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GASSER

SUMMER 2025



RIESENTÖTER



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#### COVER

Photo credit: Joe Kucinski



# 2025 RTR Event Calendar

## Events

<b>July</b>	<b>7/11-13</b>	<u>RTR Road Trip to Omni Bedford Springs Resort, Bedford, PA</u>
<b>July</b>	<b>7/12</b>	<u>Safety Tech @ Porsche of Conshohocken</u>
<b>July</b>	<b>7/19</b>	<u>3 Dog Garage Museum Tour</u>
<b>July</b>	<b>7/25-27</b>	<u>7/25 - 7/27: HPDE - New Jersey Motorsport (NJMP) Thunderbolt.</u>
<b>August</b>	<b>8/1</b>	<u>Generous Pour RTR Wine Pairing Dinner at Capital Grille in King of Prussia</u>
<b>August</b>	<b>8/30</b>	<u>Safety Tech @ Porsche of Lehigh Valley</u>
<b>September</b>	<b>9/12 -14</b>	<u>HPDE: Pocono Double Infield (SE Friday)</u>
<b>September</b>	<b>9/20</b>	<u>Safety Tech at Porsche of Conshohocken</u>
<b>October</b>	<b>10/3-5</b>	<u>HPDE Summit Point Main</u>

## Autocross

<b>July</b>	<b>7/27</b>	<u>RTR/CPA-PCA/NNJR at Pocono Raceway</u>
<b>August</b>	<b>8/24</b>	<u>RTR/CPA-PCA/NNJR at Pocono Raceway</u>
<b>September</b>	<b>9/28</b>	<u>RTR/PCA-PCA/NNJR at Pocono Raceway</u>

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# MEMBERSHIP MILESTONES

YEARS	July	August	September
55	Maria Holland Robert T. Holland		Donald B. Schaub Katherine Schaub
40	Tyler Miller William E. Miller Henry E. Pompili		
35	David J. Atkinson Janet Atkinson Dan Haden	Donna L. Antonucci John P. Innaurato Lori Innaurato Barbara Lewis Charles R. Lewis I Bruce Schwartz	
30	Robert Ballantine Ben Kissner Raymond J. Kissner Steven D. Maslow Ginger Miller William Miller	Catherine Caporaso William Matthews Ian McHenry James McHenry Jean Searfoss Ronald Searfoss	
25	Anne Morgenthaler Pete Morgenthaler	John R. Gailey John C. Genovese Patricia Genovese Joseph Luzzo Heather H. Moyer Willis D. Moyer Trevor Naidoo Joseph Rambaldi Mary Stein Paul L. Stein	Edward P. Dawe Steven R. Lilley
20	Anne Sverchek Mark Sverchek	William J. Liaw Linda Schiavone Vito A. Schiavone	James Stewart
15	Richard T. Aljian Scott Duvall Leslie LaGrossa Andrew Stevenson Robert Stevenson	Roger H. Jones Chris M. Kafantaris Gerald Lawrence Stefanie Porges Brenda Sudler	Carol Berner Steve G. Berner Arthur Branstrom Aleksey Gerasyuto Kristyne A. Scheibeler Mark Scheibeler David P. Sharp
10	Donna Butchko Dave Goodrich David Lennard Matthew Mariani Rick Millham Jr John Rheinstadter Leo Springer	Eric Banta Richard Kimmel Christian Peta Alan Roth Stacy Roth Thomas Scargle	Dennis Angelisanti Mary E. Angelisanti Jim Dornak Mark Gilbert Rob Koenig Kristi Leonard Fran Taloricco Mark Wall
5	Steve Bonatsos Carol Brahin Roman Chiokadze Remy Fox John Kolb Mark Niemiec Tanner Preiss Fred Snyder Jacqui Snyder Jon Stephenson	Larry Baker Matt Cook William Davies Andrew Deck Jan Juchno James Perachio Russ Reber Jim Vetterlein Gregory Wertman	Phil Andersen Timothy Birnley Melissa DelRosso Steven DelRosso Joseph DiNardo Gary Endlein Andrew Franzone, III Andrew Franzone, Jr Tom Graf Andrew Klucsarits Michael Maciagiewicz Colin McKelvie Ed Narewski Susan Narewski Michael Osier Robert Panzarella Andrew Sharp Timothy Thomas Jon Waxman Robert Widin Dilun Wu

RTR Member #’s March 2025:

Total Region Members **2926**

Associate Members **982**

Primary Membership **1944**



# NEW RTR MEMBERS



Suzanne Beuttel	
Joe DeMarco, Jr	2026 911 Carrera T
Komal DeMarco	
Eric Russo	2015 911 Carrera 4S
Michael Markman	2000 Boxster
David M. Bums	2024 Macan 4 (EV)
Matthew Leiderman	2003 911 Carrera
Arash Golbon	2025 718 Boxster
Jennifer Skovira	
Adrienne Newsham	
Michael Gambol	2022 718 Boxster
William D. King	2004 911 Turbo Cabriolet
Stephen Christian	2004 911 Carrera
Dietrich Chen	2010 911 Carrera S Cabriolet
Fiona Simpkins	
Donna Benner	
Jeff Fulgham	2013 Boxster S
Ethan P. Stever	1985 911 Carrera
Martin Meglasson	2016 Cayman
John Kelly	2022 911 Targa 4 GTS
Albert D. Mcculloch III	2018 911 Turbo S
Darren Ward	2020 911 Carrera S
Salvatore Cucciuffo	1992 968 Cabriolet
Andrea Cucciuffo	
Quinton G. Kinne	2005 Boxster S
Derek C. Underhill	2011 911 Carrera Gray
Dean Metsikas	1999 911 Carrera
Matthew S. Bernhard	2025 Cayenne GTS
Amber Wagaman	
John DiNardo	2025 718 Cayman
Yuriy Shumylo	2020 718 Cayman GT4
James W. Cook	2024 718 Cayman GTS 4.0
Gary E. Prestage	2022 Macan S
Geoffrey P. Latham	2006 911 Carrera 4 Cabriolet
Joseph Smogard	2024 911 Targa 4 GTS
Brett Clemmer	2006 Cayman S
Larry Davis	
Courtney Criddle	
Jason Yang	2017 718 Boxster
Jonathan F. Silva	2002 911 Carrera 4S
Christine Jones	
David Confalone	2005 Boxster S
James C. Gut	2024 911 Carrera T
Adam Sadler	2025 911 Turbo S
Angela Scheidell	
Tuan Nguyen	2023 Cayenne S
Pavel Medvedev	2015 Cayman
Robert F. Bevilacqua	2025 718 Cayman S
Howard Hoffman	2024 Macan S
Jenrry R. De Leon	2025 911 Turbo S
Peter Flaherty	2015 Cayenne Turbo
Jennifer Lutzow	2013 Cayenne S
Timothy R. Mazur	1987 944
Victor Abarca	2012 911 Carrera 4
Michael A. Ryan	2004 911 Carrera 4
James E. Carl	2022 718 Cayman T
David Schaeffer	2018 718 Cayman S
Derrick J. Handwerk	2020 911 Carrera S
Matthew Handwerk	



# Vom Präsidenten

**I KEEP SHAKING MY HEAD AND WONDERING WHY MOST OF OUR MEMBERS** do not take advantage of all the things we do as a club. We have close to 3000 members (including affiliates) yet we only see about 10 percent of them at club events. Why is this? I mean, you as a member get more than just a cool magazine in your mailbox for your \$50 or so yearly membership. There are a plethora of events that our region hosts - the 10 percenters know this well.

For the rest of you - out of that \$50 you send to PCA National, we as a region get a kickback of about \$15, and that \$15 goes a long way in subsidizing events. We have a lot of events, but I think, sadly, that is about to change because we as a region are starting to bleed money.

It takes money and time to set up events, and often we need to sign contracts with various vendors, including restaurants, track venues, caterers, movie theaters, and the like. When we sign our name on the dotted line, we are committed to paying based on what we think the demand might be. Sometimes we are spot on, other times we are not, and this year, more often than not, we are coming up short because the demand is no longer there.

In the past one of the best money makers for our club was high performance driver's education - that's why we had so many in our region - we used to host 7, now it's five, and next year, who knows. This is also our biggest expense, and it's not cheap; a weekend at the famous Watkins Glen is over \$70,000, not to mention all the time and effort it is to run an event like this. You need tech inspectors, a lot of instructors, corner workers, EMT's, registrars, a pit marshal, safety chairs, and our track chairs - all to take 3 days out of their lives to ensure a safe and fun weekend for about 80 or so of our dedicated members of Riesentoter. That's a ton of expense and labor for around 2% of our members.

You don't have to be a high-speed driver to take part in our events; you just need to sign up for a road trip, a drive, an autocross, a movie, and again, we as a club subsidize most of these events. Take the Oktoberfest we do every year, we bring in a german food truck (sign a contract), we have it at the grove in Valley Forge (sign a contract), bring in a band (sign a contract), give out barware (sign a contract) and I think we charge \$25. Where else can you listen to an oompah band, have a brat and a beer in your very own glass, plus clean bathrooms for \$25 a person.....I'm waiting for your answer.

What I'm trying to say is, please take advantage of what we offer you as a member of our club, because soon, our calendar might be bare, and that will hurt everyone.

Pedal Down,

Jeff Walton

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# Editor's Note

**HAVING JUST RETURNED FROM A GOLF CAMP IN THE PINEHURST, NC AREA** with some excessive heat index warnings as well, it was a reminder that Summer has finally arrived. The dog days of July and August seem to hit the mid-Atlantic earlier each year. Our road trip due south in the Macan was several hours but very cool and comfortable. Traveling some of the back roads of the Carolina sand hills with twists and turns and finding some hidden gems along the way made the trip even more memorable. I'm sure there are a few golfers in the RTR membership who enjoy the game. Although it's a slow paced challenge unlike spirited driving of DE or AX, it's another obsession that will burn time and patience. :)

There are days filled with elation when that perfect golf shot is struck or frustration with the miss hit or bad bounce that causes you to question why we continue. Conditions are constantly changing due to the course, weather or even how you feel that day. Not much different than experiencing DE or AX on any given day. There are ups and downs in both. We continue to practice and hone our skills so that one day muscle memory, skill and even some luck kick in and make it all worthwhile. Most importantly, however, is the bonus of the social experience. The people you meet along the way and the camaraderie you share is the icing on the cake.

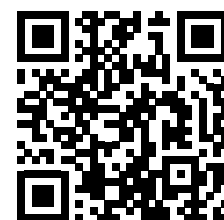
I hope you enjoy this summer issue and the upcoming driving season. My thanks to all who contributed to Der Gasser and shared photos and write ups for our membership to view. You are the reason we are able to create Der Gasser each quarter and I appreciate your generosity. Please continue to reach out and let me know if there is anything that I can do to improve our magazine. Hope to see you at an upcoming meeting or event this summer! Stay cool,

Rita Hancock McKeown



# PCA Video Celebrates 70 Years!

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



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



**PORSCHE CLUB OF AMERICA**



# March Membership Meeting

**AFTER A SNOWY FEBRUARY MEMBERSHIP MEETING THE WEATHER REBOUNDED A BIT** for our March meeting. On March 19, Bill Fetter welcomed us to his shop, Immaculate Paint Protection in Allentown. It had been a couple of years since we had a meeting at this location, and we were overdue for another visit.

Bill had a good selection of food and beverages waiting for us as members began to arrive at around 6 PM. We had a nice turnout with about 75 members joining in on the fun. Before the meeting began, the group mingled about and spoke excitedly about the Spring arriving the next day. Driving season was finally getting here. So, it was the perfect time to talk about paint protection. We all love to drive our cars but we also all love to keep them looking their best. That is what Bill and Immaculate Paint Protection is all about.

At around 7 PM, I called the meeting to order and we began the proceedings. I started out by asking for the new members to introduce themselves. We had quite a few new folks in attendance, which is always great to see. With the new member introductions out of the way I ran through my normal updates on club activities. As usual, the 2025 RTR agenda is full. We have plenty of driver education events, autocrosses, rallies, our annual road trip and of course Phil-a-Trunk. And that doesn't even begin to cover it all.

After my updates were done, I turned things over to Bill to talk about his shop and the services that he offers. He also offered tips on how to wash our cars to obtain the best results and avoid any scratches. It was all very educational. Once he finished up, we formally adjourned the meeting. However, many folks stayed around for a while afterwards to talk to fellow members as well as Bill and his services. Another good meeting in the books. See everyone in April!

Joe Kucinski





# Iron Pigs Baseball Game

**ON SAT MAY 24TH THE PORSCHE CLUB HEADED NORTH TO ALLENTOWN** to watch some great baseball. The Allentown Iron Pigs are the AAA affiliate of the Philly's. We had great seats on the second level in right field. The weather started out with shower, but the sun came out after a few innings of the first game of a double header. The Iron Pigs won both games. Each ticket included a buffet dinner and two drinks. A good time was had by all.

Roy Blumberg



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# April Membership Meeting

**WHEN I WAS BOOKING THE 2025 RTR MEMBERSHIP MEETINGS I LOOKED BACK** at some of the fantastic meetings we had in the past and reached out to those hosts to see if they would be interested in hosting again. One such person was Greg Mynaugh of United Tire. We last had a meeting there in September of 2022. Can that be right? Over two and a half years ago? Yup. Well, it was time for another visit.

Greg always puts on a great event. Not only does he provide great food and drink, but he gives away fantastic prizes. He also has representatives from Michelin and Pirelli in attendance, to educate us about tires to a level of detail I never thought possible.

So, on Wednesday, April 16, we rolled up to the United Tire in Downingtown for our monthly meeting. As usual, Greg had the place all decked out. On each table was some swag for us to take as well as some information sheets on various tires.

Members grabbed a bite to eat and something to drink as they milled about waiting for the meeting to start. This is always a great part of the meeting, as you get to casually chat with so many members. But eventually the clock struck 7 pm and it was time to get the meeting started.

Jeff and I kicked things off by covering many of the driving and social events that we have planned for the coming year. As usual, it is tough to find a single week without any RTR activities planned from spring through the fall.

We welcomed a handful of new members to the club. Hopefully they enjoyed the night and will be joining us for many future events. Remember new members – check your email and sign up early as many events tend to sell out!

Now it was time to turn the stage over to the tire experts. The good folks from Pirelli and Michelin gave us an overview of their tire model lines as well as an overview of tire technology in general. This portion of the meeting lasted for a good hour as there was a lot to cover and many in the audience had questions. Once all of our brains were full, it was time to hand out the prizes.

Once the meeting was adjourned, many made their way to their Porsche and headed home. But quite a few stayed back to talk to other members as well as the tire reps. It was another great meeting in the books as we look forward to May.

Joe Kucinski





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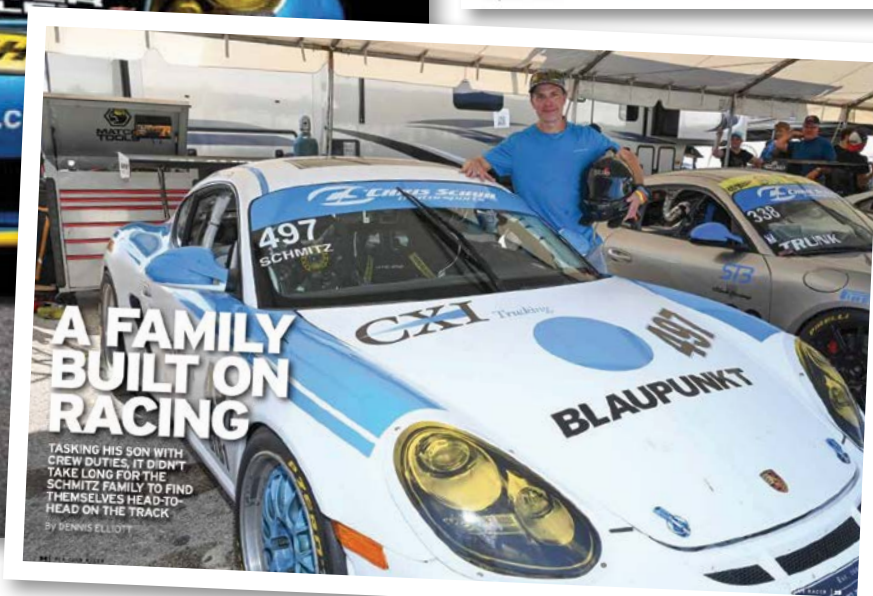
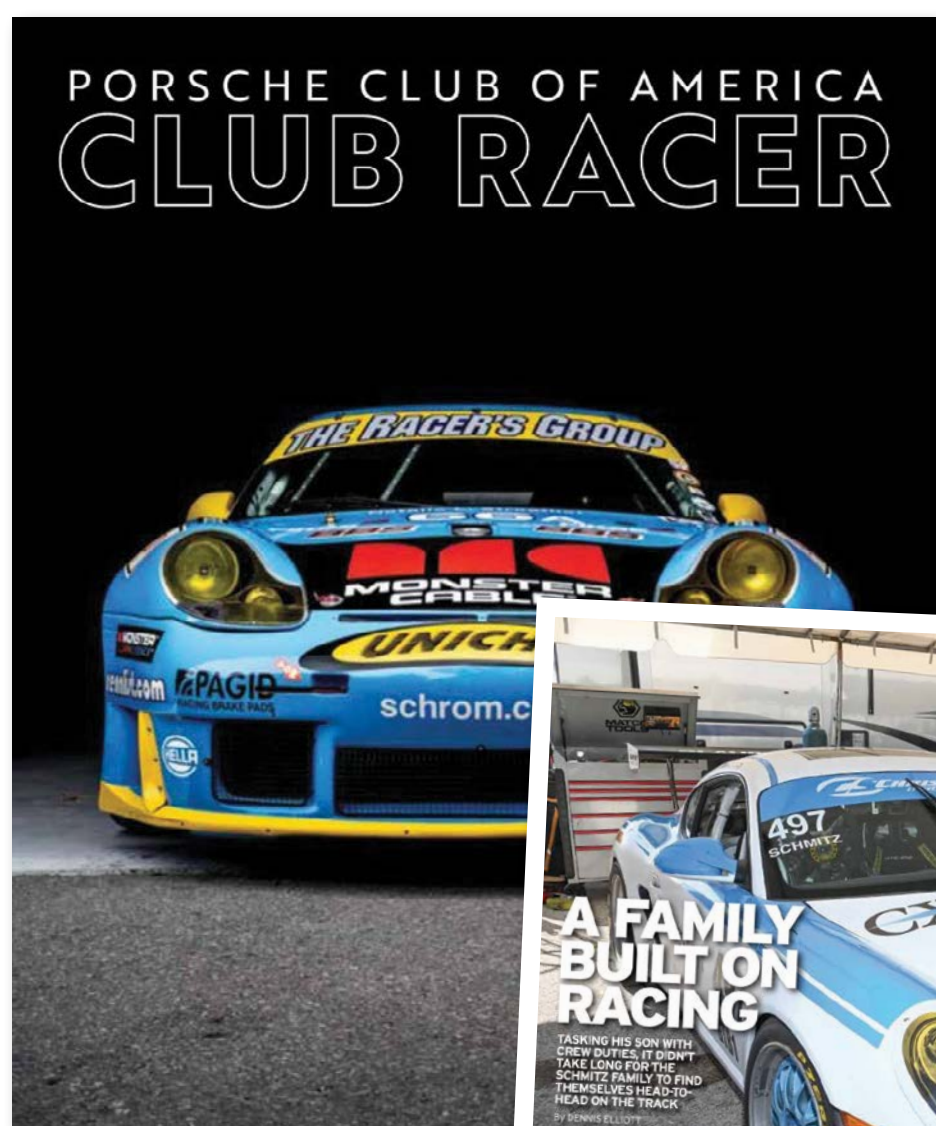
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# Omega Watch Event

**THE DAY AFTER OUR APRIL MEMBERSHIP MEETING, WE HAD ANOTHER SPECIAL** event planned. My friends at the Omega boutique in the King of Prussia Mall agreed to host a watches and whisky event for us. They even managed to get us reserved parking at the mall. When do you ever get reserved parking at the King of Prussia Mall? The answer is never, unless you are part of an RTR event.



On a lovely Thursday evening around 6 PM, about 20 of our members arrived at the Omega boutique. We were treated to hot hors d'oeuvres served by Eddie V's. To complement these wonderful hors d'oeuvres, there was a selection of Resurgent Whiskeys courtesy of the Botanery Barn. Oh, and there were about 100 beautiful Omega watches to look at, try on and purchase.

What a great way to spend an evening. Pull up to the mall in your Porsche. Park in your reserved spot. Grab some delicious food and drink and try on some Swiss watches while you chat with fellow members.

It was a laid-back evening and a great way to socialize with fellow members while talking about something other than cars for a change. Because of the small size of the venue, we had some folks on the waitlist that were not able to attend. Don't worry though, I am already talking to the Omega team about having another event for us and the waitlisted folks will have first crack at it. It is a special event that you won't want to miss.

Joe Kucinski

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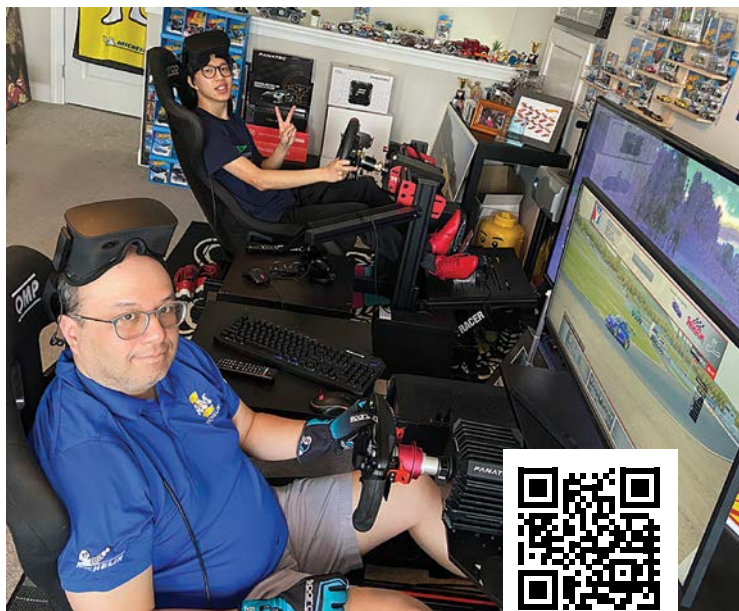


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# Autocross: Taking Control

## RIESENTOTER'S 2025 CAR CONTROL CLINIC GAVE MEMBERS THE CHANCE TO TEST THE LIMITS OF THEIR PORSCHES AND THEIR DRIVING ABILITY.

Riesentoter is known for its amazing line-up of social events and high-performance driving activities, but we often hear from members that bridging the gap between the two can require an intimidating leap, and members sometimes don't know where to start. So, we organized our May 24, 2025 Car Control Clinic, hosted at Temple Ambler, with an aim of filling this gap by giving members a low-cost, low-risk, low-anxiety opportunity to drive their car the way it was meant to be driven, to learn essential car control basics, and to get a taste of our more involved driving activities.



*Driver Luis Torrado lines up for the start of the morning braking drill.*

This is the first time in several years that we've hosted such an event, but our DE/Track Instructors and Autocross Council members came together to make it a success. We capped registration at 36 drivers and were oversubscribed well in advance of the registration deadline. To support this large field of drivers, we had 20 instructors generously volunteer their time to give real-time feedback to our drivers from the passenger seat, and another 10 Members volunteer to run

registration, set up the course, and coordinate the driving drills. And, of course, our Chief Instructor Jack Cooney, in his usual passionate and energetic style, taught an amazing classroom session that covered such topics as vision, weight transfer, balance, grip, and the anatomy of a turn.

Beyond the classroom, our participants spent the day rotating among five driving drills. They began the day with a braking exercise, in which they launched their cars with heavy acceleration toward a hairpin turn (working to perfect their pedal and steering inputs to carry as much speed as they could through the turn) and then reaccelerated upon exit down a long straight, at the end of which they focused on threshold braking to bring the car to a quick and controlled stop. The four afternoon drills included two skid pads, which were prepared with a surface of cracked corn to help the participants induce and correct for both understeer and oversteer. One of the skid pads was only partially covered, so that the driver would experience a sudden loss of control, followed by a sudden recovery of traction. The other two exercises were slalom courses, in which the drivers navigated a cone course, skillfully managing smooth steering and pedal inputs to maintain as much speed as possible without hitting the cones.

To say that drivers at the event had a great time would be an understatement. We have received wonderful feedback from participants and, most encouraging, the vast majority of participants have indicated a renewed/heightened interest in RTR's other exciting driving activities (Autocross and DE/Track). Given the success of the event, we are already thinking forward to future events, so stay tuned for our next opportunity. In the meantime, should you have any interest in seeing what you and your car are capable of, please don't hesitate to inquire about our Autocross ([autocross@rtr-pca.org](mailto:autocross@rtr-pca.org)) and DE/Track ([track@rtr-pca.org](mailto:track@rtr-pca.org)) activities. There is no prerequisite for participation in either, as we make these events extremely friendly for first timers and experienced drivers alike. We look forward to seeing you out there!

Daniel Ruble



*Volunteers Bruce Holenstein (left) and Dennis Murphy (right), as they help run our morning braking drills.*



*DE Instructor David Belzner instructs participant Lawrence Wong from the passenger seat of Lawrence's 2019 Porsche 718 Boxster.*

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# Timeless, Tactile, and Totally Porsche: A Custom Porsche 964 Reminded Me What Driving a Porsche Really Means

**THIS CUSTOM 964 IS A RAW, ANALOG REMINDER THAT PORSCHE’S MAGIC ISN’T IN THE PERFORMANCE FIGURES – IT’S IN THE FEEL.**

Tucked away in an airplane hanger at a municipal airport outside of a small Pennsylvania town is a custom Porsche 964. Although referring to it as simply a custom Porsche 964 feels like a disservice to this exceptional machine. It is an art on asphalt passion project owned by a man that understands what makes driving a Porsche 911 such a magical experience. The car doesn’t boast 4-figure horsepower numbers. It won’t turn in a sub-7-minute Nürburgring lap time. And it won’t get to 60 mph in less than 3 seconds. But what it will do is offer you the most sublime driving experience you could ever hope for. It will remind you of what driving a Porsche really means. Or at least what it used to mean.



The car is owned by my friend Jon and recently he invited me to experience the car first-hand. And what an experience it was. The car began life as a 1991 Carrera 2. When Jon bought the car about 4 years ago, it was not in running condition. Buying a 30-year-old, non-running 911 as your very first Porsche is not for the faint of heart. But Jon had a vision. He wanted to not just get the car running, but to turn it into a driving masterpiece using all Porsche parts. The car takes its suspension and steering rack from the 964 RS. The brakes were lifted from a 993 Turbo and the taillights are from a 911 R. But this car is far greater than the sum of its parts. Allow me to tell you why.

## **A Custom 964**

One of the bigger challenges I had in writing this review is deciding on how I would refer to the car. Some might call it a 964 RS tribute, but it really isn’t. Others may want to say it is a Singer-like creation. Again, not quite. Restomod? Well, not really as it doesn’t use many modern parts. I settled on simply calling it a custom 964 because that is what it is. A bespoke machine that took some of Porsche’s best bits from over the years and brought them together in a cohesive package.

## **The Engine and Transmission**

As you can plainly see, that is not a standard 3.6L flat-six in the engine compartment. The engine was bored out to 4.0L and utilizes a Rothsport Big-Bore EFI kit. That engine is secured in place with Stomski Racing engine mounts. The transmission was rebuilt using Cup Car ratios. The transmission work was done by highly respected Porsche expert Peter Dawe of Dawes Motorsport. Connected to that transmission is a 997 GT3 clutch and flywheel. Peter’s son Kevin tuned the engine using a Motec M600 ECU. The result is an engine that puts out 320 horsepower and 310 pound-feet of torque. Its music can be heard via the Cup Car exhaust.

Jon wasn’t trying to squeeze every pony out of the engine possible. He wanted a flexible engine with a lot of torque, and he got it. He also wanted it to look good. So, as you probably noticed, anything not required to run the engine has been kicked out of the engine bay. The car does have air conditioning, but the compressor has been relocated. The result is one of the cleanest 964 engine bays you will ever see.

## **Suspension and Wheels**

The car rides on Porsche 964 RS suspension with adjustable sway bars, motion control shocks and adjustable camber offset plates. The Fiske wheels are wrapped in modern Michelin rubber. The result is a car that feels buttoned down, but surprisingly comfortable. I did my best to avoid as many potholes as possible, but this is Pennsylvania in the spring, so inevitably I whacked a couple of them. The car soaked them up with aplomb. Often in cars like this you feel those hits in your spine and teeth but this custom 964 just ate them up.



## **The Body**

The original car had a sunroof, but like a lot of us, Jon knows that slicktops are better, so the sunroof was removed. The bumpers were tucked in about 1.5-inches and the fenders were rolled to give them more of a thinner, flared edge instead of the flatter side in the stock car. A subtle detail but it is the details that matter. The taillights are from a 911 R and their brackets were fabricated from metal, not plastic. Also out back is a 993 high mounted brake light for increased visibility.

Jon wanted the color scheme to be reminiscent of the 356 so he went with a Dolphin Grey exterior over a green interior. On the engine lid is a subtle ‘4.0’ ghosted in to offer onlookers a hint as to what lies beneath.

## **The Interior**

Open the door and you are greeted by an interior that is a symphony in green. Recaro seats, Momo steering wheel, lightweight door cards, everything is covered in matching leather. Those gauges? They are actually 964 gauges that retain all the warning lights of the original car. But they have been refinished with that lovely green font from the 356 years that Porsche also tries to replicate in more modern limited-edition models. Everything on the interior has been cleaned up in a manner like the engine bay. Neat and tidy is the name of the game.

## **First Ride**

This custom 964 is about 300 pounds lighter than the original car. And it makes about 30 percent more power. I could not wait to get behind the wheel. However, I needed to wait a bit longer as Jon took us out first. I had no problem with that as I was as nervous as I was excited. Driving someone else’s dream car that took 18 months to build while they are sitting next to you is a bit nerve-racking. I listened to Jon explain some of the idiosyncrasies of the car. I really was trying to pay attention, but the sound of that engine, and the feeling of the forward thrust as Jon got into the throttle was distracting. But eventually the car was warmed up and it was my turn to drive.



## **First Drive – Joe Screws Up**

We pull out of the parking lot, I am gathering speed, it’s time to shift to second gear. I lift off the throttle, push in the clutch, slot the lever into second and release the clutch. The problem is I released the clutch far too quickly. Years of driving modern manual transmissions has ruined me. The car lurches forward as Jon and I are thrown forward in our seats. Jon reminds me that I need to let the clutch out slowly. Well, that was embarrassing. I drove 50 yards, and I already wanted to crawl into a hole.

But that screw up is part of what makes this car great. You must DRIVE it. It demands attention. Power steering? Hill hold assist? You must be joking. This car has anti-lock brakes and that is all you get in the way of electronic nannies. It is man and machine. So far, the score is machine one and man nothing, but I am determined to make a comeback.

## **It Comes Together**

It doesn’t take too long for me to get used to the clutch and I am beginning to hustle the car along at a decent clip now. Jon knows these back roads well, and has a lovely route planned. The winding roads are dappled by the morning sunshine that makes its way through the canopy of trees overhead. The car is quick yet comfortable. It makes a lovely sound but is not overbearing. That fat torque band makes shifting almost optional as the car pulls strongly no matter the speed and revs. I begin to remember that this is what driving a Porsche used to be like. This is what driving a Porsche should be like. Am I going fast? Not really. I am not sure I topped 60 mph the entire day. But I didn’t care. I was having the time of my life.

## **Better Than New?**

If you ask Jon how much this car cost to build, he will offer a wry smile and tell you that it was “GT3 money.” Fair enough. So, for arguments sake let’s say that is about \$300K. After driving this custom 964 there is no question that I would spend my money on a car like that before a new GT3. Not that the GT3 is bad. It is fabulous. But I have gone on the record saying that I don’t think it is \$300K+ fabulous. It just doesn’t feel special enough to justify that price. This 964 does feel special enough. A new GT3 doesn’t bring double the thrills of say a base 911. This 964 does. It is a unique car for those that really love to drive. It is a reminder of the cars that Porsche used to build.



## **Not a Numbers Game**

Driving a fun car should be, well, you know, fun. And modern Porsches are fun, there is no question about it. But in their pursuit of speed, they lost a little something along the way. People have become obsessed with lap times and horsepower figures. And on a sunny morning when you just want to go for a drive, those things don’t really mean a whole lot. I didn’t bring a data logger with me when I drove this 964. I don’t know what it does in the quarter mile or how many lateral g’s it is capable of. Maybe Jon knows, but I didn’t ask. It’s not important. Who cares? I do know that it looks, goes, steers, smells and sounds fantastic.

Prediction time. In the year 2045, the best new sports cars will be slower than the sports cars we have today. For decades automakers have been chasing speed. They finally caught it. But people will begin to realize that outright speed is not what makes a car great. It is the connection between the car and the driver. It is being an integral part of the experience. It is about learning how to modulate the clutch, so you don’t put yourself through the windshield on an upshift. Jon and his 964 embody this experience-first mentality.

## **Drive the Car and Share the Love**

Another thing that makes Jon the 964 special is that he actually drives it. He has put nearly 9,000 miles on the car since it was completed. And I am not the first person he has allowed to drive it. He loves to share the car and let as many people as possible enjoy the experience. We should all be doing that, regardless of what Porsche we have. Take it to shows, let kids sit in it. Drive it every chance you get. Take it to the track or the autocross course. Your Porsche should collect memories, not dust.

Jon – Thank you for sharing your car with me and reminding me why I fell in love with Porsche in the first place. Just remember, if you ever decide to sell your 964, I called dibs.

Images & Article: Joe Kucinski  
This article was also published in Rennlist May 2025.

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# May Membership Meeting

## **LAST YEAR I BRAGGED AT EVERY MEETING ABOUT THE AMAZING WEATHER WE GOT.**

Even at our February 2024 meeting we were blessed with a 60-degree day. Every other meeting was mild and sunny. We had beautiful driving weather month after month. I should have kept my mouth shut. It snowed for our first meeting of 2025. But hey, it's February, so what do you expect? But our May meeting was held on May 21, and you would think by then the weather would be more cooperative. Nope. 50 degrees, windy and rainy. Yuck. But that didn't stop about 70 members from joining us at UDrive Automobiles in West Chester.

Todd Myers of UDrive Automobiles put together a lovely spread for us. We had plenty of food to enjoy while we admired the dozens of stunning cars in his showroom. Food and fancy cars, what's not to like? If you don't come out to our membership meetings, you are really missing out.

As usual, members gathered around and began to socialize over food and drink before the meeting started. With the rain we were mostly inside, but that was no problem since there was plenty of room and that is where all the great cars were.

At 7 PM it was time to get things formally started. We started off by welcoming a couple of new members who were attending their very first meeting. Welcome! Then Jeff and I ran through our various club updates from the upcoming road trip to rallies. I did my usual bit of begging to ask members to submit article ideas for Der Gasser. Really folks, this newsletter is so much better when we get your input.

When we were finished, we turned it over to Todd to talk about his business and some of the outstanding cars he has for sale. If you are looking for an exceptional automobile to buy, you really need to give UDrive Automobiles a look.

When the meeting finished up, we drove off into the dreary night. Despite the weather, everyone had a lovely evening hanging out with fellow RTR members.

Joe Kucinski





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# My Porsche Story

## I RECENTLY WATCHED A VIDEO CELEBRATING THE 70TH ANNIVERSARY OF THE PORSCHE

Club of America. In the video, they made two statements that immediately hit home for me; “For many of us, it was love at first sight” and, “It’s not just the cars, it’s the people. This club is a community, forging lifelong friendships, and bonding over a shared passion.” It is these statements that inspired me to write.

In 1973, while a senior in high school, I was witness to when the grandson of my next-door neighbors brought his high school graduation gift over to show his grandparents. It was a brand-new Porsche 914. I looked at that car and immediately fell in love with the styling of it. I loved the boxy style, the removable Targa roof, and the pop-up headlights. This was not the typical muscle cars of the late 60’s and early 70’s that my high school buddies were into, this was something completely different and unique to my eye. You must understand too, up to this point I was not a car guy, and neither was my dad. We did not spend weekends going to car shows or doing minor repair work on our family cars. The only thing I knew about maintaining a car was how to wash and wax it. I never dreamed about or was fixated on cars, but after this sighting of a 914, I always felt that if I was ever to buy a classic or antique car it would have to be a Porsche 914. Fast forward 45 years later and for Christmas my wife gave me a t-shirt with the silhouette of a 914 on it. I thought that was the coolest. Then a few years later a son gave me a diecast metal model of a 914 for my birthday. It had opening doors and trunk/frunk, removable roof panel, and the steering wheel even turned the front wheels. This was the closest I thought I would ever get to owning my own 914.



Three years ago, my wife and I moved from our home of 30 years into a smaller home in the Borough of West Chester. I no longer had a 2-car garage, a place to store my kayaks, tools, lawn equipment, or just protection for our two cars. I resigned myself that this was it for ever getting a 914. Then one beautiful spring day a year ago I was driving down the alley behind my house and noticed the garage doors of my neighbor two houses away were open. He had a double lot and a 2-car garage. Wow, what a luxury in the Borough! I saw there was a car in one bay, albeit with a cover over it. The cover was flipped back over one rear quarter panel and I immediately recognized the car. I parked my car, walked over to my neighbor, and said, “Tim, it appears you have my dream car in your garage.” He just smiled and I had to go fishing for information about it. It turns out he had purchased this ’74 914 from a friend some 20-30 years ago, had not driven it in more than 5 years, and didn’t know what he was going to do with it. I told him, if you ever want to sell it, please come to me first.

A couple months later Tim and his wife announced they were moving to Florida. “Are you taking the car with you?” I asked. “No, if you want it, it’s yours,” he replied. We talked briefly about the value of these cars, as I had been watching BaT and seeing these cars go for anywhere from a few thousand dollars to well into five, even six, figures. Talking over the fences, he named a price, to which I responded that I thought it was a really fair asking price, but wanted to discuss it with my wife. My wife was soon to leave for a mission’s trip to Tanzania and said, “So when I come home there will be another car in the driveway?” No, I replied, it will be kept at my office. Now remember, not knowing anything about cars, not looking into the condition of the engine, or the underside of the car, and knowing that 914s had a history of being rust buckets, I decided to take a chance. I thought, the car has been in a garage for 20-30 years and barely driven, how bad could it be? When we did the title transfer, I discovered that Tim had only driven it less than 2400 miles in all those years. Unbelievable, this 50-year-old car had only 84K original miles on it. I had it towed to a local Porsche repair specialist who completely serviced it and got it up and running for me. They said the car is in tremendous shape, that I got a real deal on the car. I finally had my “dream car” and I literally fell into it.

Here is where the Porsche community comes into my story. A college fraternity brother who owns a Boxster encouraged me to join PCA, so I did. At my first Riesentoter meeting, they asked new club members to stand up, introduce yourself, and tell us about your car. After the meeting I was immediately surrounded by 4-5 guys who all wanted to know about my 914, did I bring it to the meeting that night? We went outside, inspected my car, and all were impressed, especially with the condition and with what I had paid for the car. The first of this group to approach me, Howie, then told me about a group of other local 914 owners and passionists, numbering around 30 guys, and referring to themselves as “The 914 Mob”. He took my phone number and invited me to join this group. I was roundly welcomed on WhatsApp, even discovering that a longtime business associate is also a 914 Mobster and has three 914s of his own. Amazing! Since then, I have attended several casual meetups with this group, attended more Riesentoter meetings with them, joined them at a local car show, and now found out about many regional and national meetings of like-minded 914 owners. This coming July will be the 6th Annual Northeast Gathering of Porsche 914 owners to be held in the Poconos and hosted by The 914 Mob. In September (right around 9/14) is Okteenerfest, a gathering in eastern Tennessee and the Great Smoky Mountains, where drivers meetup, socialize for the weekend, and drive the Dragon’s Tail. I have also discovered that this group of 914 Mobsters are true “wrench’s,” fully knowledgeable and capable of tearing down their cars and completely rebuilding them. As I said earlier, I know nothing about fixing and maintaining a classic car, but I know all too well that with this community of Porsche 914 aficionados I am in great hands with caring for my car. These Mobsters have already shown to be genuine friends and I am anxiously looking forward to getting to know them that much better.

Keith LePard  
West Chester, PA



**MAY CONTINUED THE TREND OF A STEADY PORSCHE MARKET,** logging a 71% sell-through rate across 651 cars and generating \$42,555,835 in total sales. While those numbers landed just shy of April's totals, they matched May 2024's sell-through rate exactly, while improving on both unit and dollar volume. More notably, May delivered a string of firsts: the debut auction appearance of a 911 Turbo Reimagined by Singer, the first \$1 million hammer for a 997 GT3 RS 4.0, and the first 996.1 GT3 to cross the block in the U.S. A strong showing by any metric, with fresh headline sales that continue to push the market forward.

Leading the way was a true unicorn: a 2011 Porsche 911 GT3 RS 4.0 showing just 319 miles from new. Finished in Carrara White and loaded with options like PCCB, front axle lift, Sport Chrono, and the Extended Carbon Package, it previously failed to sell in 2023 at \$785,250. This time around, it blew past all recent comps to sell for \$1,001,917—the first RS 4.0 to officially break the million-dollar mark at auction. While some Paint-to-Sample cars have quietly traded hands above \$1m, this one wasn't PTS—just pristine, rare, and perfectly timed.

Also making waves was the first Classic Turbo Study Reimagined by Singer to hit the auction stage. Known as "The Sun Valley Commission," this 1990 911 Turbo crossed the block at Bonhams' Miami sale, finished in Dirty Oak Green Metallic over an Ivory and Olive interior with Black wood accents. Driven by Chris Harris in Singer's launch video and showing just 267 miles, it sold for \$1,680,000. While that came in below its \$1.75m–\$2.25m estimate, it was still a strong debut for what will surely be one of the most collectible Singer variants.



Not every first found a home, though. The first 996.1 GT3 to appear at U.S. auction was a Japanese-market 2000 model finished in Biarritz White with fixed-back Recaro buckets and 44,000 km (~27k miles) on the clock. Thoroughly documented and seemingly well-kept, it failed to sell at a final bid of \$106,996. With Rest-of-World comps hovering just above \$80,000 and U.S. private sales rumored closer to \$120k, it's clear the market is still finding its footing for this increasingly desirable GT car.

After a few strong showings earlier in the year, vintage Porsche race cars slipped back into their usual auction rhythm in May: lots of excitement, no results. The first was a 1967 Porsche 910—chassis 910001—the very first 910 coupe built and a former works car driven by Hans Herrmann and Rudi Lins. Despite a meticulous restoration and deep documentation, it failed to sell at \$1,515,151 at Mecum, falling well short of the \$2.5m achieved by a less storied example last year. Speculation in the comments about originality may have played a role.

And then there's the 1959 Porsche 718 RSK center-seat Spyder, which has become something of an auction fixture. One of just four cars that could convert between center and offset seating, it boasts original Wendler bodywork and a Bill Doyle-built four-cam engine. Raced in-period by Christian Goethals, it has a rich history—but also a long list of no-sales. May marked its sixth trip to the block since January 2023, and once again, it failed to meet reserve. For now, it remains stuck in auction limbo.

With big-ticket cars finding new highs and fresh-to-market models making their debut, May served as a reminder that even in a stable market, there's still room for headline-making moments. Looking ahead, all eyes are turning toward August as early consignments for Monterey are already beginning to surface on the major auction house sites—and they look strong. From rare air-cooled icons to modern hypercars, it's shaping up to be another blockbuster slate. Stay tuned.

David K. Whitlock

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

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# Shifts and Giggles

## OKAY PORSCHE, AND I'M TALKING TO YOU PORSCHE ENGINEERS....IT'S TIME TO PULL BACK

the reins a bit and give us something we truly want. And I'll tell you what we don't want. We don't want an all-electric Macan. Boring...or just eh. We don't want a flip-flop electric Cayman or Boxster... oh wait, it's gas again....no sorry just electric....oh sorry I mean gas...just build the hydrogen engine already. We don't need a Taycan either...though a beautiful car to look at, but the only time I see them is visiting a Porsche dealership and they are high on life...I mean high on the lifts.

And I don't want another special edition 911 that only a few handful of people can afford or have the opportunity to get their grubby little hands - you know the one that was painted by Leonardo DiVinci himself, has little pink ribbons for door handles that match the seatbelts, and all the trim deleted in order to save 10 ounces of overall weight, starting at \$239,000 plus delivery not including tariffs.

We don't need another 911 GT3, GT3 RS, GT3 RST, or GT3XXX whatever, with wings made by Boeing and cost more than a Lambo and no one ever drives...please don't touch as I'm going to sell this for even more money that I paid for it because it has never seen rain and has only 3 reverse miles on the speedo and is one of one. Ok buddy, go have a glass of scotch.

Just build me the best car you have and give it some power....Oh wait you already did that...the Cayman GT4....wait how much....holy %\$#@. Forget that.

Here's an idea...not mine but give credit where credit is due....some AI program....someone just said make a newer version of the 944 and look what AI spit out. Look at the pictures below....that is downright gorgeous. Yes I'd buy that in a heartbeat and I don't need some special edition version. Just what I see here. Oh, and make it affordable...give me the same power plants that are in the Panamera and I'd be happy...oh and stick...you remember those right...stick with 3 pedals on the floor - so what if the newer generation can't drive stick...hell they don't even drive or get out of the house. Don't build a car for them, build it for me....this is what I want...this is what we want....that and an affordable 911 but I think that goose has already been cooked. I can dream can't I?

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)
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- 477 853 374 B Door Window Trim RH Upper Curve (New)
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- 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](mailto:EDITOR@RTR-PCA.ORG)**

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# CLASSIFIEDS

## 2017 911 Carrera Cabriolet for Sale

Absolutely beautiful, real manual 991.2 version of the 911 Carrera Cabriolet with rare Natural Extended Leather Espresso interior, matching brown convertible top and historic GT Silver exterior. Perfect condition, turn key car with desirable options & accessories and all scheduled preventative maintenance performed within the last 2 months. Original MSRP over \$125K. Located in South East, PA. Clean carfax, title in hand, no loans/liens, never tracked, no accidents, no damage, never smoked in, always garaged & stored in winter.

### Ordered Options:

- Natural Leather Interior (extended leather to Dash, A Pillars, Doors, +++)
- 18 way Adaptive Sport Seats
- Porsche Sport Exhaust
- 20" RS Spyder Wheels
- Bose Surround Sound
- Multi-Function Heated Steering Wheel
- Premium Package Plus (Keyless Entry/drive, Heated, Ventilated Seats, LED Headlights)

### Accessories Included:

- Porsche indoor car cover
- Porsche all season floor mats
- Porsche Aluminum gas cap
- Porsche embossed arm rest
- Smart top + more.

Maintenance completed in last 12 months: 4x Continental Extreme Contact DW tires installed May 2024 (less than 3k miles)

New battery installed 9/2024

Oil Change, PA State Inspection & 40k service (Spark Plugs, Air Filter, Cabin Filter, Brake Fluid Flush, etc) complete May 2025

Please visit google drive link (200+ photos, maintenance records, Carfax, detail walk around and function videos) [https://drive.google.com/drive/folders/1LRJ8F-htyCp-Ensh8rfaV\\_kGiCXss4j0](https://drive.google.com/drive/folders/1LRJ8F-htyCp-Ensh8rfaV_kGiCXss4j0) and contact me with any questions or to arrange time to see the car. I'm happy to coordinate pre-purchase inspections.

**36,850 Miles. Asking \$97,000 obo. Contact [jec6100@gmail.com](mailto:jec6100@gmail.com)**



# PORSCHE

## 2017 911 Carrera Cabriolet

Exterior: GT Silver Metallic  
Interior: Natural Leather Interior in Espresso  
Top Color: Cabriolet Roof in Brown  
Built in Zuffenhausen

### STANDARD EQUIPMENT

Options (added by option)

#### Technical and Mechanical

- 3.0-liter turbocharged boxer 6-cylinder aluminum engine
- 300 HP @ 6500 rpm / 331 ft.-lb. of torque @ 1700-2000 rpm
- Water-cooled with aluminum radiator & 4-cylinder heater
- Direct Fuel Injection DFI
- Integrated 3-cylinder fuel pump
- Double overhead cam with four valves per cylinder
- Variable Valve Timing
- Porsche PSM (Porsche Stability Management) with ABS
- Exhaust valve interlock
- Cylinder-specific knock control
- Five-speed direct, 8-speed manual transmission with dual-clutch PDK
- MacPherson strut front suspension with anti-roll bar
- Multi-link LSA rear suspension with anti-roll bar
- Variable Valve Management (VDM) w/ Airlock-Block (ABS), Anti-lock Braking System (ABS), and Automatic Brake Differential Locking
- Braking of trailer system and multi-disc brake assist
- Internally ventilated and cross-drilled brake discs (330 mm - f & r)
- Automatic handbrake, hand cables on back (upright) - f & r
- 8.5 x 19 Carrera alloy wheels with 225/40 2015 front tires
- 11.5 x 19 Carrera alloy wheels with 225/45 2015 rear tires
- Tire Pressure Monitoring System (TPMS)
- Auto Start Stop and Start/Stop Management with HOLD function
- Exhaust system with dual catalytic tail pipes in brushed stainless steel

#### Safety and Environment

Selected rear air outtake on both sides with Nightvision assist & down side safety airbags with aluminum doors & 8 bags, compartment

Eight airbags for driver and passengers including front airbags (2 stages), outer, side, head, side-impact (roll) and thorax airbags (roll)

Porsche Side Impact Protection System (PSIP) for driver & front passenger with side impact protection elements in each door, integrated thorax airbags in seat backrests, and head airbags in each door panel

Seat belt pre-tensioners and force limiters

Anti-theft system with engine immobilizer and alarm system with cabin radar

#### Comfort and Convenience

Sport steering wheel with manual force and height adjustment

Electromechanical power steering with variable steering ratio

Automated air conditioning

Porsche Communication Management (PCM) incl. nav., Connect Plus mobile nav., online nav., mobile phone prep., Apple CarPlay™, wireless internet

Porsche Car Connect incl. CallCenter, Remote Vehicle Status, Remote Services, and Porsche Vehicle Tracking System (PVT)

Universal radio interface (RDS, USB, iPod/iPad for connection of external audio sources, operated through external device, or on PCM)

Sound Package Plus sound system, 12 speakers and 150 watt output

Six-Head Satellite Radio (with XM) and HD Radio™ Receiver

Bluetooth® mobile phone connection, using Hands Free Profile (HFP)

6-din™ headlights, dynamic headlight leveling

HomeLink™ programmable garage door opener

Crash control and multi-function trip computer

Instrument cluster with central tachometer and 4.6-inch TFT color display with maps, settings, navigation, radio, telephone, and trip display

Door sill guards with motion foot lamp

Power adjustable and heated side mirrors on door panels

Compressor Number: 054157  
Method of Entry: Truck  
Port of Entry: TAPORLLE

30420 Porsche of North America  
Dealer: 4051349 North Lincoln Road  
Port of Entry: TAPORLLE

View your wish-lists to learn more about this vehicle.

Scan the QR code at the right to:

- View/Save this vehicle's features & options
- Schedule a test drive
- Learn more about this dealership
- Share with friends



### OPTIONS

Manufacturer's Suggested Retail Prices

OPTION	PRICE
911 Carrera Cabriolet	101,700
GT Silver Metallic	710
Cabriolet Roof in Brown	0
Natural Leather Interior in Espresso	2,050
Sport Exhaust System	1,850
Wheel Center Caps with Colored Porsche Crest	250
20" RS Spyder Design Wheels	470
Neutral Multistep Steering Wheel	470
Details of Model Designation	0
Natural leather interior	1,590
BOSE® Surround Sound System	3,465
Automatic Seats Plus 18-Way with Memory Package	2,500
Headlight Cleaning System	3,900
Interior Color in L.C. Adaptive Sport Seats Plus (Silver)	0
Porsche Entry & Drive	0
LED Headlights incl. Porsche Dynamic Light System Plus (PDLS)	0
Automatically Closing Mirrors	0
Light Design Package	0
Seat Heating (Front)	0
Seat Ventilation (Front)	0

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Crash control and multi-function trip computer

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Door sill guards with motion foot lamp

Power adjustable and heated side mirrors on door panels

### EPA DOT Fuel Economy and Environment

Mid-Compact Cars range from 10 to 34  
The best vehicle rates 119 MPG.

**23** MPG  
combined city/hwy

**20** city  
**29** highway

**4.3** gallons per 100 miles

### Annual fuel COST

**\$1,850**

This vehicle emits 388 grams CO<sub>2</sub> per mile. The best emits 92 grams per mile (tailpipe only). Producing and distributing fuel also create emissions, learn more at [fuel-economy.gov](http://fuel-economy.gov)

**fuel-economy.gov**  
Calculate personalized estimates and compare vehicles

### Owner Protection

Limited 4-year/50,000-mile warranty - US  
12-year Powertrain Limited Warranty  
Porsche Roadside Assistance

### Porsche Scheduled Maintenance Plan

Ask your Porsche Sales Professional for details

Ask about finance and lease options available through Porsche Financial Services

This vehicle is equipped with bumpers that can withstand an impact of 2.5 miles per hour with no damage to the vehicle's body and safety systems, although the bumper and related components may sustain damage. The bumper system on this vehicle conforms to the current federal bumper standard of 2.5 miles per hour.

This vehicle has not been rated by the government for overall vehicle score, frontal crash, side crash or rollover risk.

### You spend \$2,250

more in fuel costs over 5 years compared to the average new vehicle.

### Fuel Economy & Greenhouse Gas Rating

Smog Rating

1 2 3 4 5 Best

1 2 3 4 5 Best

This vehicle emits 388 grams CO<sub>2</sub> per mile. The best emits 92 grams per mile (tailpipe only). Producing and distributing fuel also create emissions, learn more at [fuel-economy.gov](http://fuel-economy.gov)

QR Code

### PARTS CONTENT INFORMATION

FOR VEHICLES IN THIS CAR LINE: US/CANADA PARTS CONTENT: 6%  
MAJOR SOURCES OF FOREIGN PARTS: GERMANY 75%

NOTE: Parts content does not include final assembly, distribution, or other non-parts costs.

FOR THIS VEHICLE: FINAL ASSEMBLY POINT: STUTTGART, GERMANY  
COUNTRY OF ORIGIN ENGINE: GERMANY  
TRANSMISSION: GERMANY

### GOVERNMENT 5-STAR SAFETY RATINGS

This vehicle has not been rated by the government for overall vehicle score, frontal crash, side crash or rollover risk.

WPOCA29H7S14258

Ship-To: Porsche of North America  
4501349 28400 Lerman Road  
North Lincoln Road 40470

4501349

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# CLASSIFIEDS

## **For Sale: (2) Hoosier R7 tires**

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

**Will sell both for \$550.00**

**[dan.d.galyon@gmail.com](mailto:dan.d.galyon@gmail.com)**



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# CLASSIFIEDS

## **Cayenne Winter tire/wheel package**

Set of 4 MSW Type 19 wheels 18X8, 5X130 ET 43 black wheels with 255/55R18 Pirelli Scorpion winter "NO spec" tires with TPMS. Used 4 winters on my 2012 cayenne. Plenty of tread left. Always stored indoors on wall mounted rack. Purchased from Tire rack.

Very good condition. \$975. Pickup only in Malvern Pa.

**Call/text Frank Donato 215-479-2062.**



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# CLASSIFIEDS

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

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

Contact info:

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



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

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# CLASSIFIEDS

## **Miscellaneous items for Boxster 981:**

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

Please call 484-769-5059 for prices

All items are in Lewes, Delaware shipping extra

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## Dear RIESENTÖTER Members,

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

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

