



DER GASSER

SEPTEMBER/OCTOBER 2011



RTR OFFICERS ELECTION FOR 2012

Fall is fast approaching and this is a reminder that our election meeting is coming up in October (date TBA). Our Bylaws provide that a nominating committee (consisting of the President and the three most recent Past-Presidents who are still members) recommend nominees for each elected office. Graham Knight, Tom Zaffarano and Brian Minkin recommend:

- President—Joe Asher
- Vice President—Rita Hancock
- Secretary—Ann Marie von Esse
- Treasurer—Chris Barone
- Membership Chair—Paula Gavin
- Technical Chair—Larry Herman
- Social Chair—Wendy Walton
- Autocross Chair—At Large
- Webmaster—Todd Little
- Goodie Store Proprietor —Francine Knochenhauer
- Track Chair—Paul Walsack
- Der Gasser* Editor—At Large

If you would like to nominate a Club member for one of these offices, you may do so at the Member Meeting in September. Look for details to follow on the Web site and e-mail blasts. Active and family-active members may make nominations from the floor at that meeting or by submitting them in writing to a member of the Executive Committee before that meeting. No second is required. An individual may be nominated for only one office. Nominations will close at the end of the September meeting. All members will be sent a written notice of the candidates for election in a separate mailing before the October meeting together with a proxy to vote by mail. Ballots will be available at the October meeting.

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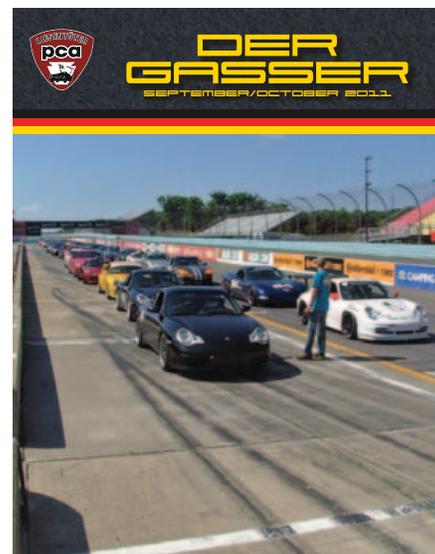
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— On the Cover —



Is this the biggest grid ever for a Riesentöter event? 41 cars in the Black group, with Track Chair Myles Diamond, herding the pack at Watkins Glen. See the story on page 10.

Der Gasser is the official publication of the Porsche Club of America, Riesentöter Region, and is published six times a year. Any statement appearing in Der Gasser is that of the author, and does not constitute an opinion of the Porsche Club of America, Riesentöter Region, its executive staff, or the editor. The editor reserves the right to edit all materials submitted for publication. Classified ads are free to PCA members and are printed on a space-available basis.

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DER GASSER

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RIESENTÖTER DONATES TO INTERNATIONAL MOTOR RACING RESEARCH CENTER

by Chris Barone; photo Rita Hancock



Just off the main road through the village of Watkins Glen lies a treasure-trove of racing memorabilia and documentation. Located adjacent to the village's public library, all this and more is housed in the International Motor Racing Research Center (IMRRC). The IMRRC was established to be the world-class leader in the collection of materials representing the documentary heritage of amateur and professional motor racing. The IMRRC concentrates on Sports Car, Formula 1, NASCAR, and Vintage and Historic racing. The IMRRC maintains archives for the personal papers of drivers, journalists and authors; rare books, serial publications, and reference books pertaining to drivers, cars, races and the history of motor racing. Its collection includes approximately 2,500 rare reference books; hundreds of periodical titles; programs; manuscript collections; historic scrapbooks; posters; historic videos; fine art; and many other items relating to motorsport.



Bill Green, IMRRC Historian, receiving the Riesenötter donation from Vice President, Rita Hancock.

During the recent Watkins Glen Drivers' Education event, the Riesenötter Region added its name to the roster of supporters and contributors to the IMRRC. Through \$10 donations accumulated from the issuance of "PCA" vanity plates in Pennsylvania, the club made a contribution of \$1,080 towards the IMRRC's preservation activities. In recognition of our support, a granite block inscribed with the region's name will be placed along the IMRRC's entryway. The IMRRC is open from 9 am – 5 pm Monday through Saturday and is a must-see attraction when visiting the area for all DE and motorsports enthusiasts. Special thanks to past RTR president, Tom Zaffarano, for his work in establishing the PCA license plate program that made this donation possible.

PORSCHE REPEATS AGAIN - Wins J.D. Power and Associates' APEAL Study for the Seventh Consecutive Year

by Dan Newton

For an unprecedented seven straight years, J.D. Power and Associates has ranked Porsche the highest overall brand in its highly regarded Automotive Performance, Execution and Layout (APEAL) Study. The APEAL Study, now in its 16th year, is significant as it measures the passion owners have for their cars, including their delight with the design, content, layout, and overall performance of their vehicles.

Porsche received an overall nameplate score of 879 out of a maximum of 1,000 points, two points higher than its achievement in 2010.

Also noteworthy, the Cayenne SUV took first place in its segment, while the Porsche 911 Carrera gained the most points in its class. This ranking is calculated from ten different categories, including driving dynamics and design, but also suitability for daily use and comfort of the vehicles.

The 2011 APEAL Study is based on responses gathered this year from more than 73,000 new car buyers of 2011 model-year cars and trucks who were surveyed after the first 90 days of ownership. The J.D. Power and Associates APEAL Study examines the critical design and performance characteristics that make a new vehicle a delight to own and drive. All told the study is based on the evaluations of more than 80 critical vehicle attributes.

Rennsport Reunion IV Update



Stellar lineup of drivers and cars for Porsche's celebration of its motorsport heritage

For the Porsche Rennsport Reunion IV taking place at Mazda Laguna Seca Raceway in October, it's both the men and machines that are expected to draw one of the largest crowds in track history. And, if early sign-ups are any indication, both elements will not disappoint.

Just a glance at the guest list reveals names that are well entrenched in Porsche Motorsport history. For example, Vic Elford, who won the Monte Carlo Rally and scored Porsche's first overall win at the 24 Hours of Daytona – on back-to-back weekends; James Weaver, Porsche 962 driver for Dyson Racing and a Daytona and Sebring winner; Gijs van Lennep, Dutch Porsche 917 and 911 driver who won Le Mans with Helmut Marko and the last Targa Florio with Herbert Müller; Chip Robinson, IMSA champion with Al Holbert in a Porsche 962; George Follmer, who took the turbocharged 917 to Can-Am championship; Dan Gurney, who scored Porsche's first successes in Formula 1; and Hurley Haywood, the most successful Porsche endurance driver with wins at Daytona, Sebring and Le Mans. More than 50 drivers of similar stature have already said “yes” to Porsche's invitation for the October 14-16, 2011, Rennsport event. The rest of the names will be announced as the event gets closer.

And it's not just drivers that made their Porsche race cars famous. Attendees will include Norbert Singer, recently-retired Porsche Motorsport engineer, known as the father of the Porsche 962; Hans Mezger, who headed up the Porsche Motorsport racing engine function from his Dan Gurney F1 motors through the 917, 935, 962 and McLaren F1 engine; and Alwin Springer, former Vasek Polak 917 crew member who later built engines at his company Andial and served as president of Porsche Motorsports North America. Jörg Bergmeister, Patrick Long, and the rest of the current Porsche factory drivers, will all attend Rennsport.

The Porsche Club of America is honored to assist the Porsche Rennsport Reunion IV with several

activities: History of the Porsche 911 Display, Porsche Model-Specific Parking Corrals with Parade laps of the track, PCA Hospitality and Membership Center, two race groups: Rennsport Reunion Cup for Porsche Cup Cars and PCA Club Racing for PCA race cars, and PCA Volunteer Pool—workers to assist with the club's involvement. Enhancing the Rennsport Reunion Cup race, Michelin Tire Company comes on board as the spec tire manufacturer for that exciting contest.

We are looking for exceptional examples of Porsche 911 production models for the History of the Porsche 911 Display at Mazda Raceway Laguna Seca during the event. It will be a display representing the 911 model throughout its generational life. *Please contact Tom Provasi for information and registration at tprovasi@netgate.net or 408/947-0980.*

PCA members will be invited to use a terrific PCA Hospitality and Membership Center that will be open for all days of the event, October 14-16, to park safely in one of the **Porsche Model-Specific Parking Corrals (a corral parking ticket will be required— please visit www.mazdaraceway.com for ticket information), and to enjoy Parade laps of the track with their Porsches.**

We will need PCA volunteer workers to assist with our activities at the Rennsport Reunion IV. *If you are interested in supporting this memorable event, please contact Sharon Neidel with the PCA Volunteer Pool at sharonneidel@yahoo.com or 650/508-1308. We will have a very special event memento for the volunteer workers.*

Additional details of the Porsche Rennsport Reunion IV are published on the following Porsche web site: www.porsche.com/usa/rennsport-reunion-iv/. For additional information and event tickets please visit the Mazda Raceway Laguna Seca web site at www.mazdaraceway.com or 800/327-7322.

Please stay tuned for more announcements in PANORAMA, at www.pca.org and in E-Brake News. ☼

A USED 911 IN PERSPECTIVE

by Mike Petrilla

I've been looking at 911s for a long time. As memory serves, my first look was through mess hall's window in Kornwestheim, Germany over 40 years ago.

Somebody yelled about a new model and a couple guys got up and crossed to the windows where I was seated. I looked up from my breakfast. It was an early 911 driven by a Porsche technician who had stopped and made an adjustment under the deck lid. He got back in the car, gunned the engine and took off. I went back to my breakfast. Not much to look at, I remember thinking.

As I prepared to return to the States, nearly three years later, my thinking had changed. The sloped nose, beetle back and raspy engine had pretty much eclipsed my GTO aesthetic. By that time, I had also driven a friend's 911 from Stuttgart to Munich and back several times. Most of the driving was up and down hills and along narrow twists, and it was there that I came to enjoy the car's unique handling and surprising acceleration. My plan was to look for a used model as soon as I got home. It would be a long look.

A family member was selling new cars and made me a tremendous offer on a brand new Camaro SS. It was burgundy with white racing stripes, fake hood stacks—a beautiful car. Alas, it was a sickly creature whose ills mystified dealership mechanics. Two years later I was commuting to and from college in a used Beetle, a fine vehicle with hand crank operated sun roof, fake bone handle shift knob...How I wish I still had that car.



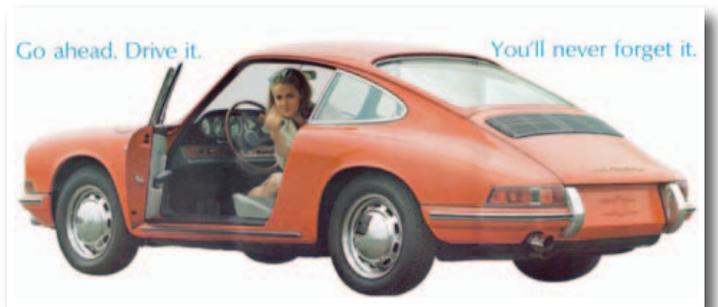
Above all, I would find that forty some years have a way of putting a car in perspective—even a 911. Not that I enjoy its look or handling any less. Not that I fail to get a thrill every time I drive it.

It's just that at sixty plus years, an overwhelming and thoroughly agreeable intrusion occurs whenever I drive the car: it's the mid-60s again and I'm flying down a speed-friendly Autobahn or hugging curves in Schwabisch Gmund. I'm back to a place that's supposed to be far behind. A used 911 is great fun. But it comes in second to being twenty again.

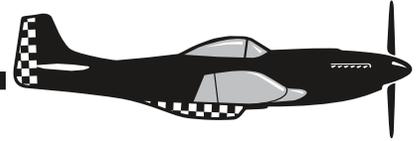
One thing followed another, work, marriage, children, mortgage, etc. I kept looking but actually owning a 911 seemed increasingly unlikely. For a time I consoled myself with what I took to be impingements on the look of the early models: rear mounted serving trays, bumper bellows, plastic bumper blocks, odd colors...Who could live with such aberrations? In truth, my desire only grew.

Porsche knew this. In the late 70s or early 80s they mailed me a heavy duty cardboard tube. Inside was a poster showing an airborne 930. As I recall, it was a rear shot with a license plate that read "Petrilla." I hung this in my tiny home office and wondered how a maker of such wonderful cars could be so cruel. Then, as if by some happy magic, the kids grew up and got married. The mortgage was paid off and I retired with just enough money in my "Some Day Fund" for a used 911. The road not taken over forty years earlier was again open.

This time there would be no Camaro. I would find my used 911 in an exquisitely beautiful combination of body style and color. As the initial surge of joy ebbed I would also find minor mechanical issues and a rash of tiny, but not insignificant, rust bubbles.



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PARADISE FOUND . . . IN THE FINGERLAKES!

Six Reasons to Make “The Glen” a Family Affair

by Maureen Sangiorgio



P-Car caravan up to the Glen.



First rest stop.



Second rest stop.

My husband Jim and I attend as many Drivers' Education (DE) events as our budget will allow, and the crown jewel of them all is Watkins Glen, New York. But no matter which track we're at, a comment I hear over and over again is how so many RTR guys wish their wives joined them on these DE weekends. I have discovered that with a bit of effort, there is plenty to do around Watkins Glen besides avoiding “the blue bushes.” Here are six reasons to consider making RTR's next Watkins Glen DE a family affair.

- 1. Wineries.** The Finger Lakes area is home to over 100 wineries. While our husbands are at the track, my friend Jackie Gilberg and I hop in my car, and drive around the lakes checking out the wineries, tasting the different wines. The fee is only \$2.00 for six tastings, and the staff is always very knowledgeable about their wines. The area is known for their Rieslings, and two of my favorite wineries are Glenora Wine Cellars on Seneca Lake, and Dr. Konstantin Frank's on Keuka Lake. Dr. Frank's won 52 Gold Medals in 2010. There are also distilleries now where you can sample and purchase locally-made spirits like gin, vodka, and lemoncello.
- 2. Shopping.** Where do I begin? Between downtown Watkins Glen, Penn Yan, and my favorite, Ithaca Commons, there is plenty of shopping. When we were there, Ithaca had an outdoor festival with live music, street vendors, etc. One of the shop owners told us they have outdoor concerts just about every weekend. Granted, I couldn't find any large department stores, but there are plenty of shoppes and boutiques that offer hand-made pottery, stoneware, antiques, books, and jewelry.
- 3. Restaurants.** There are a wide variety of restaurants in the Watkins Glen area, ranging from small, family-owned bars, diners, and cafes, to the more elegant establishments like Suzanne's. Located in Lodi, Suzanne's is listed in Frommer's Best of New York State, and was recently voted 2011 NY Wine and Grape Foundation's Restaurant of the Year. Chef/owner Suzanne is also a semifinalist for a James Beard award for Best Chef Northeast. The food, service and presentation at Suzanne's were superb, and after our dinner, Suzanne's husband actually came to our table to make sure everything was all right.



Jackie petting Doobie the Miniature Donkey at Swedish Hill Vineyard, Cayuga Lake.



Dinner at Suzanne's.



Catherine Wetendorf, Maureen Sangiorgio, Eryn Meenan, Carol Kramer, and Jackie Gilberg enjoy cocktails out on the deck before dinner at The Glen Club.

4. **Natural Beauty.** There is a state park in Watkins Glen, along with several local waterfalls. But nothing compares with the beautiful landscapes of the Finger Lakes. When Jim and I first arrive, we usually pick up some lunch and just sit at a picnic table near Seneca Lake. Watching sailboats dot the lake, and hearing seagulls overhead is very relaxing. Even though it was hot and sunny when we were there in July, there was a cool breeze coming in off the lake. I'm telling you folks, after many months of tough deadlines and persnickety editors, it was very calming and serene to just sit by that lake.
5. **Camaraderie.** Jim and I participated in a caravan on the way up, which was a lot of fun. Organized by Sunny Waters, and led by Brian and Terry Minkin, they were considerate enough to slow down to meet us at the Lehigh Valley Interchange on the Turnpike. (RTR members Jack and Carol Kramer noticed us pulled over on the side of the road, and were thoughtful enough to call my husband to see if we were OK!) We made several rest stops on the way up, and they were kind enough to pull over and wait for anyone if they got separated. At one point, we passed through the Scranton area, where I grew up. I couldn't help but reflect upon the beloved members of my family who have recently passed on, and tears began to form. But then I thought about how we were not traveling alone. We were part of a group; a new circle of kinship and fellowship. My mind clicked through all the new friends we made in Riesentöter, and it lifted my spirits.
6. **Galleries and Museums.** If wineries are not your thing, there are also plenty of art galleries and museums in the region. I stopped counting at over 100 art galleries in the several counties that encompass the Finger Lakes area. Regarding museums, I haven't checked out many, but my fave is the Corning Museum of Glass in Corning, New York. For more info on museums and galleries, go to www.ilovethefingerlakes.com, and click on Arts & Entertainment.

Henry Ward Beecher once said, *"We steal if we touch tomorrow. It is God's."* God willing, we will be able to "Do the Glen" again next year!

RIESENTÖTER'S WATKINS GLEN EVENT A RESOUNDING SUCCESS

by Dan Newton

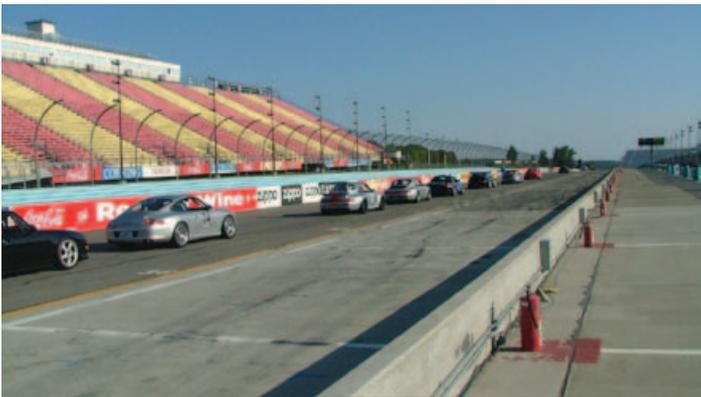
Our annual 3-day event at The Glen started with some showers on Friday, but the day came good and the track dried out, with all run groups getting out on the black stuff by the end of the day. Saturday dawned a beautiful day, as did Sunday. As seen on the front cover, we had what I thought was the most cars I'd ever seen on one of our grids – 41 cars in the Black group stretching right back into the pit entrance! In the evening, we had drinks and dinner at the Glen Club. Sunday saw nary a diminution of cars, with again packed grids. Thank you Myles and the Track Council, and our Registrars, Instructors, and Volunteers for making this event a great one!



Myles Diamond, Track Chair, laying down the law at the Friday drivers' meeting.



A view down the garages shows the variety of vehicles we have attending every event.



Pit out, with cars accelerating away for a run on Saturday.



Like I said, some packed grids, though we didn't seem to have too many "trains."



This was the Black run group with, count 'em, 41 cars!



Priorities observed, straight to the bar at the Glen Club...



Some faces should be familiar to those that bit the track.



While others took the opportunity to make new friends.



Our Webmaster, Todd Little, ex-Track Chair, Jack Kramer, and Trevor McNeill.



Don Cox appears to be absent, but here's his wife Marlene with Nick Benz.



Myles and Paul Walsack were in charge of the raffle, and made lots of people happy with items from our Goodie Store, such as caps, stickers, and what not...



One of Sunday's packed grids.



Accelerating away.

PORSCHE RENNSPORT REUNION IV ATTRACTS FAMOUS MEN AND MACHINES

by Dan Newton

For the Porsche Rennsport Reunion IV taking place at Mazda Laguna Seca Raceway in October, it's both the men and machines that are expected to draw one of the largest crowds in track history. And, if early sign-ups are any indication, both elements will not disappoint.

Just a glance at the guest list reveals names that are well entrenched in Porsche Motorsport history. How about (in no particular order); Vic Elford, who won the Monte Carlo Rally and scored Porsche's first overall win at the 24 Hours of Daytona – on back-to-back weekends; James Weaver, Porsche 962 driver for Dyson Racing – Daytona and Sebring winner; Gijs van Lennep, Dutch Porsche 917 and 911 driver – won Le Mans with Helmut Marko and the last Targa Florio with Herbert Mueller; Chip Robinson – IMSA champion with Al Holbert in a Porsche 962; George Follmer – took Penske Porsche 917 to Can-Am championship; Dan Gurney – scored Porsche's first successes in Formula 1; and Hurley Haywood, most successful Porsche endurance driver with wins at Daytona, Sebring and Le Mans; and that's just a sample. More than 50 drivers of similar stature have already said "yes" to Porsche's invitation for the October 14 – 16, 2011 Rennsport event, and the rest of the names will be announced as the event gets closer.



Norbert Singer, Porsche Factory Engineer involved with all 16 Porsche Le Mans victories (left) talking to Derek Bell, five-time winner of Le Mans at an early Rennsport.

And it's not just drivers that made their Porsche race cars famous. Attendees will include Norbert Singer, recently-retired Porsche Motorsport engineer, known as the father of



Hurley Haywood, five-time winner of the 24-Hours of Daytona sitting on the Brumos Porsche Copenhagen sponsored 962 at an early Rennsport event.

the Porsche 962; Hans Mezger, who headed up the Porsche Motorsport racing engine function from his Dan Gurney F1 motors through the 917, 935, 962 and McLaren F1 engine; and Alwin Springer, former Vasek Polak 917 crew member, who later built engines at his company Andial and served as president of Porsche Motorsports North America.

And then there are the race cars. How about Carlos de Quesada – a Rolex 24 winner himself in 2004 in a Porsche – bringing his 1980 Porsche 935 K3 – the 1980 Sebring overall

winner driven by Dick Barbour and John Fitzpatrick (and, by the way, both drivers will be at Rennsport as well); early Porsche 911 race cars like the 1967 2.0-liter 911T entered by David Alvarado – both a Daytona and Sebring class winner; a rare Porsche 906 driven by such Porsche luminaries as Monterey's own Don Wester, Milt Minter, and Bob Kirby (entered by Dann Boesch; 1989 Porsche 962C driven at Le Mans by the father and son team of Derek Bell/Justin Bell (entered by Jimmy Castle, Jr. – Derek also plans to attend); or the one of the more recent Porsche championship winners – the Petersen/White Lightning Porsche 911 GT3 RSR (996) which took Joerg Bergmeister to the ALMS title with Patrick Long. Joerg, Patrick, and the rest of the current Porsche factory drivers, will all attend Rennsport.

More cars? The 1961 Porsche RS61 driven by Herbert Mueller to the 1963 European Hillclimb Championship (entered by Stanley Gold); 1979 Porsche 935 of John Paul, Sr./John Paul, Jr. (entered by Steve Goldin); 1968 Porsche 908K works car driven by Vic Elford and Jochen Neerpasche (entered by Cameron Healy); 1967 Porsche 910 driven to second in class finish at Sebring by Hans Herrmann and Jo Sieffert (entered by Thors Johnson); and even a 1958 Porsche Speedster/1600 cc – went to the SCCA National championships 33 years in a row – has 55,000 race miles on it (entered by Ernest Nagamatsu).

And, with over 200 cars already entered – and the list above only scratches the surface – Porsche is waiting for some of the large collectors – the Collier Collection, Brumos Racing, Gunnar Racing and even the Porsche factory museum – to announce which cars they are bringing to the event.

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SUCCESS STORY: 15 YEARS OF THE PORSCHE MID-ENGINE MODEL LINE

by Dan Newton

A nice round number to celebrate the birthday: Almost 15 years to the month after production began, the Porsche Boxster, together with its sister model, the Cayman, exceeded the 300,000 mark for the number of vehicles built. With its timeless attractiveness, this two-seat, mid-engine Porsche design has what it takes to make yet another sports car icon. To mark the anniversary, a Boxster Spyder with Platinum Silver metallic finish and Carrera red natural leather interior trim will roll off the Stuttgart-Zuffenhausen production line in June.



2012 Boxster Spyder

There are solid reasons for this long-standing success: The Boxster and Cayman are continuously developed based on a meticulous mid-engine concept and are therefore deemed to set the standard for sports cars of their class. In the important export market of the United States, this is the tenth year that they have been ranked among the “10 Best” vehicles by *Car and Driver* magazine and occupy second and third place in Germany as the vehicles that hold their value the best, hot on the heels of the 911.

The Boxster’s origins testify to the typical Porsche blend of capability, courage

and farsightedness. In the economically challenging times of the early 1990’s, the company decided to go onto the offensive and unveiled the classic mid-engine roadster concept at the 1993 Detroit Motor Show. In its design language, the show car was reminiscent of the 356 No. 1 and the 550 Spyder. The overwhelming public response clinched the decision to proceed to series production of the Boxster, which began in the summer of 1996, and introduced as a 1997 model.

Dynamic lines, outstanding performance and an attractive price quickly catapulted the mid-engine sports car onto the bestseller list while attracting new customers to Porsche. To put the successful concept on a broader stage, Porsche also developed a Coupe based on the open-topped, two-seater roadster that made its world debut at the 2005 IAA Frankfurt Motor Show as the Cayman. The enormous demand resulted in the Boxster and Cayman being built at Valmet Automotive in Finland in addition to Zuffenhausen.

The model range currently comprises the four open-topped variants, the Boxster, Boxster S, Boxster S Black Edition and Boxster Spyder. These are complemented by the Cayman, Cayman S, Cayman S Black Edition and Cayman R Coupes. The engine variants for the two model lines range between 255 hp and 330 hp and, thanks to Porsche Intelligent Performance, fuel consumption is rated as high as 29 mpg highway.



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BACK TO THE FUTURE – PROF. FERDINAND PORSCHE CREATED THE FIRST FUNCTIONAL HYBRID CAR

by Dan Newton



The name Porsche has been associated with pioneering automotive engineering innovations since the beginning of the last century. A highlight of Prof. Ferdinand

Porsche's early years as an automotive designer was the Lohner-Porsche Semper Vivus that went down in history 111 years ago as the first functional hybrid car.

Porsche's Semper Vivus (Always Alive) recreation is a tribute to Prof. Porsche's visionary invention. The fully functional Semper Vivus replica, based on original drawings and exhaustive research, is a collaborative effort between Porsche Engineering and Karosseriebau Drescher, a coachbuilding company based in Hinterzarten in the state of Baden-Württemberg, Germany. This faithful replica, whose design impresses to this very day, was on display at the 2011 New York Auto Show.

The history of the Lohner-Porsche Semper Vivus



Prof. Porsche had entered uncharted territory with the Semper Vivus. In this vehicle, two generators paired with petrol engines formed a single charging unit, simultaneously supplying electricity to wheel-hub motors and batteries. In autumn 1900, Prof. Porsche set to work on a first prototype with petrol-electric hybrid drive. Presumably he based the world's full hybrid car on a conversion of his electric racing vehicle from the Semmering-Bergrennen race.

To save weight and create room for a petrol engine, Prof. Porsche swapped the original 74-cell accumulator in his electromobiles for a smaller battery with only 44 cells. In the middle of the vehicle he installed two water-cooled 3.5 PS (2.6 kW) DeDion Bouton petrol engines—driving two generators to create electricity—each producing 2.5

hp (1.84 kW). Both engines operated independently, each delivering 20 amperes with a voltage of 90 volts. The electricity generated by the dynamos initially flowed to the wheel-hub motors, with the surplus power being sent on to the batteries. An added bonus was that it was also possible to use the generators as electric starter motors for the petrol engines by reversing the direction of rotation.

The road to the Lohner-Porsche Mixte

In 1901, Prof. Porsche developed the revised concept of his 'petrol-electric hybrid car' into a variant that was ready for



series production under the Lohner-Porsche Mixte name (borrowing the French term 'voitures mixtes'). With a four-cylinder, front-mounted engine, this model mirrored the Mercedes vehicle concept just recently designed by Wilhelm Maybach but with its two wheel-hub motors still conforming to the concept of a serial hybrid car. Prof. Porsche was now using a powerful 5.5-liter, 25-hp (18 kW) four-cylinder engine from the Austrian Daimler engine company as an electrical generator. The engine was connected by a driveshaft to the electric generator located under the seat, with control handled by a primary controller next to the steering wheel.

Before the end of 1901, Ludwig Lohner and Prof. Ferdinand Porsche had pulled off a respectable result by selling five Lohner-Porsche Mixte cars. With a selling price of approximately 14,000 Krone each, this made the cars very exclusive commodities. The purchaser of this initial series was Emil Jellinek, the well-known general agent of the Daimler engine company in Stuttgart-Untertürkheim and the inspiration behind the first Mercedes (named after his daughter) only the year before. Despite this contact, a cooperation agreement to supply Mercedes engines failed to materialize and only seven Lohner-Porsches with Daimler engines were built. From 1903 onwards, petrol engines from Panhard & Levassor were used because the large French automotive manufacturer had acquired the license rights for France, Great Britain and Italy from Ludwig Lohner.

In April 1902, Prof. Porsche took his place on the starting grid for the Exelberg race. His two-seat Mixte racing car was not only visually impressive due to its modern proportions but impressive on the track as well. His Lohner-Porsche



seemed to cope effortlessly with even the steepest gradients of the 4.2-km gravel road leading up to the Exelberg, and it emerged as the victor in the large-car class.

Porsche received additional high-profile publicity in the autumn of 1902 when he chauffeured Austrian Archduke Franz Ferdinand in the Lohner-Porsche during a military maneuver. The aristocratic passenger seemed to have liked the vehicle with its elegant touring body. Soon after, Prof. Porsche received a thank-you letter testifying “just how satisfied in every respect his Imperial Majesty was after the ride.”

The reincarnation of the Semper Vivus

The Porsche Museum embarked on one of the most interesting and challenging projects in its history: the construction of a faithful replica of the 1900 Lohner-Porsche Semper Vivus. Even 111 years after its invention, building the world’s first functioning hybrid car was a great challenge for all. Ultimately it was not just about an extreme attention to visual details but also achieving the

same performance as the original. The Porsche Museum entrusted the workmanship to a team of experts led by coachbuilder Hubert Drescher, who had already proven his competence in numerous difficult restoration projects. As with a number of racing car projects, the aluminum body of the Porsche Type 64 museum exhibit also originates from the Hinterzarten coachbuilder workshop.

When it came to selecting materials, coachbuilder Drescher took his inspiration from among other sources, coaches and carriages from the dawn of the 20th century. This required the assistance of experienced suppliers who were entrusted with the manufacturing of the special materials. The fully functioning Semper Vivus replica, which took approximately three years to build, does not solely include replica components. For example, it was possible to fit some original components, including combustion engines.

Semper Vivus Facts and Figures

Engine: 2x Single cylinder De-Dion-Bouton combustion engines

Output: 2.5 hp (1.85 kW) per cylinder

Electric motor output: 2.7 hp (2 kW) per wheel

Top speed: 35 km/h (22 mph)

Range: 200 km (124 miles)

PORSCHE CARS NORTH AMERICA LAUNCHES SILENT SELLER MOBILE TAG PROGRAM FOR PORSCHE DEALERSHIPS

by Dan Newton

Porsche Cars North America today announced Instant Intelligence, a convenient new way for consumers to do more than just “kick the tires” when they visit a Porsche dealership after hours, or when they prefer to be “just looking” while in the showroom. Shoppers now have the power to see, read and even hear the inside story about Porsche vehicles on display at participating Porsche dealers, whenever it suits their busy schedules. The new program, a first for an automotive luxury brand, taps into the technology of mobile tags and Smartphone tag readers, adding rich content and interactive functionality for a high-performance, personalized shopping experience.

Each scan of a mobile tag-equipped Porsche automatically opens a micro Web site utilizing the phone’s built-in Web browser and features a wealth of specific product information for the exact car being browsed, including vehicle videos, leading press reviews and even the unique sound of the Porsche models’ engines. While not necessary to access the content, a customer can also provide contact information for fast follow-up by a Porsche sales professional.

Since the launch of a pilot program, 11 Porsche dealers have already implemented the Instant Intelligence program, with 184 on the way. According to a Morgan Stanley study, one-third of all digital information is now viewed using mobile devices, and by 2013 that number is expected to reach 50 percent.

In addition to making the Porsche shopping experience even more convenient, Porsche has designed new Web and mobile tools that help on-the-go customers quickly locate and connect with dealer sales and service information. The latest innovations include Smart Mobile for touch-screen handheld devices, featuring customized dealership information including available inventory, special offers and easy driving directions. Also new is a location-based, mobile version of the Porsche Dealer locator where customers can now find local dealers, search all dealers nationwide, or find their nearest service center via their Smartphone.





Announcing the
2011 PCA Riesentöter Region Holiday Party
Saturday, December 3rd

Location: Westover Country Club, Jeffersonville, PA

Time: Cocktail Hour (Cash Bar) 7-8 pm
Dinner served at 8 pm

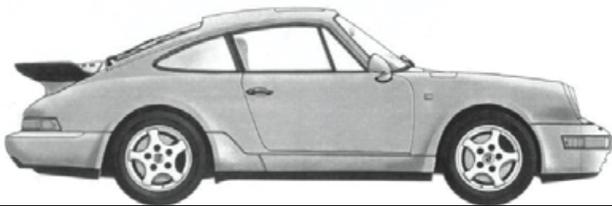
Dress: Casual Chic

*The Dave Mell Blues Band will provide music
for dancing the night away.*

Cost: \$48 per person including tax & tip

Space is limited so please confirm your seat early!

RSVP: Please confirm your reservation to
social@rtr-pca.org by 11/25



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DRIVERS' EDUCATION SCHEDULE

**Pocono Full Course (IMSA)Sept 16-18
(Fri/Sat/Sun)**

**Summit Point October 21-23
(Fri/Sat/Sun)**

TECH SCHEDULE

Techs start at 9:00 am. You must sign up to be teched by 11:30 am at the latest.

Summit Point Sat., October 8

Dougherty Automotive
17 Hagerty Blvd., West Chester, PA 19382
(610) 692-6039

AUTOCROSS SCHEDULE



**Hershey Park September 25
(PCA CPA Region) Porsches & Corvettes**

**Dover, DE October 16
(PCA DE Region)**

Enquiries can be directed to Autocross Chair,
Ian Curtis, at autocross@rtr-pca.org

Please note: check upcoming Der Gassers and our Web site for more details. For registration and payment for Drivers Education and Autocross events, go to MotorSportReg.com.

MONTHLY MEETING SCHEDULE

*Meetings start with a social hour at 7 pm,
unless stated otherwise.*

Pocono DE Weekend Sat., Sept. 17

The meeting will be held on Saturday, Sept. 17 at the track. Look for details to follow on the Web site and in e-mail blasts.

Poosum Hollow Motorsports... Wed., Oct. 19

481 Schuylkill Rd., Phoenixville, PA 19460
Tel. (610) 933-6868

UPCOMING SOCIAL EVENTS

**2nd Annual
Oktoberfest RunSun., October 2**

Stoudt's Brewery in Adamstown. Meet 10:30am at King of Prussia Mall (Crate and Barrel parking lot) for coffee/donuts. Leave 11:30, Caravan to Brewery via PA turnpike. Private parking for all things Porsche, brewery tour, beer garden opens at 12, music starts at 2. Spend the day antiquing and festing. RSVP to wendywalton@comcast.net

**Chester County Scenic Drive
and Dilworthtown Inn**

Wine FestivalSun., October 9

Please join us for a scenic drive through southern Chester County's hunt country ending at the Dilworthtown Inn for their Annual Fall Wine Festival and Car Show. Ticket info for the Wine Festival will be posted when available (proceeds benefit Chester County Hospital). Meet at 8:00-8:30am at the Target, Concordville Town Center, corner of Routes 1 and 322, Concordville, PA. This will be an approximately 1½ to 2 hr drive ending at the Dilworthtown Inn (parking will be in the car show area). A navigator and/or GPS is highly recommended, but not mandatory, along with a full tank of gas. Please keep checking this site for updated info. For more info, please contact Paula Gavin at membership@rtr-pca.org

Porsche Wine Dinner Fri., October 21

At the Kimberton Inn, Kimberton PA. Private parking for all things Porsche. 7pm-8pm cocktail hour (cash bar). 8pm 4- or 5-course dinner with wine pairings for \$50 per person (excluding t and t). RSVP to jeffery.walton@gmail.com

Volunteers Needed!

Enjoy joining your fellow Riesentöters for Sunday breakfast? Ever think of hosting one? If so, this is your chance. We're currently looking for volunteers for September and October. If you have any ideas for locations, please contact Paula at membership@rtr-pca.org

MARKTPLATZ



2 new Michelin Pilot Sport PS2 Tires (N3 Porsche), 265/35ZR18 fits Boxster S, Cayman S, and Carrera 996-997. Tire Rack \$357.00 each plus shipping. Sell pair \$550. 4 used, but in excellent condition, **OEM 18" Boxster S Wheels**. (8J, 9J). Wheels fit 2005 and later Boxster and Cayman. Currently with tires mounted: fronts need replacing, rears still 20%. Sell set of 4 for \$900. Will deliver tires and/or wheels up to 10 miles from Malvern, PA. Contact: Tom Zaffarano, 610-644-7588 or TFZ@aol.com. (07/08)

1980 911SC sunroof coupe, VGC, VIN# 91A0142740, Pacific blue, full black leather interior.



Owned since 11/94 - always garaged. Serviced by Dougherty's, Holbert's, and recently Bob Fox in Ambler - records available. Not concours,

but well maintained with 147,000 miles. Paint is good, but not excellent. Minor rust under the left front headlamp and deck lid. Engine (# 6402786) is strong, no smoke. Stock mechanicals, except for chain tensioners, pop-up valve, and upgraded torsion bars. Transmission rebuilt by Bob Fox in 2009. The car is very solid and tight. Fuchs and tires (P225/50R16 rear & P205/55R16 front), are in good condition. Asking \$11,750. Larry O'Malley, Souderton, PA 215-723-3610 omalleylarry@gmail.com (09/10)

1978 Porsche 911SC Targa, excellent condition, 64,000 miles, 5-speed, AC, PW, Brown with Saddle



interior, fantastic driver, meticulous original owner, always garaged, never driven in snow, salt, or rain, maintained faithfully, new battery, inspected. \$25,000 or offer.

610-797-7856 or 484-264-2743, John, Allentown PA (09/10)

Das Sport roll bar for 996/997 coupe. Has belt loops and seat braces (Brey-Krause) for both sides. Easy bolt-in installation. Excellent condition. \$900 (\$1300 new). Ken Boyd 610 551-5935 or kandaboyd@aol.com (09/10)

Please note terms:

Member classifieds are free to PCA members for occasional sales of personally owned items and run from date received for two issues unless cancelled. Porsche vehicles for sale may be accompanied by one small photograph. Copy and cancellations must be received in writing by US mail or e-mail. Other vehicles may be offered for sale by members at the cost of \$10 for two issues; check for payment made out to "RTR-PCA" must accompany your copy. Commercial classifieds are available to businesses within the Riesentöter Region for the sale of Porsche cars, parts, or accessories. Commercial classifieds are available at a cost of \$20 per issue, limit 25 words. E-mail submissions to Dan Newton at editor@rtr-pca.org with "Der Gasser" in the subject line.

Help Wanted – Autocross Chair

The Autocross (AX) Chair will be in charge of a small group of volunteers who will be responsible for planning autocross courses, negotiating with entities for the courses' hiring, sponsorships, liaison with charities, setting up the courses and timing, teching entrants, doing presentations, along with packing up and storage of the equipment. As a voting board member you will have a reserved garage space at all of our Drivers' Education events.

AX is an entry level competitive driving event around a course defined by traffic cones. Each lap is individually timed for each driver. There is no "wheel-to-wheel" competition, and speeds seldom exceed 60 mph; speeds through the turns will be between 25 and 40 mph. A typical course is about 45 seconds for one lap.

If you think you're a candidate for the position, please contact Joe Asher at asher681@hotmail.com

Help Wanted - Der Gasser Editor

The editor has the final word on which stories are published and the perspective taken on them. They also have to ensure that the editorial stance of the newsletter is in keeping with that of the publication. The editor checks material for accuracy, content, grammar, and style. The editor also oversees the layout and appearance of articles, which may include duties such as overseeing artwork, design, photography and sometimes attending social and DE events. The editor needs be up to date about current club happenings and be well informed about a broad range of technical subjects. Also essential are basic computer skills. As a voting board member you will have a reserved garage space at all of our Drivers' Education events.

If the editor job description sounds like the kind of work you would enjoy, please contact Graham Knight at president@rtr-pca.org

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**996/997 Turbo
Maxflo Muffler**

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