help further our education. The guide included a map of the California wine regions, an overview of each winery that we would be sampling wine from as well as tasting notes. Then the food started.

The first course consisted of Ahi Tuna Wonton Chips. It was delicious. Course two was a Chardonnay Shrimp Salad. It was delicious. Rigatoni a La Crème was the third course. It was delicious. Course four was an 11-ounce dry aged steak. It was delicious. We wrapped up the night with an Amaretto Parfait. Guess what? It was delicious. Seriously all the food this night was amazing and the wine pairings were just as good.

Shortly after 10 pm, dinner was finished and some folks began to head home. Others made their way to the bar for a nightcap. It was a wonderful evening filled with good friends, good food and good wine. Thanks to everyone that came out and to those that could not make it, hopefully you can join us next time. Until then, you can still enjoy the same wines we did at dinner. See the below wine order sheet. Fill it out and email to Kevinrhoades21@gmail.com and he can help you complete your order. Cheers!

Joe Kucinski



WINE ORDER FORM

PLEASE ENTER THE DESIRED BOTTLE QUANTITIES BELOW

CUSTOMER NAME		DATE	
PHONE NUMBER		EMAIL ADDRESS	

WINE DESCRIPTION	VINTAGE	PRICE / BTL	QUANTITY
Bricoleur Kick Ranch Vineyard Sauvignon Blanc <i>Fountaingrove District</i>	2024	\$37.99	
ACTA Chardonnay <i>Russian River Valley</i>	2022	\$53.99	
Bricoleur Pinot Noir <i>Russian River Valley</i>	2023	\$57.99	
Laurel Glen 'Counterpoint' Cabernet Sauvignon <i>Sonoma Mountain</i>	2021	\$53.99	
Bricoleur Kick Ranch Vineyard Viognier <i>Fountaingrove District</i>	2024	\$43.99	

Thank you for your order!



Champions (and Friendships) Made at Autocross

AFTER A BUMPY START TO THE AUTOCROSS SEASON WITH RAIN AT OUR MAY EVENT, our July and August autocross events were great successes.

For our July event, we introduced a new format: a two-day event with individual Class Champion and collective Zone Champion trophies awarded on cumulative points across the two days. This event drew large contingents from multiple PCA regions, including not only from the hosting RTR, NNJR PCA, and Centra PA PCA regions, but also from the Metro NY PCA, Pocono, and Potomac regions. With such broad interest, each day of the event was completely sold out, with roughly 100 drivers each day (!).

Notably, this July event marked an important turning point for the competitiveness of RTR drivers and our Zone 2 brethren. You see, Zone 1 drivers have a well-deserved and hard-earned reputation for being some of the fastest autocross drivers in the land. To be sure, in the Zone Championship event we held last year, Zone 1 wiped the floor with Zone 2 – and took home the coveted Zone Challenge Cup. I am happy to report that the tables were turned at our two-day championship event this year, as Zone 2 drivers earned first-place finishes in 8 different classes, besting Zone 1 and winning the Zone Challenge Cup for the very first time.

After coming down from the highs of glory following our July event, PCA drivers once again came out in force for our August event, which was, like the event before, oversubscribed. This strong support has helped us maintain a positive financial outcome for the series this year, despite the high cost of reserving such a prominent and storied venue as Pocono Raceway. We thank each of our members and friends for their continued and passionate support of our autocross program.

But wait, there's more! The season isn't done yet. If you are eager to test the limits of traction – and your driving abilities – in your Porsche, please come out and join us! No experience required – just a willingness to have the time of your life!

Next Event: Sunday, September 27th @ Pocono Raceway

Details: www.rtr-pca.org

Questions: autocross@rtr-pca.org

Cheers,

“Rocket” Dan Ruble

Riesentoter Autocross Chair



The tone is set and instructions are given at the Drivers' Meeting.



Fellow PCA autocross drivers across regions (and our mascot, Max the Golden Retriever) celebrate our successful July event with a cold, celebratory beverage.



The grid is lined with beautiful Porsche dream machines. And, yes, that is a Porsche Cayenne GTS preparing to take flight among its sports-car peers (That 5,000-lb SUV running all-season tires ended up beating 70 of the 98 registrants at this Sunday race!).

Riesentöter
Presents



2026
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Sat Nov
14th



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From Cave to Carrera: Evolution

THROUGH A FRIEND, I LEARNED OF AN EVENT AT THE AMERICA ON WHEELS MUSEUM

in Allentown. The seminar as it turned out was a talk titled “Porsche 911 - Evolution of the Iconic SportsCar” given by renowned Porsche expert Rolf Kittlitz - AfterSales Training Instructor out of the Easton PA PCNA Training Facility. Rolf has spent most of his life in Porsche circles .

Being a fan of the 911 since I was 5, watching those frog eyed race cars enjoying twists and turns during rainy Saturday afternoons on television, I felt I could not pass up the opportunity to see what I don’t know about their history. We all know how remarkable the evolution has been, see a 1963 911 and a 992.2 model and it is without question that one begat the other.

I was going to try to recap his discussion but quickly concluded I wouldn’t do it justice. So I thought it would be interesting to ask ChatGPT to make a fun story about it by prompting with some key points Rolf cited.

It began roughly 300,000 years ago, when our earliest human ancestors stood upright, looked around, and thought, *“I can’t quite find what I dream of, so I will build it”*.

Fast forward to 1948, and Ferry Porsche had exactly the same thought.

The first modern human learned to use stone tools. The first Porsche, the humble **356**, learned to use curves. Both were small, lightweight, and surprisingly capable. Neither was the fastest on Earth, but both had one important survival trait: efficiency.

Humans eventually mastered agriculture and built civilizations. Porsche built the **901**, quickly renamed the **911**, and accidentally created the greatest automotive model in history.

The human brain grew larger, allowing us to invent philosophy, mathematics, and AI. The 911 grew larger too—allowing it to leverage turbocharging, all-wheel drive, active suspension, carbon-ceramic brakes.....

By the 1970s, humans had landed on the Moon.

Porsche responded with the **930 Turbo**, whose personality suggested that perhaps the Moon wasn’t far enough away.

Humans learned diplomacy.

The 930 preferred intimidation.

Then came the **993**, the last air-cooled 911. Like the Neanderthals, air cooled engines time came and went.

The **996** followed, introducing water cooling. Some enthusiasts reacted the way early humans probably reacted to cooked food:

“This feels wrong...”

Eventually everyone admitted it worked rather well.

The 997 refined the species.

The 991 became stronger, smarter, and noticeably larger, proving that evolution meets the need.

Then arrived the 992.1—the modern Homo sapiens of the Porsche world. It was a master of its world yet comfortable enough to commute in traffic with heated seats and adaptive cruise control.

Just when everyone assumed evolution had reached its peak, Porsche unveiled the 992.2.

Like modern humans using artificial intelligence to extend their own abilities (and write fun articles for der Gasser) , the 992.2 (GTS/Turbo) quietly added electricity—not to replace its flat-six heart, but to make it even sharper. An electric turbo erased lag before drivers could even notice it, a hybrid system added instant torque, and a digital cockpit replaced analog gauges that had faithfully served for generations.

Some traditionalists frowned.

Evolution rarely asks permission, it just grabs opportunity.

Today, humans can communicate instantly with someone on the opposite side of the planet, while a Porsche 992.2 can accelerate from 0 to 60 mph in under three seconds without breaking a sweat. One species conquered the Earth; the other conquered Nürburgring lap times.

Who knows what comes next?

One thing for sure - Porsche engineers will always debate how to shave another tenth of a second off the next-generation 911.

After all, evolution never really ends.

It just keeps going faster.....

So I hope you enjoyed a little fun about the evolution of the 911 thanks to AI with some post editing by me.

If you really want to hear an undisputed expert don’t miss the opportunity to meet Rolf at an upcoming PCA event or the TechTactics held each year at the Easton , PA PCNA Training Center.

Joe Rambaldi

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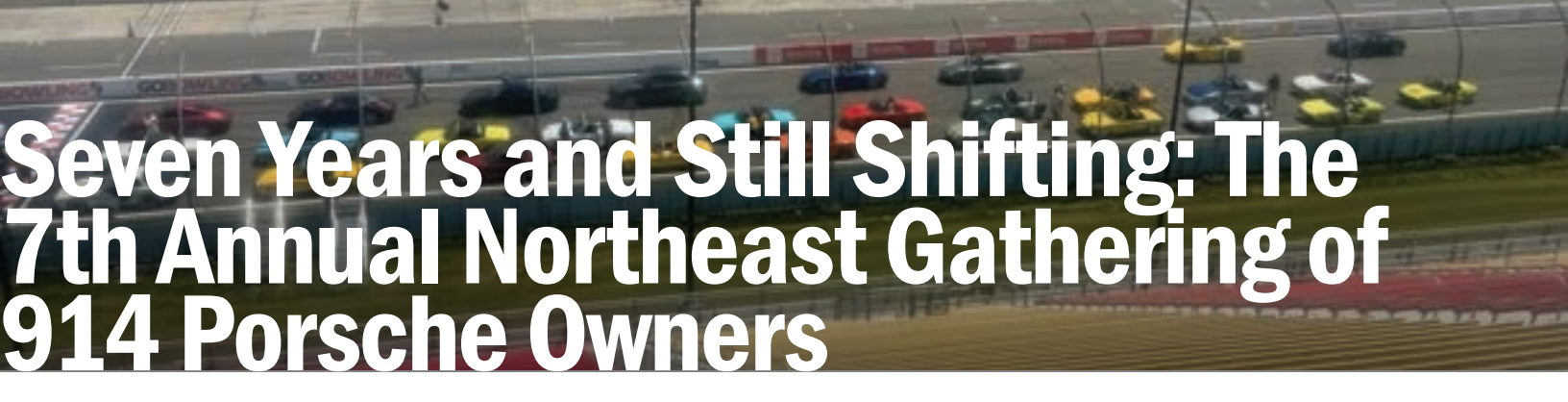
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Seven Years and Still Shifting: The 7th Annual Northeast Gathering of 914 Porsche Owners

THERE ARE CAR GATHERINGS, AND THEN THERE ARE GATHERINGS that feel more like reunions. The 7th Annual Northeast Gathering of Porsche 914 Owners belongs firmly in the second category – a celebration of a distinctive little sports car and, perhaps more importantly, the community that has kept it alive for generations.

The Porsche 914 has always been something of an individualist. Introduced in the early 1970s as a mid-engine sports car, its unconventional styling, lightweight construction, removable roof panel, and surprisingly capable handling helped establish a character all its own. More than five decades later, the 914 continues to attract owners who appreciate its simplicity, engineering, and unmistakable personality.

The 7th Annual Gathering took place in mid-July in the scenic surrounds of the Finger Lakes Region of New York. Close to thirty attendees coming from the mid-Atlantic, Pittsburgh, and New England areas descended upon Ithaca NY for the weekend. Rows of 914s provided a colorful reminder of just how varied these cars can be. Differences in color, engine specifications, wheels, interiors, and trim told individual stories, but the cars shared the same essential silhouette – and the same ability to draw people into conversation. And that is precisely what these Gatherings are all about; comparing restoration experiences, discussing parts and maintenance, trading stories about long-distance drives, and exchanging advice about everything from electrical gremlins to engine upgrades. But our weekend of scenic drives in these truly special cars is what really stokes our fires. And this year added a special treat; we got to drive the world renown Watkins Glen International Racetrack.

Friday's trek to Ithaca was vastly different for each of us. Some encountered some heavy rain in upstate Pennsylvania, others saw nothing but clear skies and gorgeous scenery, and thankfully there was only one or two minor engine hiccups along the way. That evening we all gathered for cocktails, pizza, and the camaraderie of this reunion. Many continued the reunion outside in the hotel parking lot to share drinks and cigars, while also witnessing a Kia roll through the adjacent intersection and proceed to catch fire. Thankfully the owner had jumped out early.

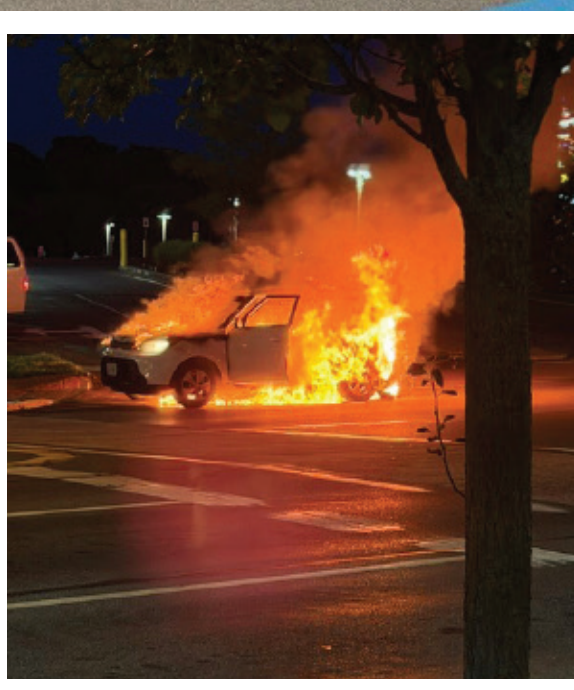
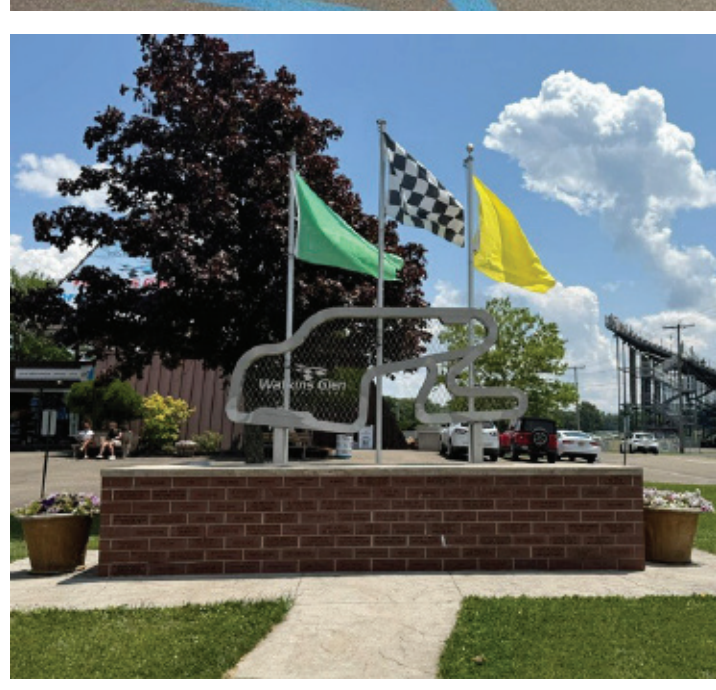
Saturday morning was greeted with great anticipation. Today would be our drives through the spectacular Finger Lakes Region and our laps at Watkins Glen Racetrack. The drive to Watkins Glen took us through the town of Ithaca, NY, with a brief stop along Lake Cayuga in the Taughannock Falls State Park for a photo op, then past sprawling farms and rolling hillsides, and eventually ending at the International Racetrack. Here we signed our waivers, got staged for our laps, and waited with anticipation to enter the track. The Pace Car soon led us out single file onto the track and then allowed us to take off (sort of). The lead cars with their modified 6's were able to go at triple-digit speed, while the original models with their 80 HP 4's kept it in the more respectable low 80s. We did two laps on the 3.4 mile, 11-turn road course, then parked at the finish line for more photo ops, and then finished with one more lap around the track. What an experience!

After our track laps we split up for shopping in the Official Pyramid Souvenirs Shop, lunch, strolls through the pit areas, and of course watching that afternoon's Porsche races. What makes a track visit memorable isn't just the racing experience. It's being surrounded by people who share the same fascination with Porsche.

That evening we gathered in our hotel banquet room for a lovely dinner, awards presentation, tech sessions on installing LED lights in the 914 gauge cluster and refurbishing our relay boards, a tremendous raffle of donated parts, gift certificates, tools, t-shirts, artwork, and of course, more storytelling of the day's events.

Events like the Northeast Gathering remind us that owning a 914 is about more than owning an interesting old sports car. It is about becoming part of a community that appreciates the car's character, history, quirks, and unmistakable charm. Everyone went home with great memories, fueled with anticipation of future drives together, answers to restoration questions, and the excitement of meeting old and new friends again at next year's Northeast Gathering.

Keith LePard



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WHAT THE AUGUST MEETING TAUGHT ME ABOUT HOW WE ALL WANT TO PLAN A EUROPEAN DRIVING TRIP, AND THE FIVE MISTAKES THAT WRECK ONE

At the August membership meeting at Dougherty Automotive I asked the room to raise a hand if they had ever apexed every corner of their own neighborhood on a bike as a kid just to see if they could carry a little more speed through it. Almost every hand went up. Turns out we are all cut from the same cloth. The adult version of that bike ride is planning a driving tour. That's something I work on every day so I wanted to share my experience with the group of like minded car-nuts.

The questions after my presentation were even better than what I had in my slides. Somebody wanted to know how to avoid a speeding ticket in Switzerland (don't we all!). Somebody else asked the simplest and best question of the night: what does this actually cost? (How much is a bucket list experience worth?) Since we had limited time to chat after the meeting, here's everything in one spot so you can reference it when planning your own trip.

Before you open the map

I have the dream job of getting to plan a lot of these trips now, and almost none of them start with a perfect route. They start with three questions.

1. Who is driving and who is riding? Two friends splitting a 911 for eight days is a completely different trip than a husband and wife where one of them has no interest in the apexing and a very real interest in a long picnic lunch.
2. What does a perfect day look like? Four hours behind the wheel and an afternoon at a lake is a different vacation than eight hours of passes and a late and sweaty check-in.
3. When can you go? The great passes have a season when they are open. It seems obvious that it will snow in February, but it's easy to forget that sometimes it snows in June.

Answer those three and the route will start to appear in your mind. Skip them and you could be cutting your day short to have a picnic someone wanted two hours ago (ask me how I know).

Building the route

Staring at a blank Google Maps screen is daunting. There are too many options. I compare it to shopping at Marshalls: give me a well-dressed mannequin to pick an outfit from any day, and I'm a happy guy. Tools like AI can help, but they are often an aggregate of everything in the middle. These trips operate at a much higher level than what most do. So I prefer to route my trips using information from people who live there and who drive the roads regularly. They'll have your route sorted for you faster and better than our friend Claude ever could.

Start with the anchors. A pass you have wanted to drive ever since you saw Clarkson do it on Top Gear, a hotel that makes an event out of your arrival, an F1 race weekend. Build backward from those.

Then cap the driving at three to four hours of realistic seat time per day. More than that and the trip starts driving you. You stop pulling over. You stop taking the photo. You start looking at the clock in a country you may never see again.

Check the pass opening windows before anything is booked. The Stelvio typically runs late May into October. The Furka closes all winter. Nothing sours a morning like a locked gate and a two-hour reroute.

I drive the routes myself when I can, which I know...is the "hardest" part of this job. I am leaving in a few weeks to run Zurich, Andermatt, St. Moritz, the Dolomites and into Munich to vet roads and hotels firsthand. Where I cannot go, I use local partners who were on that road last month and not last decade.

Not all rentals are the same

Years ago I rented a McLaren for my mom's 70th birthday. She is a car nut and I wanted to hand her the keys for a day. The car did not look like the photos. Tears in the seats, an air conditioner who took the day off, and a smell of a previous occupant I was not prepared for.

Overseas the stakes are higher because you are living in that car for a week. A few things worth knowing:

- Porsche, BMW, Mercedes and independent exotic fleets are all available through specialist agencies. The mainstream rental desks are not the same business.
- One-way drops work. Pick up in Nice, drop in Zurich. Helps the trip flow smoothly without having to plan a "loop" trip.
- Read the insurance before you sign. Deductibles on sports cars run high, and "full coverage" at the counter frequently is not.
- Sometimes a guided convoy beats self-drive: lead car, support vehicle, luggage van, a mechanic, and nobody navigating from the passenger seat. In Catalonia I work with an outfit running 15 restored cars, 356 through 993, with a racetrack orientation before every tour.

The hotel is part of the drive

I used to be the guy who said a hotel is just a bed. That ended on a motorcycle trip through Slovenia, Bosnia and Croatia, 1,500 miles with my best friends, where the hotel at the end of the day turned out to be a respite from that hard saddle.

What I look for now: secure garage parking, a position at the natural end of a driving day rather than an hour past it, and a property that treats arrival by car as an event instead of a parking problem. The Chedi Andermatt sits at the foot of three amazing passes. You finish a pass and you are there. Totally worth planning around.

What it actually costs

This was the question of the night, so, plainly:

A self-drive Alpine week for a couple runs \$16,000 to \$40,000, depending on the car and the hotels.

A guided small-group supercar tour runs \$8,000 to \$15,000 per person...so...similar.

Money well spent goes into the car and the hotel position. Money wasted goes into cramming ten days of driving into seven.

Five traps

1. Overdriving the itinerary. The number one mistake, every single time. Cut a stop. You will not miss it.

2. Skipping the International Driving Permit. Italy, Austria, Spain, Greece, Slovenia and the Czech Republic all technically require one alongside your US license. It is about \$35 at an AAA office, takes ten minutes and two photos, and you will probably never be asked for it. However, you will care enormously the one time you are.

3. Underestimating Swiss enforcement. This was the question I got, so here is the real answer. Most of the time a US visitor meets the fixed fines: roughly CHF 40 to 250 for minor speeding, paid on the spot, or a camera ticket that lands at your rental company, which forwards your details and adds their own admin fee. The famous income-based penalties are real, but they belong to serious cases handled in court. What matters for a visitor is that Swiss police know you will be gone by Friday, so if you are stopped for something significant they can require payment or a cash deposit before you drive away, and they can hold the car until you produce it. The cameras are everywhere, they are unmarked, and they do not negotiate.

4. Booking hotels late. The good Alpine properties fill 9 to 12 months out.

5. Treating the co-driver as cargo. Plan the passenger's trip as carefully as the driver's. This is the difference between a trip your partner tolerates and a trip you both want to repeat.

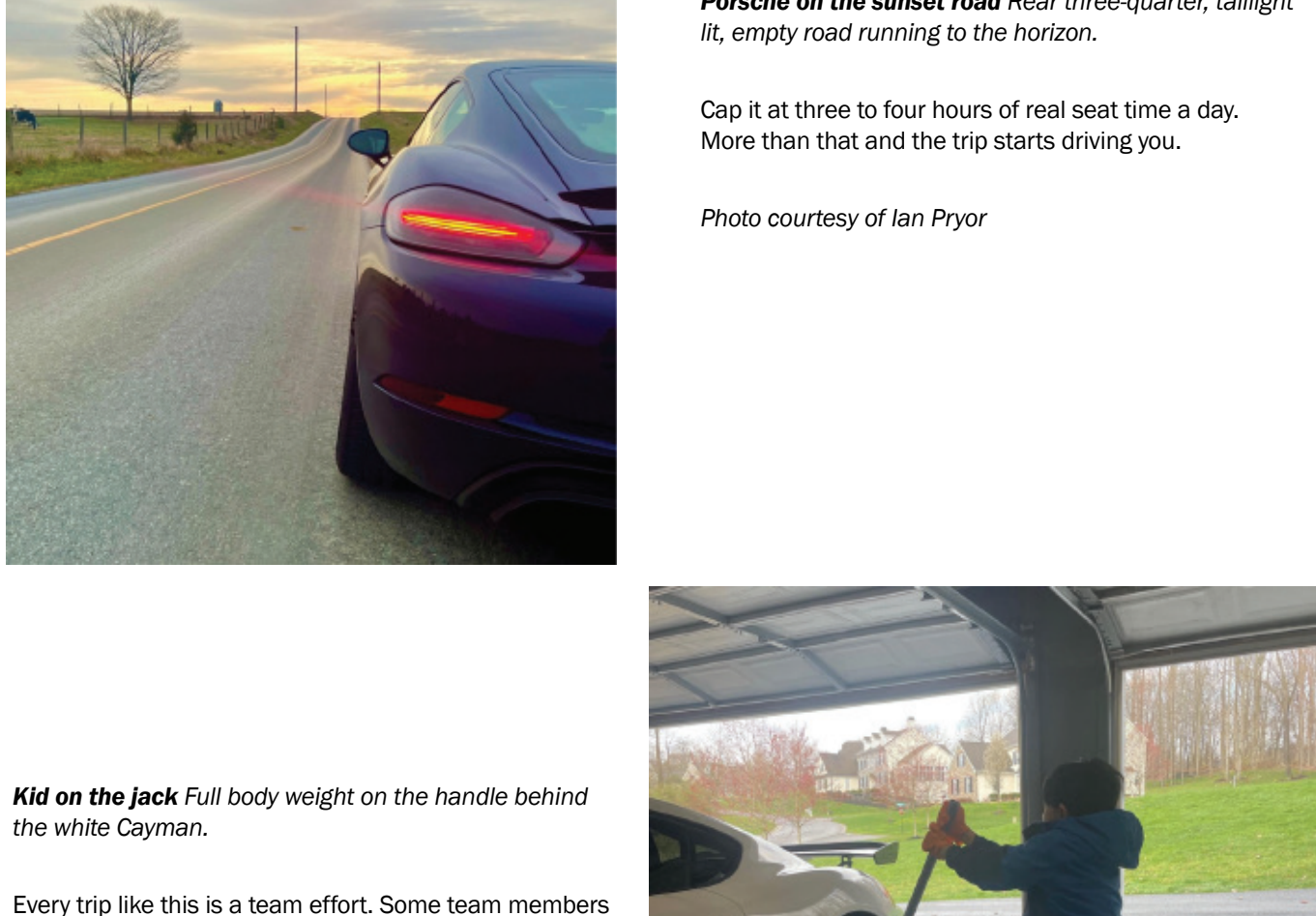
One more thing

Every one of these came from getting something wrong first. Learn from your mistakes, right?! I hope that you can take some of these tips and build better road trips for yourselves!

If a European driving trip is on your list, reach out and connect. I am always happy to talk routes, cars and race weekends. Thank you for a fun evening this August - you are a great room of people.

Ian Pryor

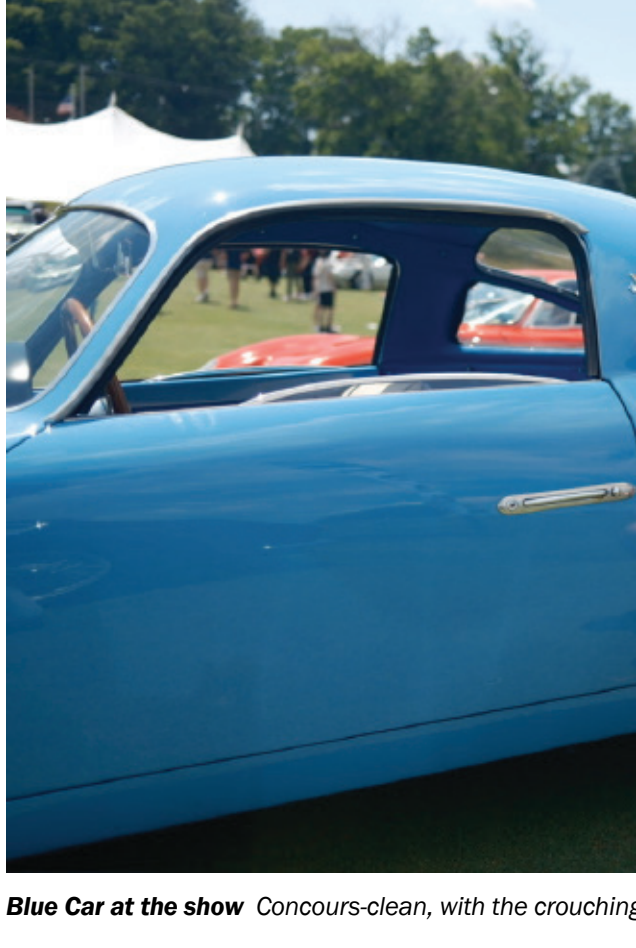
Ian Pryor has been a Riesentöter member since 2017 and is the founder of Priority Travel, a luxury travel advisory specializing in European driving itineraries and motorsport hospitality. He is running an eight-car, eight-day drive from Stuttgart to Lake Como in June 2027. Reach him at ian@prioritytravel.com or 302.388.1700.



Balkans motorcycle trip Nine riders and the GS bikes outside the castle.

The 1,500-mile Balkans loop through Slovenia, Bosnia and Croatia that started all of this. The hotel at the end of each riding day turned out to be half the point.

Photo courtesy of Ian Pryor



Porsche on the sunset road Rear three-quarter, taillight lit, empty road running to the horizon.

Cap it at three to four hours of real seat time a day. More than that and the trip starts driving you.

Photo courtesy of Ian Pryor

Kid on the jack Full body weight on the handle behind the white Cayman.

Every trip like this is a team effort. Some team members are more enthusiastic than qualified.

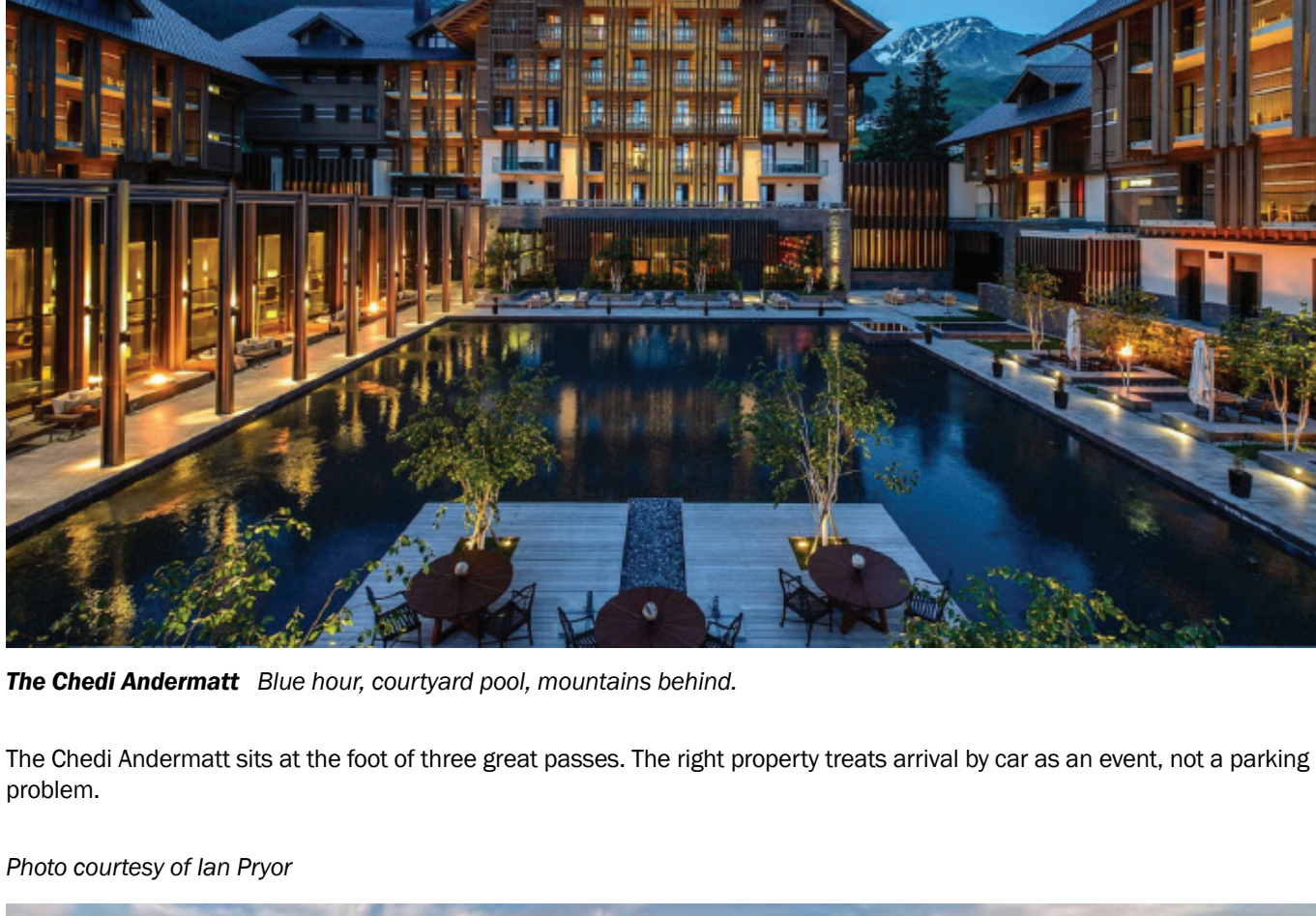
Photo courtesy of Ian Pryor



Blue Car at the show Concours-clean, with the crouching figure for scale.

Fifteen restored cars, 356 through 993, with a racetrack orientation before every tour. Sometimes a guided convoy beats self-drive.

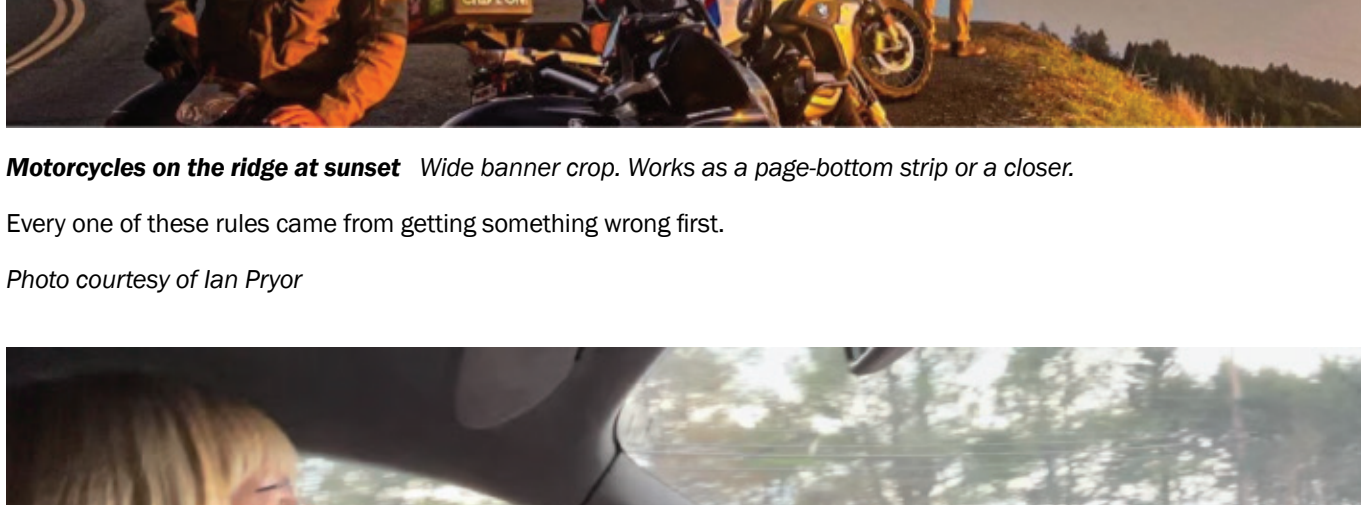
Photo courtesy of Ian Pryor



The Chedi Andermatt Blue hour, courtyard pool, mountains behind.

The Chedi Andermatt sits at the foot of three great passes. The right property treats arrival by car as an event, not a parking problem.

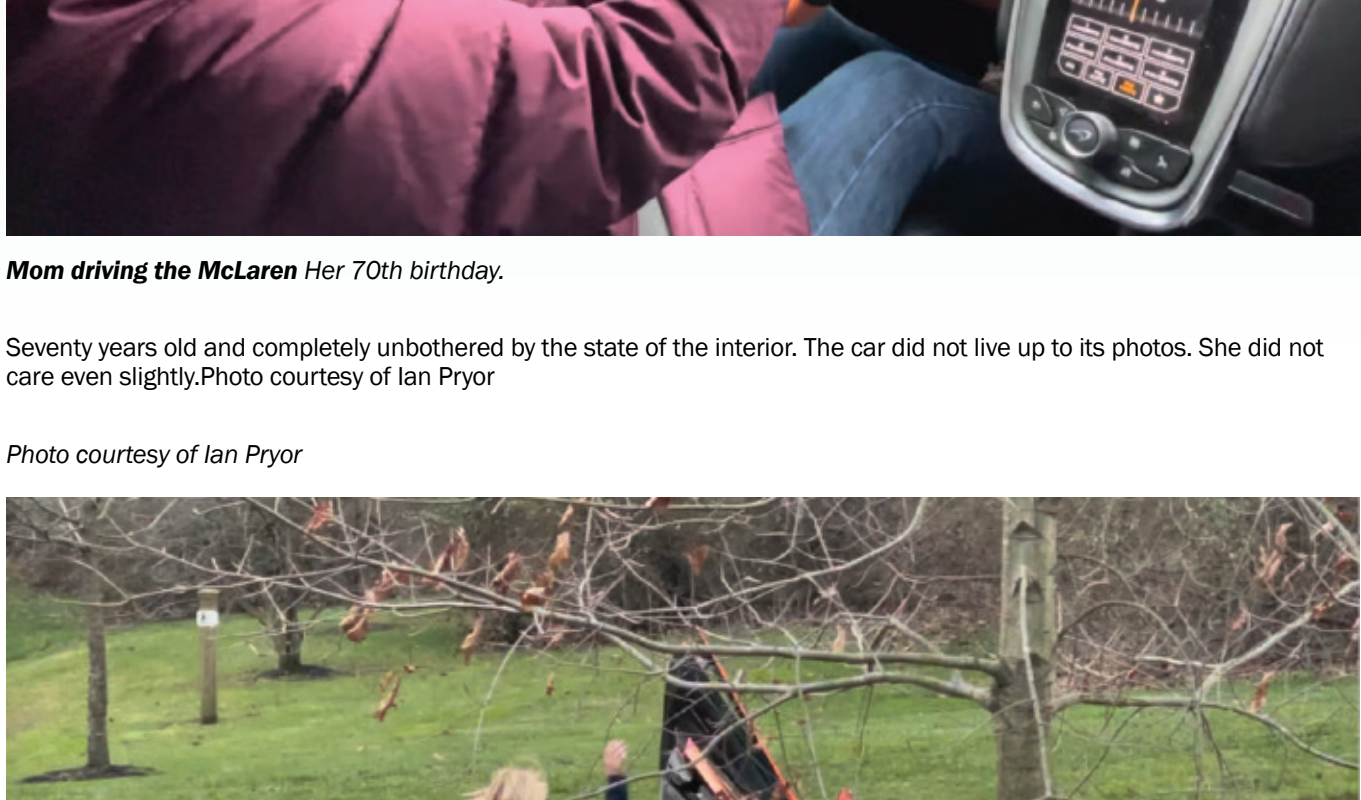
Photo courtesy of Ian Pryor



Motorcycles on the ridge at sunset Wide banner crop. Works as a page-bottom strip or a closer.

Every one of these rules came from getting something wrong first.

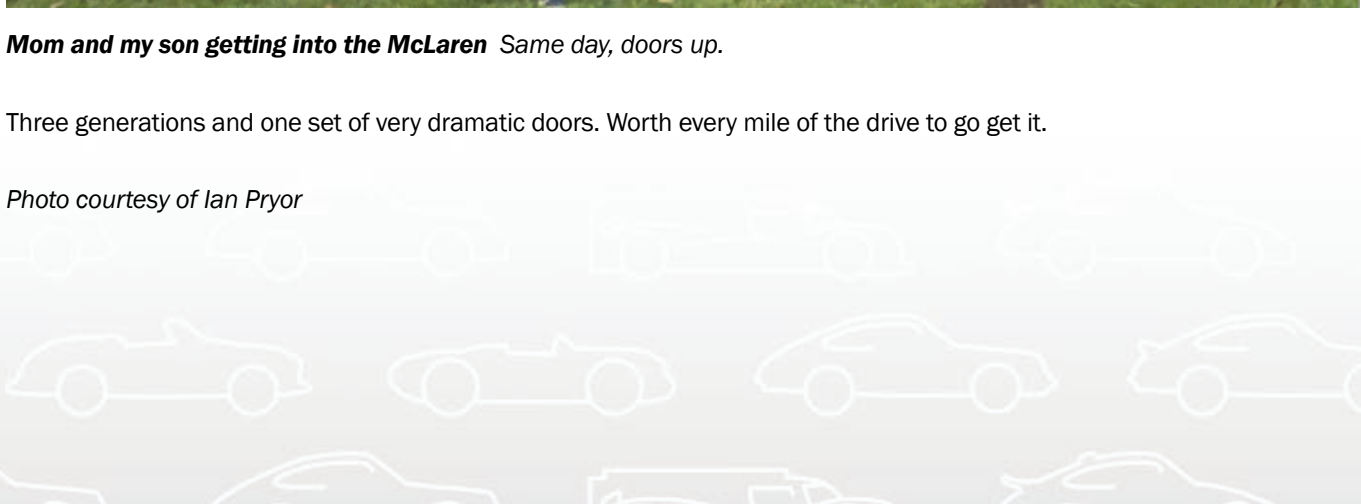
Photo courtesy of Ian Pryor



Mom driving the McLaren Her 70th birthday.

Seventy years old and completely unbothered by the state of the interior. The car did not live up to its photos. She did not care even slightly. Photo courtesy of Ian Pryor

Photo courtesy of Ian Pryor



Mom and my son getting into the McLaren Same day, doors up.

Three generations and one set of very dramatic doors. Worth every mile of the drive to go get it.

Photo courtesy of Ian Pryor

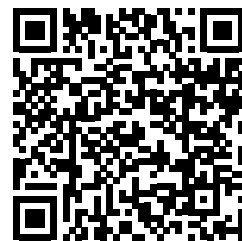


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PORSCHE CLUB OF AMERICA



NC500 - a Driver's Perspective

FIRST, WHAT IS THE NC500? ANSWER, ONE OF THE TOP 5 ROADS to drive on in the world. It sits atop the northernmost part of the mainland of Scotland. It's curvy. It's scenic, majestic at every corner and for the most part it's one lane. They claim two lanes, but it's no bigger than a golf path. At times the brush hits both sides of the vehicle. It's mid-July, and after placing our vehicle in a ditch and waiting four and a half hours in the dead middle of Scotland by a babbling Glen—a river to us, well, more like a creek to most, for a professional tow, our trip was off to a fine start. So here we are in a three-foot ditch with a Jeep, yes, a Jeep and I have the only front-wheel-drive, two-wheeled Jeep in the history of Jeeps - with one wheel completely in the air, spinning.

Within a minute of leaving the vehicle, help arrived in the form of a set of grandparents in a Subaru and a pair of brothers from Belgium with a piece of rope made in the fifties and an iPhone. The Jeep was a little too much for the ancient piece of string and a very aging and lacking horsepower Forester. We said our goodbyes and thanks for nothings and proceeded to talk to every Scottish person who passed us - all offering some sort of help, be it water, food or a ride. As I said, four and a half hours had passed, the professionals came and in 20 minutes we made our way to Dornoch, the start for us on the NC500.

We stayed in Dornoch Castle; we've been there before. The next morning we took in the town's offerings: snacks for the ride, a bottle of scotch for my bar and hot chocolate because I don't do coffee.

Our road trip begins.

We headed east and north past Wick and visited John o' Groats, the supposedly northernmost area on the Scottish mainland. We stopped at Old Pulteney to put another bottle on the bar as we made our way to Castle of Mey. This castle was once owned by the Queen Mother, and King Charles still visits as it is still in the family. You cannot stay in the castle itself, you can only tour it. However, you can stay on the grounds in the granary, which we did. We checked in, went to a local inn for dinner, returned to the granary for a few drams, and then called it a night in the biggest room we've ever stayed in - I could have played racquetball in the shower and frisbee football in the bedroom. That morning we were the first and last tour of the castle as the King was coming to stay for the Highland Games.

Day two was our longest drive as we headed southwest through Tongue to Poolewe and on to Corriess House for a lovely stay. As I mentioned, this was our longest drive clocking in at five and a half hours through some of the most scenic roads you could ever imagine. That drive was only about 200 miles and I should preface this by saying all roads in Scotland are marked 60 mph, except when going through a small town. So if you are doing the math something seems off, and yes it is. Remember the roads are the size of a cart path and you are constantly looking ahead as far as you can and in your mirror looking for cars, trucks, and caravans - campers to us Americans. You are constantly calculating distances in your head for when to pull over for an oncoming vehicle or local yokals that know the roads way better than you ever will. It goes up and down hills, over lochs, and through fishing villages, small towns nestled in the hillside or in valleys of the surrounding mountains and it's slow, slow, slow going. Slow because every idiot who owns a caravan in the UK seems to be on these roads and oblivious to the 40 cars in their rearview mirrors trying to pass. Just lollygagging and enjoying the sights. and ignoring the car horns that are now tuned to Sammy Hagar's, "I can't drive 55". Oh, and if it's not the caravaners, it's the cheaper version I call MOB's. MOB's, morons on bikes. This is usually a family of 4 or 5 too cheap to rent a caravan for the week. Instead, they load their bikes with tents and so many saddlebags that any cavalry would be hard-pressed to carry. These MOB's are all the same: the father leads the pack by about a half-mile, then the mom, followed by 2 or 3 kids far behind, all with their tongues hanging out, beet-red faces, just about to pass out from thirst, hunger and lack of excitement. Yet the parents somehow call this a family vacation. They are extremely difficult to pass. The kids are so tired, they are swerving from side to side from their lack of control due to their lack of oxygen to their brain. You have to time it just right, Once past the kids, you need to pass the mother, who thinks she owns the entire road as she's riding down the middle paying no attention to horns or bumpers. Then you need to make it past the father, this being the most difficult because he has so much stuff on his bike, it's actually wider than the road we are both on. After all this you need to be careful going around bends and sharp curves due to the fact you have no idea what you'll encounter: sheep, Scottish coos, more MOB's, more caravans, or cliffs with sheer drops to your death, no guardrails whatsoever, the NC 500 can throw a lot at you.



After the 5 1/2 drive and stopping at the ONLY one petrol pump, not even a station, we spent another night, having another lovely meal in Gairloch before heading to the Isle of Skye the next day.



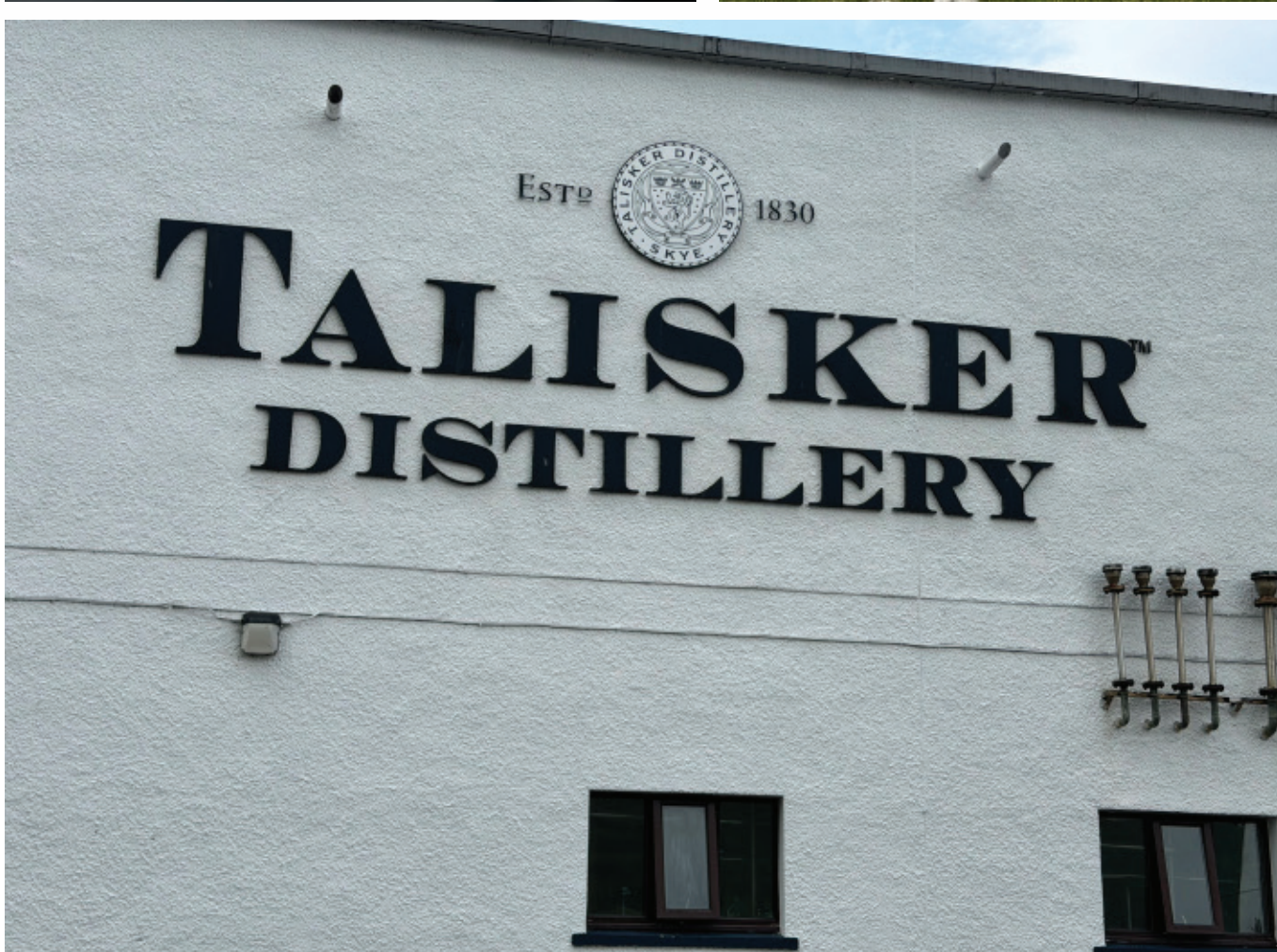
Again, up and down, around and around some of the most scenic jaw-dropping views you could imagine we arrived at the Isle of Skye. We stayed here for 2 nights as every place, be it an airbnb, guest house, inn, lodge, or hotel requires a minimum of two nights stay during the weekends. We couldn't have picked a better backdrop for a two day visit. During our two days, we stopped for oysters, another bottle for the bar. dinner at the 3 Chimneys restaurant, dinner at a local pub, all while circumnavigating almost the entire island. Just WOW of the views.

After Skye we headed off the beaten path and finally hit some actual two lane roads as the town of Oban was in our sights. These roads were just as majestic as any previous roads, leading towards Ben Nevis, the highest mountain in Scotland. During our ride here, the change in elevation was more than any 3 hour ride on a rollercoaster could give you. Oban was our last stop before heading back to Edinburgh

and it is a lovely, friendly portside town. Dinner and our night's stay in the same hotel was fabulous as well as our tasting drams at the distillery of Oban, and yes another bottle was acquired for my bar.

The entire trip was spectacular, epic beyond imagination, but there was one regret....the entire time I had this whisper in the back of my head.....I wish I had my Porsche, I wish I had my Porsche.

Jeff Walton



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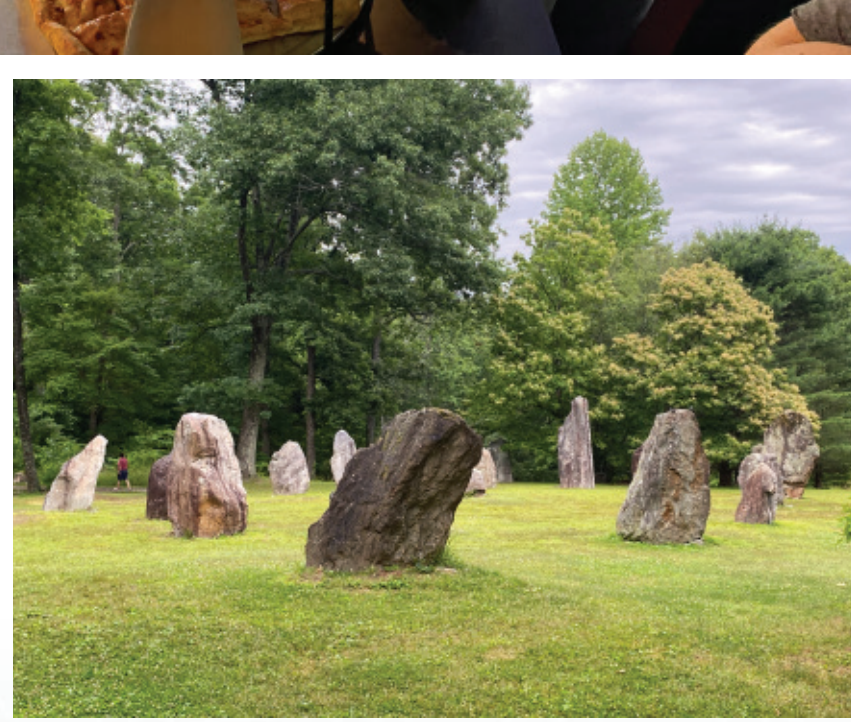


Big Boy

ON SATURDAY, JUNE 27TH, RTR MEMBERS GATHERED AT LAKE NOCKAMIXON to make the drive north to Scranton, PA to view the Union Pacific Big Boy 4014 Locomotive. The route included lots of winding back roads with a stop at the Dunder Mifflin Paper Warehouse and a Trolley Museum before reaching our final destination at the Scranton Steam Yards to view the iconic Big Boy locomotive.

The Union Pacific Big Boy stands as one of the most powerful and largest steam locomotives ever built. It was originally designed to conquer the steep grades of the Wasatch Range. These massive machines played a critical role in American rail history, particularly in supporting heavy freight transport during World War II. This year the train made a nationwide tour marking America's 250th anniversary and traveled through major cities before reaching Philadelphia for the July 4th celebration.

Photos & story: Jeff & Wendy Walton



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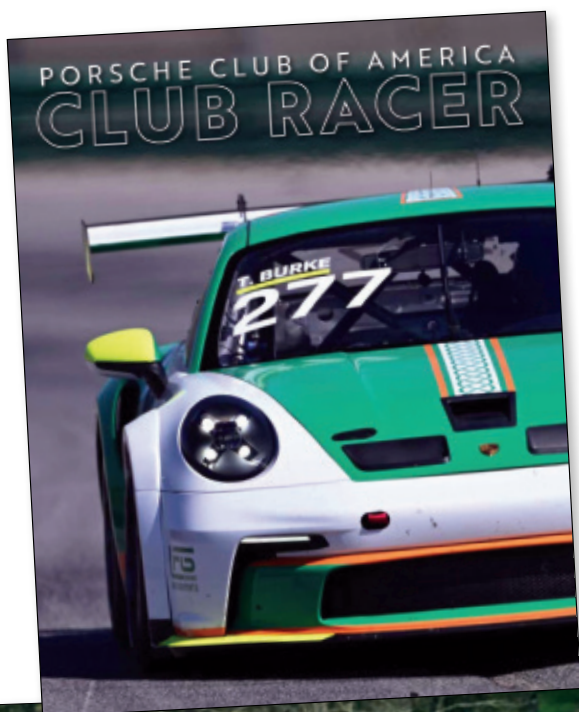
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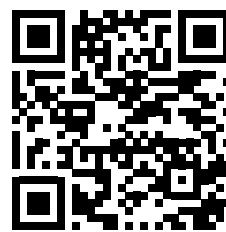
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PORSCHE CLUB OF AMERICA



AFTER TWO CONSECUTIVE MONTHS OF DECLINING sell-through rates, August steadied the ship and brought plenty of money with it. Online auctions generated \$65.5m from 745 Porsches on offer, with 73% finding new homes. That's a 9% increase in dollar volume over July despite eight fewer cars crossing the block and an unchanged sell-through rate (STR). Compared to August of last year, dollar volume jumped 67%, unit volume rose 22%, and STR edged up one percentage point.

But of course, all eyes were on Monterey. With \$75.3m in sales from 152 Porsches on offer and a 77% STR, Monterey delivered a 38% increase in dollar volume over last year's \$54.5m, while unit volume climbed 27% and STR jumped nine percentage points. More cars, more money, and a greater percentage finding buyers made for quite an August.

The top of the market wasn't the usual Carrera GT and 918 Spyder show, with just three Carrera GTs and two 918s crossing the block in August. Instead, the big news came from Porsche's race cars of the 1950s and '60s, a group that has struggled to put sales on the board in recent years. This time, the majority found new homes, although prices came in below estimates. Given how difficult this segment has been, that was probably to be expected. Leading the pack was a 1968 907 Langheck at Gooding that brought \$3,305,000, but the one that shocked me was a 1958 550A that sold for just \$1,545,000.



RUFs were another surprise, with only three of the seven on offer finding buyers. But among those that sold was a 3400 S, RUF's take on the 986 Boxster with a 3.4-liter engine mounted midship, that brought a very impressive \$220,000. While the RUF results were mixed, the 918s and Carrera GTs continued to command strong prices, and Singers appeared to hold fairly steady.

Among the modern 911s, Monterey was missing the usual GT3 RS 4.0, but that didn't stop us from getting a million-dollar 997. That honor went to a 2011 GT2 RS finished in Carrara White over Black that hammered at \$1,100,000. Last month brought our first 997.1 GT3 in quite some time, but August brought out five, with an 8,000-mile example in Black selling for \$253,250. That's a healthy jump over the \$200,000 average we've seen over the past two months.

But the most surprising GT3 sale belonged to a 996. Finished in Speed Yellow and showing just 9,700 miles, this car was Porsche North Houston's 2025 Classic Restoration Challenge winner, and win it did, bringing \$351,500. A staggering number for a 996.2 GT3. Another impressive 996 result came from a 2002 911 Turbo Coupe with a 6-speed, the X50 package, and just 5,386 miles that sold for \$280,000.

Further back in the 911 lineage, the classics delivered a strong 72% sell-through rate. Leading the charge were a pair of Carrera 2.7 RSs, a Touring at RM Sotheby's that brought \$896,000 and a Lightweight on Bring a Trailer that sold for \$805,000. But my favorite was the 1967 911S Coupe "Por She" art car. Purchased in the mid-1980s by artist Dr. Phyllis Yes, its exterior was hand-painted with a three-dimensional lace-style design. It was exhibited at the Bernice Steinbaum Gallery in New York City before being driven across the country as a traveling exhibition in 1985. This very different kind of Porsche art brought \$250,000.

Not to be outdone, the 356 market delivered a strong 76% sell-through rate. Monterey had plenty of special 356s on offer, but none more special than the 1952 356 America Roadster. The brainchild of American importer Max Hoffman, just 16 were built, with only 10 known to survive. Finished in Ivory over Green leather, this example is the only one known to have been fitted with a racing-style fuel filler from new. It brought \$2,205,000.

August gave us plenty to talk about, from strong online results to renewed buying activity among vintage race cars at Monterey. Now the question is how much of that momentum carries into September. With Barrett-Jackson Las Vegas and Mecum Nashville on the calendar, we'll see whether buyers still have room in their garages, and their budgets, after quite a month.

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

THERE IS NO FINER SENSATION IN MOTORING than downshifting a Porsche 911 as you carve into a razor-sharp hairpin along the North Coast 500 in Scotland. The crisp, Highland air echoed with the roar of a few horsepower, ricocheting off ancient granite cliffs while mist danced across the windshield. I had envisioned this exact moment for months: me, a Guards Red supercar, and five hundred miles of coastal asphalt stretching into the Scottish wilderness.

My grand tour, however, hit its first structural snag near Applecross. The famed Bealach na Ba, a legendary mountain pass, resembling a crumpled ribbon dropped by a drunken cartographer. It was supposed to be my personal racetrack. Instead, it had turned into a high-stakes staring contest with a Scottish coo - I named him Angus, ok so not really original but I was hungry at the time.

Angus was roughly the size of a municipal garden shed, possessed a magnificent set of curved horns, and was currently lying directly across the single-track road. He chewed his cud with majestic indifference to the German engineering idling inches from his hooves.

“Excuse me, mate!” I called out, sticking my head into the damp drizzle. “Some of us are attempting the drive of a lifetime, please move to a passing zone.”

Angus blinked slowly. A flock of Blackface sheep materialised from the heather, wait it is flock or herd of sheep, anyway they formed an impromptu audience, baahing cheerfully at my predicament. Left with no alternative, I dropped the Porsche into reverse and attempted to maneuver backward up a fifteen-percent grade on a road no wider than a dinner tray.

That was when the fog rolled in. Not normal fog, mind you, this was a thick, pea-soup Highland shroud that instantly erased the road, the cliffs, and the coast. Navigating strictly by instinct and the vague sounds of heather bushing both sides of my car, I crested a knoll and suddenly found myself on what appeared to be the apron of an isolated lochside pub.

I stepped out of the cockpit, my driving hands slick with nervous sweat, and I pushed through the heavy oak door of The Thistle & Torque. The pub was packed to the rafters with bagpipers, wandering hikers, and a tartan-clad local who immediately offered me some vegetarian haggis in exchange for a ride around the car park. Before I could politely decline, the pub door burst open. A rain-soaked constable marched in, pointing dramatically towards the one who clearly did not belong.

“Do you own the red rocket outside?” he boomed. “It’s currently blocking the local mail van, three tour buses, and a lost Amazon delivery van”

I gasped, fumbling frantically for my key fob. I darted out into the now driving rain, my shoes slipping on wet cobblestones as I lunged toward the driver’s door. The alarm chirped, the engine roared to life with an apocalyptic rumble, and I slammed my foot on the accelerator to clear the road.

BAM!

My eyes snapped open. I wasn’t sitting in a carbon-fiber bucket seat surrounded by Scottish mist. I was tangled in a heavy duvet, lying sideways across my mattress, having aggressively kicked the nightstand. The apocalyptic roar of the flat-six engine was actually my alarm clock buzzing relentlessly on the desk, and the wet Highland drizzle was just a glass of water I had knocked over in my sleep. I sat up, rubbing my neck, and stared at the morning light filtering through the blinds. There was no Guards Red 911, only a Jeep Renegade. and a faint whisper in the back of my head, saying Next Time.

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

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CLASSIFIEDS

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 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

