

Palmetto Pipes

PCA Palmetto Region
www.pcapalmetto.org

September 2008



The 911

In the autumn of 1963 the famous, distinctive and durable 911, *Neunelfer* in German, was first introduced at the Internationale Automobil-Ausstellung, better known as the Frankfurt Motor Show. The model was developed as a more powerful, larger and more comfortable replacement for the 356. It was originally designed as the 901, being its internal project number. After protests from Peugeot that in France the company had exclusive rights to car names formed by three numbers with a zero in the middle. The name was changed to 911. It went on sale in 1964, giving buyers a competent alternative rival to the Jaguar E Type.

The earliest edition had a 130 PS flat-6 engine, in the “boxer” configuration like the 356. The car had four seats although the rear seats were very small. Thus the car was considered a 2 + 2, rather than a four-seater. Ferdinand “Butzi” Porsche was the leading stylist. Erwin Komenda, Porsche’s leader in the car body construction department also had a hand in the design.

The rear-engine, air-cooled design has undergone continuous development since its inception, though it was neglected during the front-engine era cars like the 944, 928 and 968.

Various models followed in the years to come. The more powerful 911S was introduced in 1966. In 1967 the Targa version was introduced as a “stop gap” model.

The 1972 - 1973 911 model years were produced with a new, larger 2341 cc engine. The 911E and 911S used mechanical-fuel injection. The 911T was carbureted and in January of 1973 the US 991Ts were switched to the new K-Jetronic CIS (Continuous Fuel Injection) system from Bosch.

As all you die-hard 911 lovers know ever since its first inception into the car world the 911 has continually evolved. Today I would say it is considered a premium among sports cars. I remember a time when the Corvette was considered a premium sports car. There were few to be seen on the road and fewer yet on a dealer’s lot. Go by any Chevrolet dealer now and you’ll see several. You’ll most likely see them often on the road now too. But how often do you see a 911, whether it’s an older or brand new one? Better yet how often do you even see a Porsche on the road?

Let’s just say we Porsche owners are still envied because of the cars we drive. Isn’t it nice when someone says “I wish I could own one?” Doesn’t it just make you smile? So pamper your cars but don’t be afraid to get them out on the road. People like seeing them. They make the ordinary motor vehicle owners head turn and ask, “Was that a Porsche?”





2008 Officers

President

Kevin Small
843-810-9956
wilke3169@yahoo.com

Vice President

Steve Kemp
843-571-6255
stevensonkemp@bellsouth.net

Secretary/Treasurer

Tuggy Mathisen
843-571-7174
bbtchas@bellsouth.net

Membership Chair

Al Trego
843-270-6222
ojuice45@aol.com

Newsletter Editor

Jackie Dasen
843-200-5125
pors928v8@yahoo.com

Webmaster

Josh Stolarz
843-571-3965
webmaster@pcapalmetto.org

Palmetto Pipes

From the Prez

As we ponder where the next hurricane will begin and end, I do hope everyone is planning their next Porsche event. Be it a Sunday solo drive or joining the Myrtle Beach group, a driver education with one of our neighboring regions or the now famous trip to Fontana and the Tail of the Dragon, or maybe you are just fitting the monthly meeting into your busy schedule. Whatever your pleasure, do set aside some time to enjoy your Porsche.

We have several events within the Palmetto club that we can all look forward to. Those that are going on the Tail of the Dragon trip are likely packing and getting their cars ready. I just returned from Asheville and I can tell you that the lower temperatures will make the trip worthwhile not to mention driving, friends, food and fun.

We plan to welcome the executive committee to Charleston in October. They will be here for a few days as one of their many meetings. It goes without saying that Vu and the others on this committee will receive a Lowcountry welcome.

Gordon Friedman and Autometrics have offered to host a Saturday Dyno Day. This will give owners the opportunity to have their cars tested for performance and give a true barometer of the condition of their cars. This event will be limited to 15 cars due to the time required to set up and test each car. The cost will be \$75, which is half the normal price. I have signed up and look for the slots to fill up soon.

I do hope everyone plans to attend the September meeting. We have a major announcement for PCA Palmetto. I will not give away the full extent, but I will drop this hint. Brian Smith of Carolinas Motorsports Park will be at our meeting at Baker Motors to discuss the many upgrades, new amenities, and here's the hint: upcoming events for next year. I am looking forward to sharing this as well as discussing the calendar as we close out 2008.

Kevin

“ it's not just the cars, it's the people...”



Kevin N. Hedges
Financial Consultant
(843) 849-7878
www.hedgeswealthmanagement.com

www.AXAonline.com

AXA Advisors, LLC (member FINRA, SIPC),
1200 Avenue of the Americas, NY, NY 10104,
(212) 314-4600. Hedges Wealth Management
LLC is not owned or operated by AXA Advisors
or AXA Network. GE-39702(00) (5/07)

Summer is just about gone and fall is getting ready to move in. Thankfully Tropical Storm Hanna stayed a Tropical Storm and didn't become a major hurricane and leave us with a lasting reminder to the hazards of living where we do. Though she left us with some extra water at least she moved on past. Let's hope we continue our lucky streak of avoiding these devastating storms. Now that the threat of Hanna is gone and Ike will most likely not bother us we can get our beloved Porsche back out.

For those of you going to the Tail the weekend of the 12th it'll be a fun time. For those not able to go look forward to pictures and a story from a car's point of view in next month's issue. Some of you may remember last year's story. For new members interested in reading it you'll find it in our May 2007 newsletter. All newsletters are accessible through our website.



SOMETHING GERMAN

The Black Forest is a wooded mountain range in Baden-Wurtemberg in southwestern Germany. The Rhine Valley borders it to the west and south. Feldberg is the highest peak with an elevation of 1,493 meters (4,898 feet). With a length of 200 km (120 miles) the forest is almost rectangular in shape. With a breadth of 60 km (37 miles) it encompasses approximately 12,000 km² (4,600 square miles).

During the last glacial period, the Wurm glaciation, the Black Forest was covered by a glacier leaving behind several cirques such as the Mummelsee. The present geology consists of sandstone on top of a core of gneiss. The trees consist mainly of pine and firs. Because of logging and land use changes today's forest proper is only a fraction of the size it used to be.

Seven rivers run through the forest. They are the Rench, Wiese, Neckar, Murg, Kinzig, Enz and the Danube. The forest is also part of the continental divide between the Atlantic Ocean drainage basin (drained by the Rhine) and the Black Sea drainage basin (drained by the Danube).

The Black Forest's main industry is tourism. In addition to several towns and monuments the forest is crossed by numerous long distance footpaths including some of the first ones established. The forest is also home to Germany's most famous waterfall, the Triberg Waterfalls. It is also home to the River Wutach gorge. The German Clock Museum in Furtwangen also makes its home in the forest.



BOOK OF INTEREST

HUNT FOR 901

Hunt for 901 is the debut novel by gourmet chef and automotive writer Kevin Gosselin. Its protagonist, Faston Hanks, is a Connecticut innkeeper, car historian, and automotive archeologist known for his ability to find lost automotive treasures: an automotive Indiana Jones. He is also a gourmand who won't let an adventure stand in the way of a good meal.

When Austrian musician, Heidi Ruff, arrives at his inn, begging Faston to help her find her father, his answer is simple, "I don't find people."

"You might this time," replies the Austrian. "In 1963, Porsche's 901 prototype went missing after its debut at a German auto show. My father was the one who lost it."

Thus begins Faston's hunt for the Holy Grail of Porsches, searching all over Europe for clues that will lead them to the missing 901 prototype. As Faston and his geriatric sidekick, Charles Ivory, close in on the long-lost Porsche and Heidi's mysterious father, they discover they are not alone in trying to find this most famous of Porsches. Who will be the first to find it?

For all you readers this might be a good relaxing book to pick up for a chilly winter night when it's best to stay inside, curl up on the sofa and listen to the crackling of a warm fire.

www.pcapalmetto.org

Your site for current events and photos...

Porsche Trivia Fun

What race, held in Mexico is synonymous with the Porsche name Carrera?

Answer to August trivia: 13

911 Carrera, 911 Carrera S, 911 Carrera Cabriolet, 911 Carrera S Cabriolet, 911 Carrera 4, 911 Carrera 4S, 911 Targa 4, 911 Targa 4S, 911 Carrera 4 Cabriolet, 911 Carrera 4S Cabriolet, 911 Turbo, 911 Turbo Cabriolet, 911 GT2

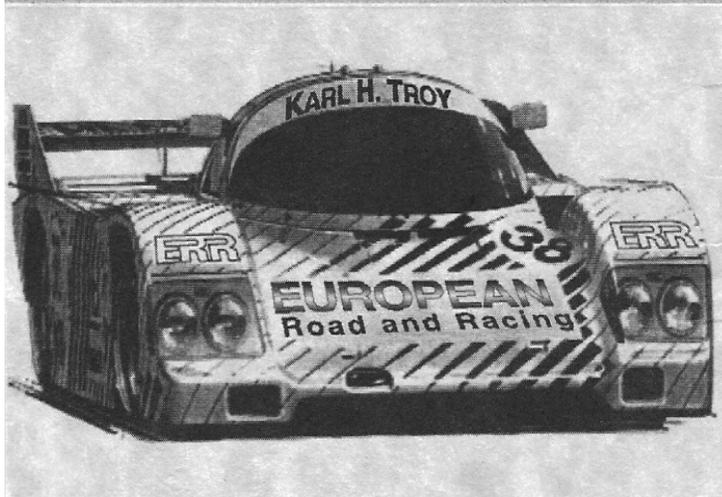
EUROPEAN
Road and Racing

COMPLETE SERVICE & REPAIR FROM
FAMILY SEDAN TO HIGH PERFORMANCE

KARL TROY

BMW • PORSCHE • MERCEDES • VW • AUDI
FERRARI • VOLVO • LAMBORGHINI

4560 Rivers Avenue Tele 843.747.1342
North Charleston, SC 29405 Fax 843.747.0180
www.europeanroadandracing.com



MIXED RESULTS IN DETROIT KEEP PORSCHE CHASSIS, ENGINE IN FRONT IN ALMS POINTS; FLYING LIZARD GT2 PORSCHE ONE-TWO; RS SPYDERS OFF THE PODIUM FOR FIRST TIME

ATLANTA – August 30 – In what has turned out to be the hardest-fought two class championship points battles in the history of the American Le Mans Series, Porsche cars and drivers edged closer to the GT2 championship with the Flying Lizard Motorsports Porsche 911 GT3 RSRs finishing first and second in class, while an Acura win in LMP2 gives them a four point lead in the manufacturers championship while Porsche drivers maintain a slight lead in drivers points after today's Detroit Sports Car Challenge Presented by Bosch.

.... "We were running second with a good chance to pass the leading Acura when a GT2 car moved into the path of Timo's car as he was trying to position himself for a pass," said Tim Cindric, president of Penske Racing....



Members Corner

New Member:

John Bradley-----2007 Boxster

Transfer Member:

Tracy Altland-----2004 Boxster

A warm Lowcountry welcome to everyone. Look forward to seeing you at our next outing.



SILVER KING
Alloy Wheel Repair Specialist



Polished or Painted
Curb Damaged
Chipped, Faded

We're Mobile
MIKE SMITH
(843) 670-0737
(843) 696-2268

NEW VEHICLES

For those wanting a FUN SUV you've got to get the Cayenne GTS. While having our 928 in for an alignment Ken and I had the pleasure of taking a brand new 2009 Cayenne GTS for a little test run. Sports Mode is a blast. This SUV rocks. The interior is so nice you could live in it. The power and agility is more like a car than a Sport Utility Vehicle. And as my friend and fellow PCA member Stephen Khouri said, "you won't feel that 'pitch' when you take a turn in a Cayenne that you feel in other SUV's." He's right. It's like sitting in a car.

Rennsport Charleston

Porsche Service
1976-A Sam Rittenberg Blvd.
Charleston, SC 29407
843-556-4925
Stan Turner

PORSCHE NEWS RELEASE EXCERPTS

Direct Fuel Injection Lowers Fuel Consumption and Increases Performance in 3.4-Liter V8 for 2008 Porsche RS Spyder in the American Le Mans Series

ATLANTA – July 31 – Following in the footsteps of the street Porsche Cayenne and 911, the sports prototype Porsche RS Spyder now profits from direct fuel injection technology (DFI). The new engine, with which Porsche underlines its role as technology leader in energy efficiency, celebrated its race premiere with an LMP2 victory in the American Le Mans Series as Timo Bernhard (Germany) and Romain Dumas (France) took the class win at Mid-Ohio earlier this month...



2006 Cayman S
 Red w/ tan interior
 19" Carrera Wheels
 Active Suspension Mgt & more
 \$52,000
 (843) 270-6455

1987 951 (944Turbo)
 Red w/Gray Interior
 Borla Exhaust, Linen Sport Seats,
 Chips and more
 \$10,000
 (843) 651-8030

Check out the pictures and further descriptions of these and other classifieds on the web

Autometrics  **AUTOMETRICS**

Serving Charleston for Over 25 Years

Your Independent Porsche Specialist

Located West Ashley

1913 Belgrade Ave.
 Charleston, SC 29407

Call Will Hodges

(843) 763-6740

E-mail: autometrics@knology.net



- ASE Master Certified Technicians
- Bosch Authorized Service Center
- Service, Repairs, Alignments
- Engine & Gearbox Rebuilds
- Parts & Accessories
- DE & Porsche Club Racing Experts
- Performance Upgrades

autometricsmotorsports.com

TAIL OF THE DRAGON.com
AT DEALS GAP
318 CURVES
IN 11 MILES

Ride me if you dare ...

Tech TIPS

Leaky 911 Valve Covers

One of the most common problems with the older 911s is the occurrence of major oil leaks. While some oil leaks are harder to fix than others, the oil leaks that originate from the 911 valve covers are very easy to fix. From 1968-77 the upper valve covers were magnesium. While very lightweight, there is a coefficient of thermal expansion mismatch between the cam tower and the valve covers. In other words, when the engine heats up, the valve covers expand at a different rate than the cam towers. This causes the magnesium covers to warp, and subsequently leak. It is this leak from the valve covers that is very common on the older cars. If your SC or Carrera is leaking from the bottom covers, the Turbo valve covers that are reinforced, will help prevent this leak. Since this is a very common upgrade, it may have already been performed on your car. Check to see if your covers have been upgraded before you order a new set. The newer ones are all aluminum, and the lower covers have fins that criss-cross the outer surface.

To see if your car is suffering from valve cover leaks, take a look under the car and check the bottom of both the left and right valve covers. If there are oil drips there, as well as oil on your heat exchangers, there is a good chance that your covers are leaking. Check the ones on top too, from within the engine compartment. These are also very prone to leaking. A good way to check for leaks is to clean the entire engine. You can clean the bottom of the engine by taking it to a self-serve car wash that has a degreaser setting on the nozzle. Don't spray any water inside the engine compartment, as there are many things in there that you just don't want to get wet. Instead, use some degreaser on a rag to wipe out the inside of your engine compartment. Please don't dump any degreaser on your driveway, as this pollutes the environment. For step by step directions with photos go online to this website address: [http://www.pelicanparts.com/techarticles/911 turbo covers/911 turbo covers.htm](http://www.pelicanparts.com/techarticles/911_turbo_covers/911_turbo_covers.htm)

Originally written by Wayne R. Dempsey and print in Pelican Technical Articles



Upcoming Events

September

- 9th Monthly Meeting—Baker Motor Company
- 12-14th Tail of the Dragon trip
- 19th Drive your Porsche Day in honor of Ferry Porsche's Birthday

October

- 2-3rd Croctoberfest - Atlanta, GA
- 4th Carolinas Region DE at CMP
- 4th Petit Le Mans at Road Atlanta
- 10th or 17th is Tentative Oktoberfest
- 18th Euro Fest at BMW Plant Spartanburg
- 25th Peachtree Region DE at Road Atlanta
- 25th PCA National Board is in town for the weekend, BBQ planned
- 30-31st Savannah Historic Races

Saturday Breakfast

Join the gang for Saturday breakfast -held at the Sunflower Café on Hwy. 61 @ 8:00 (every Saturday). Come and Join us.....

TWP ART
571-7174

W · A · T · E · R · C · O · L · O · R · S



*Palmetto
Pipes*



Baker Motor Company
Charleston's authorized Porsche Dealer



PORSCHE