



DER GASSER

SPECIAL EDITION MARCH 2012



From the Editor's Desk:

Welcome to the March issue of Der Gasser. First I would like to take this opportunity to thank Dan Newton for all of his hard work and commitment to the club as the Editor of Der Gasser. Secondly, I would like to thank Scott Duvall for all of the time he spent working on laying out this issue. His technical expertise was invaluable and his patience with me was greatly appreciated.

Publishing Der Gasser on a monthly basis will allow us to communicate with all of you more frequently and more timely. Going forward, Der Gasser will have many of the same features as it did before, but it will also have some new ones. Some of the new features will include:

Destinations- This is a great idea that Scott Duvall came up with that will feature articles on your favorite destinations and the drives that got you there.

Technically Speaking- We are partnering with Pedro Bonilla from the Goldcoast PCA club and AutoGeek.com to deliver technical articles each month.

Porsche Partner Spotlight- Upcoming issues of Der Gasser will feature articles on our partners such as the dealers, tuners, and other Porsche vendors.

Porsche of the Month- We will devote a full page each month to a Porsche owned by one of our members. This month we featured my Cayman, so if you want your car to be featured, use my car as an example of what to submit.

Member Biographies- We will feature two members each month starting in April. This is a chance for our members to get to know you.

As mentioned in my letter to the membership a few weeks ago, all of you are contributing editors to Der Gasser. This publication is for you, about you, and by you. We encourage you to share your Porsche passion, knowledge, and experiences with all of our members.

Best wishes,

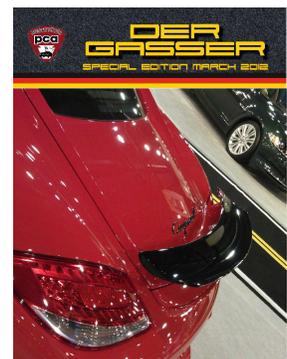
Dave Hathaway

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— On the Cover —



Cayman "R" at the 2012 Philadelphia Auto Show

Der Gasser is the official publication of the Porsche Club of America, Riesentöter Region, and is published twelve 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.

Editor: Dave Hathaway
215-431-7397
editor@rtr-pca.org

Contributors: Dave Hathaway, Scott Duvall, Pedro Bonilla, Jeff Walton
Kristyne Haver

Advertising: Dave Hathaway
editor@rtr-pca.org

DER GASSER

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Porsche Club of America
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Submissions: The deadline for submission of materials is the 15th of the month preceding monthly publication. Please e-mail submissions to editor@rtr-pca.org with "Der Gasser" in the subject line.

Updating Your E-mail

Frequently we send e-mail blasts out to the membership to remind everyone about upcoming events. These e-mails are not sales oriented, but strictly for the benefit of our membership. This database is for Region use only and will not be released to other parties.

It's simple! Go to the Porsche Club of America Web site at www.pca.org. Sign in through "MEMBER LOGIN," then go to the tab "MEMBERSHIP" and scroll down to "MEMBER SERVICES" and click "MEMBER RECORD." Click on the pencil icon to the right of your information to edit, then scroll down and click "SAVE." You're done!

Note: to avoid conflict with spam filters, enews@enews.pca.org should be added to your address book – thanks!



Riesentöter Region, Porsche Club of America Executive Board Members 2012

President*

Joe Asher
president@rtr-pca.org

Vice President*

Rita Hancock
vivepresident@rtr-pca.org

Treasurer*

Chris Barone
treasurer@rtr-pca.org

Secretary*

Anne Marie Von Esse
secretary@rtr-pca.org

Membership Chair*

Paula Gavin
membership@rtr-pca.org

Editor*

Dave Hathaway
editor@rtr-pca.org

Social Chair*

Wendy Walton
social@rtr-pca.org

Marktplatz*

Open
marktplatz@rtr-pca.org

Webmaster*

Todd Little
webmaster@rtr-pca.org

Technical Chair*

Larry Herman
tech@rtr-pca.org

Autocross Chair*

Jonathon Arena
autocross@rtr-pca.org

Track Chair*

Paul Walsack
track@rtr-pca.org

Past President*

Graham Knight
pastprez@rtr-pca.org

Chief Instructors

Steve Meenan
Rick Owens
chiefinstructors@rtr-pca.org

Awards Chair

Kris Haver
awards@rtr-pca.org

Historians

William G& Debbie Cooper
historian@rtr-pca.org

Safety Chair

Jim McCombs
safety@rtr-pca.org

Rally Master

Pete Webster
rally@rtr-pca.org

Registrars

Marty Kocse
Adam Kocse
registrar@rtr-pca.org

Zone 2 Rep

Tom Zaffarano
zone2rep@rtr-pca.org

*Voting Privileges

RTR Upcoming Events



Monthly Membership Meeting Schedule

Wed. March 21 st	Porsche of the Mainline
Wed. April 25 th	Innovative Racing, Limerick
Wed. May 23 rd	Knopf Automotive, Allentown
Sat. June 16 th	Reading Phillies / Picnic
Wed. July 18 th	Porsche of Conshocken

For questions or more info, please contact Paula Gavin at Membership@rtr-pca.org.

Social Events

RTR Wine Dinner on Friday, April 13th

The Historic General Warren Inn in Malvern will be the location for our next Wine Dinner. Join us for a wonderful gourmet five course meal where each course will be paired with a different delicious wine. The Wine Dinner is \$50.00 per person plus tax and tip. Come a little early for Cocktail hour (cash bar) from 7-8pm. Seating for dinner will be at 8pm. Look for the menu for this event in an upcoming email and on the website shortly. The General Warren Inn also has several deluxe rooms! If you would like to book a stay or learn more about the inn please visit their website below.

RSVP's for this event by Wed. April 4th to Wendy Walton at: social@rtr-pca.org

The General Warren Inn: <http://www.generalwarren.com/>

Attention Cayenne Owners! Saturday May 12 – Off Road 101

Cayenne owners, have you ever wondered what your vehicle is capable of? Well, we're offering you a chance to find out. Please save the date for Off Road 101 at Rausch Creek Off Road Park. This will be an all day event of testing your Cayenne and learning new driving techniques over various off road obstacles. Don't have a Cayenne? That's ok as this event is open to any 4x4 off road capable vehicle. Plans are still being finalized for the event, so look for more details on the website as the date approaches. Approximate cost will be \$150-200 per car. To get an idea of what to expect, here's a link to their website, <http://www.rauschcreekooffroadpark.org/>. Look under the "Off Roding 101" section for info. In addition, park representatives will be giving us a presentation on what to expect at our March membership meeting at Porsche of the Main Line.

For questions or more info, please contact Paula Gavin at Membership@rtr-pca.org.

Autocross

Sunday March 18th

Warminster, PA

Philly SCCA Test & Tune

This is not an actual race, but an opportunity to work on some handling basics and getting some general experience. It looks like this event is geared towards more experienced tuners/ drivers, so we are working on putting together our own "Autocross 101" class

Sunday April 22nd

Hershey, PA

For questions or more info, please contact Jonathon Arena at Autocross@rtr-pca.org.

Drivers Education

The mission and purpose of the Riesentöter Drivers' Education (DE) Program is to provide a safe, structured and controlled teaching and learning environment. The PCA DE Program is designed so that participants can improve their driving abilities and acquire a better understanding of vehicle dynamics and driving safety. Participants will experience first-hand the capabilities of high performance automobiles in a controlled, closed-course environment and acquire skills that will enhance safer vehicle operation in all driving situations.

Our instructors will teach you to drive your Porsche the way it is designed to be driven. Riesentöter DE schools are run in a safe and controlled environment on a closed course. Like any new sport, your instructor will guide you into this exciting world of high performance driving. These weekends are great sources of stories for the Monday morning coffee break. You will have dreams about various turns and wake up with memories of your instructor yelling "brake!" or "don't lift!" These schools are truly the only safe way to learn the engineering dynamics that went into the development of this famous racing marquee. However, it is noted that Riesentöter DE events are not racing, nor preparation for racing. No times or standings are recorded, and no awards or prizes are received by the participants of Riesentöter Driver's Education events; just a lot of fun and camaraderie. Any conduct considered by the Riesentöter club to be either unsafe or inconsistent with the spirit or purpose of the Drivers' Education Program will not be permitted. This approach keeps the events safe for all participants!

If you are a first-timer, you should read the Riesentöter [Drivers' Education Manual](#) prior to your first event, as it will help to familiarize you with the Riesentöter Driver's Education experience. You can download a copy of the Riesentöter Drivers' Education Manual in PDF Format by visiting our website. There is a lot of good stuff in this publication. The manual will also introduce you to the topics that will be discussed in the classroom, as well as acquainting you with Registration and Tech requirements and procedures

Want to learn more? Contact the Track Chair at track@rtr-pca.org

2012 DE Schedule

April 13-15, 2012 Track: Jefferson/ Shenandoah Registration Open Date: February 13, 2012	Safety Tech Date: March 31 at	Dougherty Automotive 17 Hagerty Blvd. West Chester, PA 19382 (610) 692-6039
May 7- 8, 2012 Track: Watkins Glen Registration Open Date: March 12, 2012	Safety Tech Date: April 21 at	Meehan Transmission 1938 North Broad Street Lansdale, PA 19446 (215) 885-5123
June 8- 10, 2012 Track: NJMP Lightning Registration Open Date: April 16, 2012	Safety Tech Date: May 26 at	Tillson Motorcars 2097 North 63 rd Street Philadelphia, PA 19151 (215) 473-6400

Drivers Education, continued from Pg. 5

July 27- 29, 2012 Track: Watkins Glen Registration Open Date: June 4, 2012	Safety Tech Date: July 14 at	Dougherty Automotive 17 Hagerty Blvd. West Chester, PA 19382 (610) 692-6039
August 15- 16, 2012 Track: Summit Point Registration Open Date: June 25, 2012	Safety Tech Date: August 4 at	Phoenix Performance 481 Schuylkill Road Phoenixville, PA 19460 (610) 482-0141
September 14- 16, 2012 Track: Pocono (Full Course) Registration Open Date: July 23, 2012	Safety Tech Date: Sept. 1 at	Knopf Automotive 3401 Lehigh Street Allentown, PA 18103 (888) 437-9168
September 19- 21, 2012 Track: Summit Point Registration Open Date: August 27, 2012	Safety Tech Date: Oct. 6 at	TBD

Note: Registration opening date is for PCA members. Registration for non-PCA members will open two weeks after PCA member registration opens.

Safety Tech Information

In order you to bring your car to the track to participate in driver education events you must make arrangements to have your car tech inspected. Tech inspections must be completed no more than two weeks prior to the event.

Tech inspection Rules

Riesentöter Members must have their Porsche inspected by an authorized Riesentöter Tech Inspector.

Driving Instructors must have their car inspected by an authorized Riesentöter Tech Inspector for each event.

Non-Riesentöter PCA Members must have a technical inspector authorized by your region inspect your car. Please have our RTR Tech Form signed and stamped. The RTR Tech Form is available on our web site.

Non-PCA Members: If you reside within twenty-five miles of Philadelphia, your car should be tech inspected by a certified Riesentöter tech inspection facility or at our tech session (see above). If you reside in the state of Pennsylvania but outside the 25-mile radius of Philadelphia, your car can be inspected at a certified Pennsylvania inspection facility. If you reside outside of the state, your car must be tech inspected by a professional repair facility that specializes in your marquee. A RTR tech form is required, which must be signed and have the car VIN on the form along with a receipt for the services rendered.

Regional & National Upcoming Events

Hershey is Coming !

2012 Central PA PCA

Porsche-Only Swap

Meet Saturday April 21, 2012

The Central PA Region of the Porsche Club of America is once again bringing its world-famous Porsche-Only Swap Meet to Hershey, Pennsylvania, on Saturday, April 21st, 2012. This is, without exaggeration, the largest event of its kind on the planet. It typically brings nearly 650 vendors, around 1,000 Porsches, and over 6,000 visitors together in Hershey every year. If you're seeking an obscure Porsche or an obscure part for your Porsche, this is your best chance to find it. Every dealer and Porsche packrat in a 250-mile radius will be bringing their odds and ends for sale or swap. You'll see exotic Porsches found nowhere this side of Stuttgart. We'll once again be featuring a People's Choice Concours, too!

- Largest gathering of Porsches in the United States
- Gates open at 7:30 AM and close at 4:00 PM
- Reserved Porsche parking for over 900 cars
- Reserved parking for Porsche caravans, contact the Swap Chairman for details
- Admission is free, parking is \$10 per car
- Porsche Corral for private sales costs \$20 per car, no pre-registration is necessary
- Event is held rain or shine

For more information on the Swap Meet, visit <http://www.cpa-pca.org/swap/>



Salt Lake City Utah is the place to be this July for the Porsche Club of America's national convention. "Crossroads of the West" as the city is affectionately named, has all the amenities of a major metropolitan area; the friendliness and warm hospitality of a small Western city; remarkable history; and unparalleled access to natural recreation (21 national parks and monuments within a few hours' drive). The city is on land that was once covered by the prehistoric Lake Bonneville. Towering Wasatch Mountains frame this beautiful, safe and vibrant mountain setting.

Salt Lake City will be the perfect destination and backdrop for a Porsche enthusiasts' "Dream Week." For more information on what to see and do in Salt Lake City beyond Parade activities, check out www.visitsaltlake.com.

Registration opens March 13, 2012!

Holiday Party and Awards

by Kristyne Haver

Riesentoter held its holiday party on December 3, 2011 at the Westover Country Club in Jeffersonville, PA to a record attendance of 133. The party was started with a cocktail hour from 7:00 to 8:00, but I think people were a bit reluctant to end it as everyone was enjoying their drinks and catching up with those they hadn't seen in awhile. However, as the buffet became available, people eventually made their way to the food. (Forgive me if I can't remember the exact menu. As awards chair, I didn't seem to find much time to eat. What I did have was very good.)



Per the suggestion of Larry Herman, we decided to change up the awards ceremony a bit and presented the awards in small increments during dinner. The following members won awards for 2011:

The Riesentoter Award is the most prestigious award given in the club for the member who exemplifies the title, and is chosen by the last three winners. This year's recipient is Myles Diamond. Myles was the track chair this past year and did an excellent job. I saw evidence of that at Watkins Glen this summer. Myles gives 110% to the club always and it shows.

The Door Prize is the actual door from a Porsche 356 (which, by the way, really did fit in the front seat of my Boxster!), and is painted with the names of the winners of the award chosen by the membership chair as the most active new member. This year, a couple won the award, Scott Duvall and Leslie LaGrossa, who attended many, many social events of the season.

The Mighty Nitto Award is given for the member who makes the best of a bad situation. This year, the Mighty Nitto was awarded by the RTR board to Brian Minkin. I'll have to admit to some involvement in this bad situation, but I was not the ultimate "problem". When taking me out on the track as part of Taste of the Track, he had to come in about five minutes early as I began to turn green. While Terri Minkin tended to my woozy head, Brian took out the next participant for a spin. When they returned, his passenger got out of the car holding a helmet sprinkled liberally with...you guessed it...VOMIT! Unfortunately for Brian, the helmet couldn't contain it all and the passenger area of his car was also a victim. Luckily for Brian, though, his passenger offered to clean it up for him. Sure he did, he felt fine after blowing chunks! Maybe I should have tried that. Still, I'm betting Terri bought out the grocery store of Febreze!



The Tattered Helmet is given to the member who presents themselves in a less than flattering manner. This year's recipient is Rita Hancock, who offered to cover for the ailing Jeff Walton, and lead the charge to Adamstown and the Stoudt Brewery Oktoberfest. Well, Rita was a first-timer in leading a convoy, and did not account for those being slowed by a lack of EZPass. She and Mike led the crowd of about 30 cars or so at speed ranging from 85 to 90. Pulling up the rear was Joe Asher who was attempting to reach Rita on her cell. After she didn't answer, Joe called Bud Horenci to see if there were any cops ahead, and most of the followers on the turnpike were driving in the neighborhood of 100 to catch up!

The Broken Crankshaft Award is given to the most improved autocrosser. The award this year went to Tanya Curtis who won it fair and square, despite the fact her father, Ian Curtis, was autocross chair. Yay, a woman won a driving award! You go, girl! However, she almost didn't receive the actual award. Craig Nichols, last year's winner, was reluctant to let it go and it had to be pried from his grabby hands

Holiday Party continued from pg. 8

The High Speed Driver of the Year is chosen by the track chair and is the award for the most improved driver on the track. Dave Felker is this year's winner. According to Paul Walsack, Dave improved immensely this past year.

The Instructor of the Year is awarded to the most deserving instructor and is chosen by the chief instructors. This year, the most deserving instructor was always there, always willing to take out another student, and also participated as instructor only. No personal driving time for him. And, the winner is...Kevin Douglas! (You can't tell I'm watching the Oscars while writing this, can you?)



We also gave two special awards this season. The first went to Francine Knochenhauer for her years of service and devotion to club as outgoing goodie store chair. Francine and husband, Bodo, were also driven to the venue in a limousine. The second award was Family of the Year given to Brian and Terri Minkin for their untiring work for the club at all track events, even some autocross events, and their past service on the board. With this award, they are also nominated by RTR for the PCA National Family of the Year. Go Minkins! Here's hoping you win the national award as well.

With the conclusion of the awards and dinner, the band, the Dave Mell Blues Band, provided the crowd with awesome blues tunes and a bit of rock 'n roll as well. The band was well-received although many were still busy talking and not dancing until the end. Having sung backup vocals for the band before, I jumped up on stage to see if we could get the crowd going and was joined by my partner in crime, Francine Knochenhauer.

After the band played their first set, we interrupted the party to have a little fun at our now past president's expense. Joe Asher pulled a chair out in the middle of the dance floor for our esteemed president of the last three years, Graham Knight. As president, Graham claims to have made a lot of new friends, and possibly a few enemies. Regardless, we all had Graham stories to tell. First, Mike Kling came up to tell the story about the hat Graham always wears at the track. Pam, Graham's wife, was able to sneak the hat into the party and presented it for him to wear for the rest of the party. Since there may be children reading this article, I will refrain from telling it here. Steve Meenan also came up to tell a funny Graham story and Paul Walsack told the story of Graham and the infamous grilled cheese sandwich. After the stories, Graham was presented with a few presents. Joe called for the cake and club employees wheeled out a special cake in the shape of a grilled cheese sandwich complete with fries. Since our beloved



president no longer has a Porsche to call his own, except Frank's, I presented him with a white GT3...with remote control. Jeff and Wendy Walton presented him with a membership in the BMW club with the statement, "You're their problem now".



After the roast of Graham, the music and party resumed until we had to leave about 11:30 as we only had the room until 11:00. However, I think there were a few of us who could have danced all night!

“Destinations”

by Scott Duvall

Welcome to a new series in Der Gasser that will showcase our member’s favorite roads and destinations. Our staff encourages you to send us a brief write up of your favorite Porsche drives to share with our members. We hope to perhaps inspire you to take a new excursion or visit a place that may become your new favorite.

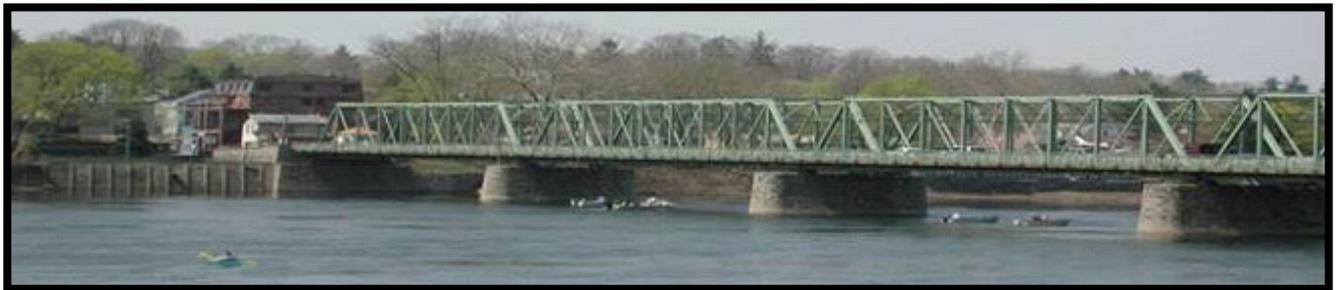


Lambertville, NJ

Lambertville Station Restaurant

Located on the Delaware river adjacent to its sister city of New Hope, PA, Lambertville is home to numerous shops and the Lambertville Station Restaurant. Completed in 1867, the station initially was the headquarters of the Belvidere Delaware Railroad which served passengers traveling on the local lines from Belvidere to Trenton. The Bel-Del, as it was commonly referred to, primarily carried coal and lumber along its lines and gradually locally produced freight as the area grew more industrialized. After the demise of the railroad, the station was locally acquired in 1982. The structure was refurbished preserving the massive exterior while the interior became an elegant blend of yesterday and today.

Lambertville can easily be reached by traveling up either side of the Delaware river on Rt. 29 in NJ or Rt. 32 in PA. Depending on your start point you could also come in from the direction of Doylestown. We prefer to drive up river and normally take the PA side but recently tried Rt. 29 in New Jersey. We found State park spaces along the old Delaware and Raritan Canal and Washington Crossing as well as the small town of Titusville.



Bridge linking New Hope and Lambertville

The other plus on the NJ side is that the posted speed limit isn’t as restrictive as on Rt. 32 as you approach New Hope. On a pleasant day, Lambertville is great for window shopping or browsing through the many shops that line the streets. There is a walking path along the canal and you can easily cross the bridge on foot to explore New Hope. Our favorite spot is Lambertville Station for their excellent brunch. We recently tried their salmon salad and crab cake sandwich. Both were excellent and the station is just full of great atmosphere. The restaurant stocks an outstanding wine list and features local wines as well. We ordered the Bridge Street Chardonnay which paired nicely with our meal. The real treasure is the wine cellar in the basement of the building



Arranged in small seating areas with extremely comfortable chairs the wine cellar is great for resting your feet from walking about or just spending an intimate time together. They offer wine flights of their different stock and also cheeses and chocolates to compliment your choice of beverage.

When you arrive, parking is available in the lot for the Lambertville Station Hotel for a fee, which is refunded when you have your meal. During the warmer weather months the outdoor seating area is enjoyable instead of being cooped up inside. We've always found service to be very responsive and haven't been disappointed in our meals.

If you have a Sunday that needs a Porsche drive and haven't been up to Lambertville, do stop in at the station and spend some time in town. The station is a great spot to people-watch or see what vehicles are crossing the bridge. I've seen everything from an antique Ford pick-up to a Lamborghini taking the trip back and forth. You'll find much to see and do while you're there and there always seems to be a shop we just didn't get to see the trip before.

The Wine Cellar



Outdoor seating at the Station

TECHNICALLY SPEAKING – COOLANT/ANTIFREEZE

By Pedro P. Bonilla (PCA Gold Coast Region)

Once upon a time you could only use Porsche coolant in your water-cooled Porsche, but times and products have changed and now you have a choice ... several, actually.

I know you've heard the stories about how your coolant will turn to gel if you put something else in there other than genuine Porsche coolant, but if you have a little patience and read on, I'll give you the skinny. For those of you with "real" air cooled Porsches, thank you for reading this far, but you've read enough.

Logically, you'd think that a water cooled engine would be cooled with water right, and why does it need to be water cooled, anyway?

A typical, 6-cylinder Porsche cruising at around 70 mph (3,350 RPM) will produce 10,050 controlled explosions per minute inside the engine, as the spark plugs ignite the fuel/air mixture in each cylinder. Obviously, these explosions produce an enormous amount of heat, and if not controlled, will destroy the engine in a matter of minutes. Historically, there have been 2 choices for controlling this heat: air and water cooling. The original Porsche engines were all air-cooled, but with the advent of more strict environmental regulations it became more efficient to use water instead of air to cool the engines and now all internal-combustion engines in Porsches are water-cooled.

Pure water is probably the best fluid for holding and transferring heat, but it has three problems. It freezes at 32° F which causes it to become solid and expand, thus cracking the engine, it boils at 212° F turning into vapor at too low a temperature considering those generated by the internal combustion engine, and pure water running through the cooling system would promote internal

So, science came to the rescue. By adding a chemical product known as **Ethylene Glycol** (C₂H₆O₂) to pure water, it changes the freezing and boiling points of the new fluid, now known as antifreeze or coolant.

Adding Ethylene Glycol obtained the needed anti-freezing qualities, but the coolant still boiled at too low a temperature. So once again, science comes to the rescue. By pressurizing the system to a safe pressure of 14.7 psi, the boiling temperature of the coolant is now raised another 45° F (25° C) so the coolant can withstand the higher temperatures without boiling.

Coolant or antifreeze, has four (4) basic functions it must provide:

- 1.- It must carry heat from the engine to the radiators where it will be dissipated;
- 2.- It must not freeze in the winter and must not boil in high-temp environments;
- 3.- It must lubricate the system's moving parts such as the water pump, and;
- 4.- It must protect the cooling system against corrosion.

There are 3 basic types of coolants based on the different types of additives used:

Inorganic Additive Technology (IAT), Organic Additive Technology (OAT) and Hybrid Organic Additive Technology (HOAT). Although, technically each one of these would work on any automotive cooling system, each one was developed to meet specific manufacturer's needs.

IAT has been around since the first water-cooled engines. It contains silicates and/or phosphates that

	Pure water	50/50 C ₂ H ₆ O ₂ / H ₂ O	70/30 C ₂ H ₆ O ₂ / H ₂ O
Freezing Point	32° F (0 °C)	-35° F (-37 °C)	-55° F (-67 °C)
Boiling Point	212° F (100 °C)	223° F (106 °C)	235° F (113 °C)

galvanic corrosion.

form a protective barrier on everything in the cooling system, even on the hoses. IAT coolant is generally recommended for iron-block and heavy-duty engines.

OAT coolants work differently. Aluminum and ferrous metals form a surface-layer of corrosion in the presence of moisture. OAT coolants anneal (transform by the engine's heating and cooling cycles) this metal-oxide layer into a thin surface coating that protects against further corrosion. OAT coolant is what's in our engines because most of the components are aluminum.

HOAT are hybrid coolants that use both silicate and organic acid corrosion inhibitors, generally recommended for engines that have iron blocks and aluminum heads.

The recommended antifreeze for our Porsche vehicles is the OAT type. Many of the famous, over-the-counter brands offer OAT coolant with an aluminum-protecting inhibitor package and contain no silicates, borates or phosphates and will be stated as such on their labels. Generally these are called "Extended Life Antifreeze

distilled water be used for the dilution. You can purchase an already diluted 50/50 mix from most of the antifreeze manufacturers, but it is generally cheaper if you make the mix yourself and adjust the proportion to your specific needs. Check your coolant level frequently. If you notice a drop in the coolant level, check your coolant cap. Chances are if it's an old (even an original) cap, it might need to be replaced after 4 or 5 years since it can lose its pressure-holding ability. If you need to top off, it's fine to do it with just distilled water. You don't need to use mix, not for a small amount.

The Ethylene Glycol used in coolant is poisonous to humans and pets. Take all necessary precautions.

On a final note, regarding the "mixing of non Porsche coolant with Porsche coolant will turn to gel" issue, here's the scoop. Porsche was one of the first manufacturers to use an all aluminum engine and they were pioneers in the



Coolant". These coolants can be put on top of the existing Porsche coolant, if needed for a top off, even if it's a different color, and although Porsche sells its coolant as a lifetime product, whenever there's a need to service any cooling system component, such as a radiator, a cooling line, the thermostat or the water pump, for which the system must be drained, fresh coolant mix should be used to ensure that the additives are there in the necessary quantities to protect the newly installed surfaces.

As we saw in the table, the recommended mix for most of us in the lower 48 states is a 50/50 mix of antifreeze and water. Because tap water contains many minerals and chemicals which could reduce or eliminate the wanted effects of the additives, it is highly recommended that

development of the Organic Additive Technology (OAT) for antifreeze. In those days the concentration of silicates, borates and phosphates (among others) was so high in the commercially available IAT coolants, that when mixed with OAT this would cause the additives to precipitate out of solution and would clog many of the fine cooling vanes in the radiators and engine. This precipitate had the consistency of slush.

Bottom line: Don't mix different types of antifreeze.

PHILADELPHIA AUTO SHOW (Jan 28th- Feb 5th)

By Scott Duvall

It's been several years since we last attended the Philadelphia Auto Show and it was a pleasant surprise this year to find a well organized and extensive display of past and present vehicles. My wife and I appreciate examples of fine automotive engineering and there was plenty to see. Although we do lean towards the coupe style over the sedan or larger, there were some nice examples of those "other" vehicles on display. As usual the show was held at the Philadelphia Convention Center which had 600,000 square feet devoted to the show. Toyota even had a first ever indoor ride and drive event (at low speed mind you). The main display was held on the upper level while the aftermarket DUB Show was held on the lower level.



Lexus LFA 2012

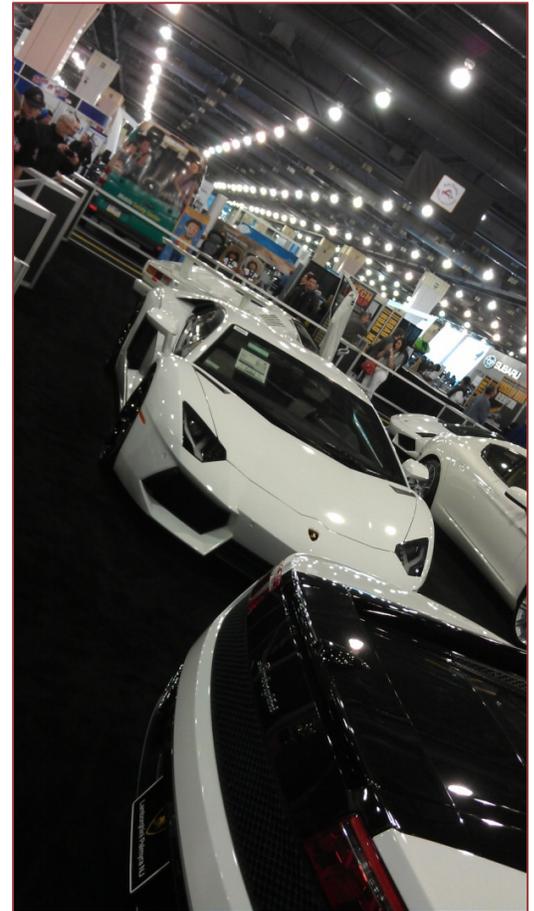
This year was the 110th edition of the show since its inception in 1902. One of the features we enjoyed this year was the inclusion of classic cars in the display space. Various groups were represented including the Simeone Automotive Museum, Buckingham Concours d'Elegance, New Hope Auto Show, LBA Auto Museum, and Concours d'Elegance of the Eastern US. One of our favorite vehicles was the Cord on display from the Buckingham group. We've had the opportunity to view a few of these beauties over the years and this one was just gorgeous.



Some of the other antique vehicles on display were from Ferrari, Aston Martin, Mercedes, and Jaguar. Everyone seemed to gravitate to the F.C. Kerbeck display to see the exotics. What was unique was that the dealership chose to bring all of their display vehicles in white. The exception was a Maserati that was painted in a beautiful pearl white. This car just gleamed.

The Lamborghini Aventador was also a big hit. Styled in the same manner as its stable mates, there was no mistaking this car's pedigree. There's just something about these cars that make them look like they're ready to go out and dominate the road. Truly works of art.

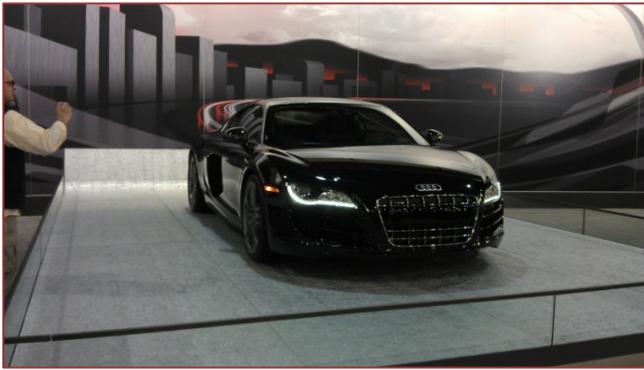
Another manufacturer that had a relatively small display was Fisker. I had never heard of this company before, but apparently they are US based in California and have developed a hybrid vehicle that actually looks pretty good. The car is rear wheel driven by two traction motors developing 959 ft. lbs. of torque and is rated at 403 horsepower. They also feature several eco-friendly elements on the interior and exterior. These include water based paint and wood trim made from recovered sunken trees from Lake Michigan and California wild fires.



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All in all, the Auto Show was a good time. I've barely touched the surface of all there was to see at the show but suffice to say – I'll be there next year if they continue with the excellent production displayed this year.

Philadelphia Auto Show, Continued from Pg. 14



Audi R8



Jaguar XKR-S Coupe



Jaguar XKE



1955 Austin Healey 100M



1956 Mercedes 300SL Gull-wing



Fisker Karma



From the New Hope Auto Show Group



"Porsche - There is no substitute"

Philadelphia Auto Show, Continued from Pg 15



Last but certainly not least we have the Auto Show Porsche page. All models were present at the Porsche display area and we noted a bit more interest in the Cayenne than I would have expected. Then again they have been selling well for the last couple of years. The new 991 was displayed and I particularly liked the car in blue, one of my favorites. There was also a 911 on display from the Porsche Sport Driving School. In white with quite the large wing, it looked ready to hit the track.



While we were touring the show we also came across a few other models as well. I was pleasantly surprised to find a 1988 959 on display at the New Hope Auto Show area. We also came across two 930's on the first floor display area. The red one had an after-market slant nose kit as it didn't have the correct headlight set-up. As I said before, this show was well worth attending.

Shifts & Giggles

by Jeff Walton

So, a few years ago I bought a Porsche knowing full well that I would instantly become a member of society where I'm looked upon as a snob, yes a haute taute, nose in the air, send back the '83 Latour not as good as the '82, a two syllable Porsche pronouncing driving snob. Let's face it, these cars do invoke a sense of snobbery and prestige among the non-p car owners because quite mistakenly they are all deemed to be valued at a \$100k or more, are rarer than the average BMW (just try finding a dealership in Wyoming), and only driven by doctors or the tech savvy nerds who hit it big in the dot com era. These cars are seen as exotics, no special thanks to Car and Driver, Motor Trend, or even Top Gear, comparing them against Ferraris, Lambos, or fill in the name of your favorite super car here. Quite frankly they deserve to be based on performance alone.

Yes this breed of transportation is built for performance. It's built to handle the apexes at amazing speeds, it's got the tach smack dab in the middle of the dashboard, it's speedo goes to 175 plus, it's gearbox is music to the maestro behind the wheel, it's got brakes that stop on a dime and give you change back, and it's pedigree is proven purely on the track. To put it bluntly - they are built to race. And here lies the rub-"built to race".

Why the rub?

Well, because most of us (aside from the DE folks and autocrossers) drive on the street, the everyday commute to work, off to the grocery store - macadam paved roads and highways type of streets, with the occasional gravel roads hit only when trying to shave off a few miles to win a rally. In other words, not a professional race course. You see, the majority of our roads are filled with potholes, speed traps, stop lights, get-out-and-walk-faster traffic, rain, snow, and other drivers. The "other drivers" is where the crux of my problem exists. I know I was given tools that are far greater than I ever need. The Porsche on the street is like putting an ocean liner in a swimming pool, giving you the big box of 64 crayons and asking you to draw the American Flag, or like the old saying bringing a knife to a world war, yes I know this, but the so called "other drivers" don't. It seems they are always testing me. I don't know if it's the sleek aerodynamics that transcends time, the sound of the flat 6, the big ass wheels, my big ass smile that's always on my face or what, I just know everyone wants to prove that I wasted my money. Meaning I can't

go a day driving about town where there isn't one person who glances in their rear view mirror and picks up their pace, or revs the engine at a light, or flat out doesn't let me pass. And it's not just the kids in their older Subarus with their ginormous wings and fart-can exhausts, oh no, it's guys in trucks, delivery trucks, work trucks, yet no fire trucks to date, and even mothers in minivans. Yes even mothers in minivans who need to use their back-up camera because their rear window is a plastered with their OBX ovals and their family stickers stating they have 2 boys, 2 girls, 2 dogs, 3 fish, and an honor rolled gerbil. The scenario is always the same so it seems. The minivan is just coming back from the bus stop where all the other moms have parked waiting for the bus while their children sit in comfort watching the latest block buster Blu-ray in surround sound. Side note - remember the bus stop when we grew up, all the neighborhood kids walked to one central location and waited for the big yellow bus, then off to school and maybe two more stops, and none of this stopping at every driveway nonsense. So before heading home the minivan makes their daily stops at Star Bucks and Target and somewhere in between or slightly afterwards, the inevitable drag-strip meeting takes place. I just concentrate on the light to turn green. The minivan....nope...I can feel the glare, the glare that states, if I didn't have all these kids, I'd be driving that very same car mister. Hey I fully understand, so why rev that 202 horsepower 6 cylinder. The minivan inches out as to gain any advantage they can, I still feel the glare. I ignore. The light still red. Inches out even more. Still red. The rev of the engine. Then the green. I barely have time to push in my clutch when the minivan launches like they just announced on the radio that Walmart is going out of business. 15 seconds later the minivan finally crosses the intersection and I just shake my head in utter amazement and wonder what are they thinking and knowing full well I could have if I wanted to but I don't and rarely do.

I say rarely because every once in a while I'll drive my p-car like it was meant to be driven, red-line it, take a corner faster than normal, or just to get away from those people who can't keep a constant speed in the left lane. Most of the time it's just pure adrenal to know I have one of the best cars in the world and I don't have to prove it to anyone.

Porsche Sport Driving School

By *Dave Hathaway*

Before attending the Porsche Sport Driving School I had never driven any car, let alone my Cayman on a track. To say I found the class exhilarating would be an understatement. Most of all it was an eye opening experience that has made me a better driver no matter what car I choose to drive. I learned the capabilities of the world's most well engineered and technologically advanced family of cars. During the class I was able to not only drive a Cayman like mine, but also a Boxster, 911 Carrera, Panamera and a Cayenne.



This journey started in December of 2010 when I placed the order for my Cayman. Five months later in April of 2011 I took delivery of my car. While picking up the car my salesman Joe mentioned a series of classes that were available for me to take through Porsche that would enable me to fully appreciate my new Cayman. I listened but I was too excited about just getting in the Cayman and driving off after the longest five months of my life waiting for its arrival.

During the fall of 2011 I began to look into the classes that Joe had mentioned to me. The website for the Porsche Sport Driving School (PSDS) www.porschedriving.com was great and had complete course descriptions as well as a video that made my heart pound. I watched this video more times than I can count and forwarded to a lengthy list of friends. After calling out to the school to get a few additional questions answered, I went back on line and registered for the two day high performance driving class and reserved a hotel room. Porsche has an agreement with a local transportation company to provide transportation from the airport to the hotel and back, as well as to provide transport to and from the track each day. This is included in the cost of the course, but you need to follow the reservation instructions carefully to ensure your transportation is set up correctly.

I flew down to Birmingham on Friday afternoon and was picked up at the airport and taken to the hotel which is about a twenty minute ride from the airport. The hotel itself is incredible and actually it's a golf resort.

Day One- Saturday

We all met downstairs in the hotel lobby at 6:45 AM and boarded two small buses that would take us to the Barber Motorsports Park. In all there were twenty-seven students both men and women across a wide range of ages. Driving experience also ranged from novices like me to highly skilled racing drivers. Many of the more experienced drivers drove other makes of cars and had even attended other performance driving schools, but wanted to experience driving a Porsche. Several of my fellow students were attending the school as a gift from their spouse.

We reached the track and assembled in the classroom building, finished the class registration process and were served a continental breakfast. After breakfast we spent an hour in the classroom meeting the instructors, going over safety guidelines and reviewing the laws of physics and how they affect our driving. After that it was off to the track to start driving.



The first image that greeted us at the track was an ambulance from the Birmingham Fire Department, which was staffed by two medics the entire time we were there. I was feeling like a kid on Christmas Day, waiting to open my presents, until I saw the ambulance, and then the seriousness of what I was about to do set in. We immediately split up into four groups, one going to the track, one going to a course to practice cornering and stopping, another group went to the skid pad to work on over-steer and under-steer, and the last group went to the autocross track. My group was first on the track.

Porsche Sport Driving School - Continued from pg. 18



of the other skills stations.

The experience I gained on skid pad was invaluable. We learned how to identify and correct over steer and under steer. First we experimented with Porsche Stability Management (PSM) turned off and then performed the same exercises with PSM turned back on. Wow what a difference. I really got hooked on the autocross track. I got faster and more confident with each lap. I am proud to say that I didn't knock over any cones through two days on the autocross track. After a full day on the track and rotating through the skills stations, we were taken back to the hotel for a few hours of rest before having dinner with the instructors.

Day Two- Sunday

The second day began like the first with breakfast followed by a brief time in the classroom and then off to the track. We ran several dozen laps at higher speeds than the laps from the first day as well as applying the skills we learned from the three skills stations the day before. Our laps in the afternoon were recorded on USB drives that were given to us by the instructors. You could view your laps and compare them to a lap recorded by one of the instructors. My fastest lap was 107 MPH. The USB drive also contained course materials and other information. During the day we competed for the best times on the skid pad as well as on the autocross track. We also had the opportunity to take the Cayenne out for an off road excursion. There you are introduced to the amazing capabilities of this vehicle.

From the Cayenne, we then went back to the track to ride with the instructors for hot laps in the 911 Turbo's and a GT3. My hot lap was both scary and exhilarating at the same time. Our car reached 128 MPH. While holding on for dear life, I started to realize where I was making mistakes while navigating the turns. When it was over, I wanted a chance to go back and apply what I learned from during the ride along. After the hot laps we went back to the classroom for awards and closing remarks. The day came to an end when we went next door to the Barber Vintage Motorsports Museum for a tour of the museum and the more than 1,400 vintage motorcycles and race cars, only half of which are on display at any one time.

I'm hoping to return to the Porsche Sport Driving School for the next class which is the two-day Masters Advanced Driving Course. In the mean time, I can relive my experiences in the first class by re-watching my recorded laps over and over again.





Instructor's 911 Turbo



Drivers getting ready to enter the track



Caymans for the Cornering Exercises



Instructor's Boxster Spyder



Track Map



Waiting for the Hot Lap in a GT 3

Porsche of the Month

Each month we will be featuring a Porsche owned by one of our members. If you are interested in having your car featured in an upcoming issue of Der Gasser, send an e-mail with the information on your car using the format shown below to: editor@rtr-pca.org. Along with a description of your car, please include one or two pictures. The file size should be no larger than 1 MB each in size. We'll edit the photos to fit the page.

Owner: Dave Hathaway

Member Since: 2011

Model: 2011 Porsche Cayman

Exterior Color: Guards Red

Interior Color: Black

Ordered (If New): December 2010

Delivery: April 2011

Dealership (If Applicable): Thompson Porsche of Bucks County

Equipment:

Convenience Package

Infotainment Package with Sound Plus

Sport Seats

Multi-Stage Heating

18" Cayman S II Wheels with Colored Center Caps

PASM

Sport Chrono Package Plus

PDK Transmission

PDK 3-spoke Steering Wheel with Paddle Shifters

Modifications:

19" Turbo II Wheel and Tire Package

Fabspeed Maxflo Muffler and Exhaust System

Fabspeed EVOMSit ECU Upgrade

Leather Center Console with Porsche Crest

Das Schild Hood Protector from Suncoast

Lloyds Ultimate Mats Black w/ Red Porsche Logo

Upgraded Brakes with Red Calipers

Clear Side Marker Lights from Suncoast

Notes:

The photo was taken the day I picked up my car from the dealership on April 9, 2011. The 19" Turbo II wheel and tire package is being stored at the dealership until spring when they will be put back on. All the modifications have been completed with the exception of the clear side marker lights. I just got these, so I'll get around to installing them when it's warmer. The only other options I wish that I had ordered originally are red seat belts and red leather seat stitching.



MARKTPLATZ



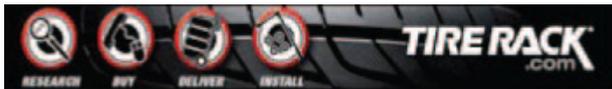
Please note terms:

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 Dave Hathaway at editor@rtr-pca.org with "Der Gasser" in the subject line.

RTR logo merchandise is now available at the PCA Webstore at this url:

<http://www.pcawebstore.com/RIESENTÖTER>

Currently the items available are limited but we hope to have an expanded line available in the near future. Below are two examples of the jackets you can order.



A reminder concerning our affiliation with Tire rack, an internet tire and wheel supplier. RTR has placed the link and banner on our club website under the **RTR Exclusive** drop down menu. When you access and purchase their products via the RTR websitelinks, RTR will be paid a modest commission, for the referral service. For us to earn that commission, you must purchase your tires through the RTR link versus going to the site directly through your internet provider. Your purchase must also be made within 60 days after you initially access the Tire Rack website through our link. Since many of us already use Tire rack as our tire and wheel supplier, this is a relatively painless way for RTR to earn these commissions. These commissions will be used to support all of the clubs activities, just as our dues do today.



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Picture Trivia



Do you know the story behind the Spider in this picture? If so drop a line to the Editor at editor@rtr-pca.org We'll be keeping track of who gets the most correct answers to our picture trivia and let you know who has the most correct answers at the end of the year.