

Palmetto Pipes

PCA Palmetto Region
www.pcapalmetto.org

July 2009



40TH ANNIVERSARY CELEBRATION

Our 40th Anniversary as a chartered region of the Porsche Club of America was a great success. First a big thank you to all the members that helped out with the various events, registering cars at the rally, handing out directions and answering questions, registering attendees at the Yorktown, helping to hang the banners and prepare the dining area.

Despite the triple digit temperatures and that wonderful Lowcountry stuffy humidity we had 25 cars participate in the gimmick rally. The rally route started off with cars lining up near the USS Yorktown at Patriot's Point in Mount Pleasant. The rally cars then proceeded over to Sullivan's Island. Once reaching the island they were given the opportunity to proceed with the rally or stop and get lunch first. Myself, Ken, Josh and a few others met up at Dunleavy's Pub/Restaurant where we watched the Porsche's go by. Several were noted coming from the wrong direction. But oh well, it's kind of hard to get completely lost on an island. There were 8 ties for first so a drawing was done out of those ten and the ultimate winners were our Zone 3 Representative Bob Saville and his wife Nadean, driving a 914. With NO air conditioning, way to brave it Bob and Nadean.

Approximately 150 people joined us in the hanger deck of the USS Yorktown for dinner and other festivities. Along with being able to socialize with our Porsche friends we had numerous auction items to bid on. And for those wanting to test their driving skills Autometric's provided a racing simulator. No Ken we're not buying one.

Among our guests were former members and several of our earliest, including Charlie Clark, our longest standing member. PCA National Secretary Caren Cooper traveled from Austin, Texas to spend the weekend with us as well. And of course for all those there our distinguished guest speaker, Porsche racing legend, Vic Elford.

Our new sponsor Porsche of Hilton Head displayed several of their vehicles next to the Yorktown, including a Cayenne, Boxster, Cayman, and 911. Our local racing team Autometric's also displayed their No. 14 Grand Am racing car.

Our highest auction item bid, won by Ame Hornsby, was "On the Giclee" by Nicholas Watts, donated by Anita and Vic Elford. I do believe this your birthday present Scott. The Penske Spyder team shirt was the second highest bid auction won by National Secretary Caren Cooper. Caren also bid on other items and we thank her for her generosity. Other notable bid winners were Al Trego, Mike Sauermann and Keith Martin. A thank you to Bob Woodman for his generous donation as well. *Continued Page 3.....*





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Palmetto Pipes

The Prez's Message,

Welcome to July,

For those of you that missed our 40th Anniversary Celebration, it was an astounding success and a great party. And even though some of you couldn't make it, we still owe you a big "thank you" for being a part of and supporting our local Porsche Club.

Here's some of my message at the opening of our program.

Thanks, to all of you for joining us here tonight for this 40th Anniversary celebration. Thanks to all of you and our cars that give us that common thread and bond. It's been a fun and fast 40 years for the Palmetto Region.

Thanks to our past and current club members, officers, event chair persons, volunteers, zone reps, PCA National, our sponsors (for the years of the newsletters and website as well as for tonight's event) and to the shops, dealers, and of course the racers.

Thanks to the people, the Porsche people. Over the years you may have often noticed in our newsletter the line "***It's not just the cars, it's the people***". I don't know who originally coined this phrase, I think I even saw it in the 70's when I got my intro into PCA. It was true then and it's true now.

I recently had a treat of getting a fresh reminder of this apropos phrase. I was on an airplane departing O'Hare, when a gentleman sat next to me. He said the last time he had been in Chicago was at the car show. Our discussion made me to realize he enjoyed fine autos. He told me he was on his way to Guttenberg, Iowa, where I was headed the next day. Actually, the little town where my wife was born. He told me about his stubborn mother and a little about her German heritage. I asked "with that combination, did he have a Porsche, and he

"PREZ Ltr" continued on page 4

This letter was written to our President, Ben Miehle, and we would like to share it to all of our members:

Dear Ben,

My congratulations to you and to Palmetto on the region's 40th anniversary! I've had a lot of fun just thinking about presenting the charter all those years ago. Zone reps were "zone coordinators" then, that position having just been created, and presenting a charter was a big deal. Betty Jo and I drove over from Atlanta in a huge 1966 Oldsmobile pulling our "new" 904 on a trailer, and presented the charter to Warren Chard on July 19 (although I think the region had been functioning for some time before that).

After a great party that night, Palmetto put on a memorable autocross the next day; I remember particularly running against a VW Beetle that had a Chevy engine, a 283 cid I think, mounted amidships right behind the driver. He pretty much squirted from corner to corner, eased around the pylon, and squirted again. Fearsome!

Coming back to Atlanta, we stopped in a motel on the way to see the first manned moon landing on television. I think it must have been portentous that Palmetto was chartered on the same weekend that Neil Armstrong walked on the moon.

Kurt Gibson contacted me about being at your upcoming 40th anniversary celebration since I had the great pleasure of presenting your charter all those years ago. Unfortunately, I had a prior commitment outside the country and am thus unable to attend.

I wish that it was not so; I would love to be with all of you again. My best wishes to Palmetto for the next 40 years!

Leonard Turner

The 40th continued...

Our grand door prize went to Bob Stonerock who received the door of a Porsche GT racecar. I think it made Dr. Bob's night. If you'd like to see the film presented by Mike Duck you can find it on YouTube at <http://www.youtube.com/watch?v=Ox-EyLaEMIQ>

Despite the heat I do believe everyone had a very enjoyable time. I know it was great seeing my numerous Porsche friends as well as meeting new ones. The beautiful sunset over Charleston and the harbor was a nice added bonus as well.

On Sunday we braved the heat again for a walking rally of downtown Charleston. This is an area I could just spend days exploring. There is so much history here it's worth getting out and seeing, even if you do sweat bullets. The rally concluded with a brunch get together at Fleet Landing Restaurant, overlooking the Charleston harbor. After brunch, we braved the heat once again, with a trip up to Boone Hall Plantation in Mount Pleasant, famous for its majestic live oak lined drive leading to the mansion that has appeared in many motion pictures.

This event was a great success and wouldn't have been without the many hours and total dedication of club members. A special thank to Scott Hornsby. You thought about it and then you made it happen Scott. Because of Scott's efforts he was awarded our Red Baron award. It is given to the club member that has done the most for the club in a given year. As you all know Scott also put together our successful Blind Rally.

Lastly I think the biggest thanks should go to the Porsche Club of America for having granted us our charter 40 years ago. Look for some of the original documents and letters sent to obtain this charter in upcoming issues. I'd also like to thank Caren for providing us with a nice array of charter and club history documents. Glad we didn't decide to try and get up on that tree limb at Boone Hall, as we laughed then, it would have been hilarious to see Zone, National and Regional Officers going over backwards in an attempt to get a great scenic photo.

If you haven't checked out the photos from the event yet, check them out online on our website.



"PREZ Ltr" continued....

said yes, two, a 914 and a 911. I told him I had one, a 911 Carrera Cabriolet, and I had the latest Panorama in my bag. We realized our common bond, these cars and the club. He was from New Mexico, in the Road Runner Region of PCA, told me about their events, autocrosses, DE's, track time, and regular meetings with enthusiasm. Our experiences had great similarity and of course that same blood line. He also mentioned how he had on more than one occasion proudly demonstrated his ride to his friends with other "makes". He said he'd been invited to some of their respective club events, mostly Miata's and Corvettes. He said that of all the clubs none are ever as friendly and endearing as the Porsche Clubs and Porsche people. More than once he said, the Porsche people are always the nicest. It's always heart warming to see the blink or flash of headlights when another Porsche comes your way. The whole conversation was reaffirming our phrase, It's not just the cars, it's the people.

So, one more time, a heartfelt thank you to all of you for being here (and for being part of our club) and supporting our club, our PCA Region and our Porsche.

A special thanks to our guests from other regions, our friends and relatives, past members, the shops that keep us running, the dealers, the racers, both amateur and pro, our esteemed guest speaker, Vic Elford, our Zone representative Bob Saville, and PCA National Secretary Caren Cooper. And of course thanks again to all our sponsors and donors to this event. And a really big thank you to our board, our volunteers and Scott for all his hard work.

It's not just the cars, it's the people

Ben

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SOMETHING GERMAN

"Hessian"

Hessian refers to 18th Century German regiments that fought with the British Empire against the American colonists during the American Revolutionary War. The term is thought to come from the principality of northern Hesse where many of the soldiers came from. German leaders like Landgrave Frederick II of Hesse-Kassel hired out thousands of conscripted subjects as auxiliary soldiers to Great Britain. Approximately 30,000 soldiers were sold into service and called *Hessians* because they came from Hesse-Kassel.

These troops were not mercenaries who voluntarily hired out their own service for money. Like most armies of the 18th century a majority of the soldiers were conscripts, debtors, or the victims of impressments. Some were even petty criminals. They certainly didn't do it for the pay as it was low and some received nothing more than their daily food. The officer corps consisted of career officers who'd served in earlier European wars. The revenues from these soldiers went back to the Germany royalty. There were a few Hessian units that were respected for their discipline and excellent military skills.

The Hessian soldiers comprised nearly one-quarter of the British forces during the Revolutionary War. They included *jager* (light infantry), *hussars* (heavy cavalry), 3 artillery companies, and 4 battalions of grenadiers (specialized soldiers). The majority of the infantry were *chasseurs* (sharpshooters), musketeers and fusiliers (a soldier armed with a light flintlock musket). The infantry mostly carried smoothbore muskets and the artillery used 3-pounder cannon. Original regiment size was 500-600 men, falling to 300-400 later in the war.

The first battle the Hessians engaged in was the Battle of Long Island in 1776. The Hessians fought in nearly every battle up to 1777 when they were then mostly used as garrison troops.

At the wars end in 1783 some 17,313 Hessians returned to Germany. Out of the 12,526 that didn't return about 7,700 died. About 1,200 were killed in battles and 6,354 died from illness or accidents. About 5,000 Hessians remained in North America, settling in Canada and the newly founded United States of America. They married and settled into the populations. They became farmers or craftsmen. The number of their direct descendants living in the US and Canada today is unknown. Of the 5,000 that remained some were forced to do so. Their commanders refused to take them back to Germany because of either being criminals or physically unfit. It is believed that General George A. Custer was of Hessian descent.



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Oil Leak Fixes - Oil Breather Cover by Mark Jo

If your engine was anything like mine there should be a puddle of oil here around the breather cover. If not this may not be an area of leakage, but it is a common one. If you look carefully ([Figure 2](#)) there is a sensor with an electrical connection coming out of the cover. Unplug the electrical wire at the end of it, and screw it out. Then there is a bracket connecting your accelerator linkage to the air box. Be careful taking this off because if the rubber of the air box is old it will snap off (like it did for me) but can be repaired with epoxy. It does not look like it is vital, just a support bracket. After that you must go ahead and remove the whole accelerator linkage plate to be able to get your wrenches at the oil breather cover nuts. From here it may differ from engine to engine.

A Pelican BBS member said that for his Carrera 3.0 he had to remove the whole CIS system, but on my car I was able to do it with a little bit of cheating. You can see that even with all the nuts loosened and removed, the breather cover cannot be lifted because of the pipes above it. And with some careful observation you can figure out which clamps have to be loosened so that the pipe system and the round gold modules (Vacuum modules?) can be removed as a unit ([Figure 3](#), [Figure 4](#)). Hose clamps have to be undone at the junction directly above the oil breather cover then at the multi junctions above the oil thermostat, and also over on the side of the engine.

When all the hose clamps that need to be loosened are, and the 2 support brackets holding up this network of tubing are undone, the tubes can be pulled off. But even with this, the breather cover still does not have the clearance to be lifted clear of its studs. So to solve this, I undid the intake manifold nuts on the 2 most fly-wheel side cylinders ([Figure 4](#)). And I was able to tilt the intake system enough to remove the breather cover. With the breather cover off, put it on a level surface like a piece of glass to check for warpage or unevenness. If so you can place a piece of sandpaper under it, still on the piece of glass and sand lightly to level it. If it is bad, you will have to purchase a new one or have a machine shop level it for you.

The gasket for the cover was purchased at www.pelicanparts.com. The one I pulled out was cracked in several places leading to the oil leaks. To prepare my gasket I coated with a light coat of motor oil, but I have heard different opinions. Some say install dry, and other use a Loctite gasket sealer. If I were doing this again I would probably use the Loctite, but my oil-coated gasket seems to be holding up. Installation is reverse of removal. But do not put all the parts together yet. For more info and other tech articles visit [pelicanparts.com](http://www.pelicanparts.com) and http://www.pelicanparts.com/techarticles/911_oil_leaks/911_oil_leaks.htm

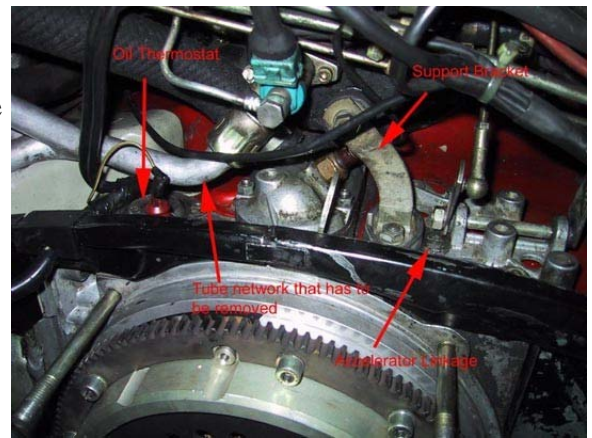


Figure 2



Figure 3

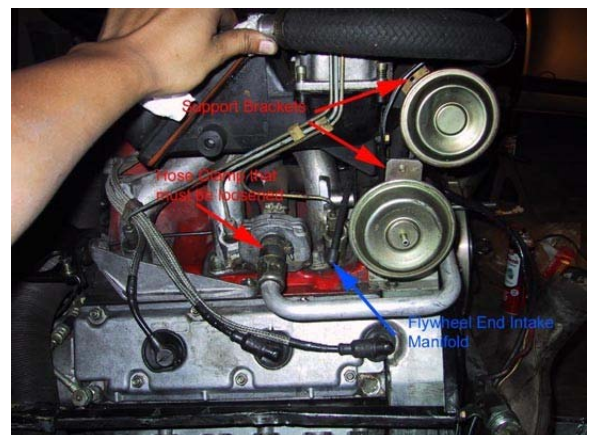


Figure 4

PORSCHE

PORSCHE PRESS RELEASES

Stuttgart. Dr. Ing. h.c. F. Porsche AG, Stuttgart, is proudly presenting its history “in motion”: In a 2 ½-film “The Porsche Way“, the Company presents its entire history from the early years up to the present day on one full-coverage DVD. Starting with the lifetime achievements of Ferdinand and Ferry Porsche, the film focuses in eight chapters on the development of the famous sports car manufacturer, proceeding from one decade to the next. “This is the first time that a car maker is presented so exhaustively on a DVD”, says Dieter Landenberger, the Director of the Porsche Archives.

The DVD is based on the Archives Collection with more than 5,000 hours of footage. Taking most impressive scenes from the history of the Company, the products and motorsport, the DVD presents numerous film extracts never seen before. Several outstanding celebrities of former times also make an appearance in the film, among them former racing drivers such as Hans Herrmann, Eberhard Mahle, and Paul Ernst Strähle as well as former employees of Porsche such as the “Engine King“ Hans Mezger or Dr. Heinz Rabe, formerly the Director of the Porsche Social Affairs Department. As a further highlight, the film comes with music composed specifically for this DVD.

“The Porsche Way“ from the Porsche Museum Edition is now available in German and English at the Porsche Museum Shop at a price of Euro 24.90.

PORSCHE FACTORY DRIVERS, CUSTOMER TEAMS HAVE SUCCESS, DISAPPOINTMENT AT LE MANS; RS SPYDER WINS LMP2, MICHELIN ENERGY AWARDS – GT2 PORSCHE DNF

ATLANTA – June 13 -- While the Porsche RS Spyder is just a memory in North America, it was certainly alive earlier today at the checkered flag for the 24 Hours of Le Mans as the iconic LMP2 sports prototype captured its second Le Mans class win in two tries thanks to the Danish customer team of Casper Elgaard, Kristian Poulsen, and Porsche factory driver Emmanuel Collard.

The Team Essex, which came in second in LMP2 a year ago, beat its Lola Judd rival by more than 14 laps, as well as capturing the energy efficiency classification “Michelin Green XChallenge” as the car with the best overall efficiency, calculated by the ratio between lap times and fuel consumption. Porsche lost its chance for a one-two LMP2 RS Spyder finish only an hour before the end of the race, as the RS Spyder entry of NAVI Team GOH spun off the track while running comfortably in second place. Under braking for the first chicane on the Hunaudières straight on an oil spill of a competitor, Japanese driver Seiji Ara hit the barriers and the car was forced to retire.

“We’re proud that in customer hands the RS Spyder not only confirmed its high speed and reliability again but also won the environmental classification. It’s a great pity that the second RS Spyder retired. NAVI Team GOH put in an immaculate performance and really would have deserved to secure second,” said Porsche Head of Motorsport, Hartmut Kristen...

Complete results can be found at the following link: http://www.lemans.org/24heuresdumans/chronos/2009_24_Heures_du_Mans_24H_Race_clah24.pdf





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Members Corner

New Members :

Victor Lazarovici _____ 2000 911 C4
 Patricia Tilton _____ 1999 Boxster

Transfers In:

Sandy Bell _____ 1987 911 Turbo
 Phillip Clayton _____ 2008 Boxster
 Rome Walker _____ 2003 Boxster

A warm Low country welcome to everyone. We look forward to seeing you at our next outing.

Porsche Trivia Fun

July trivia question:

In 2008 what did the RS Spyder win at all races and championships – in the Le Mans 24 Hours, the American Le Mans Series and the European Le Mans Series?

June Question: What was Vic Elford's favorite track?

June Answer: Nurburgring



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MONTHLY RECEIPE

Summertime is a great time to eat fresh fruit. It's less expensive now and better tasting. Roadside stands and farmers' markets are in full swing so why not try using it in a way the Germans do.

WEINKOMPTT- Stone Fruit in Wine

Prep Time: 20 minutes

Cook Time: 5 minutes

Ingredients:

1 ½ lb of mixed stone fruits, cherries, peaches, apricots, plums or other

¼ cup plus 2 T. sugar, divided

2 T. kirschwasser or other schnapps, preferably fruit schnapps

½ c. good red wine (Zinfandel or other fruity, full-bodied wine/try Plungerhead

¼ c. dry, white wine (try Ruffino Orvieto)

Preparation:

Wash fruit, peel peaches and cut into slices. Pit and slice apricots. Pit cherries. Place in a non-metallic bowl and sprinkle ¼ cup sugar over them. Mix and leave for 10 minutes. Add the 2 tablespoons of kirschwasser, mix and let sit for another few minutes.

Meanwhile, mix the wines, 2 tablespoons of sugar and the cinnamon stick in a small saucepan and bring to a boil. Dissolve the sugar completely. Pour the boiling wine over the fruit, mix and cool slightly. Refrigerate for several hours before serving.

NOTE: you may use a mixture of fruit or only one kind. In this recipe 4 large apricots, 2 medium peaches and ½ cup of pitted cherries is used. You can also mix a ½ cup of sparkling wine into it before servicing (such as Sekt, prosecco or champagne). Although it's not been made without sugar you can try substituting Stevia powder. It is heat resistant and has no aftertaste.

This recipe and other summertime fruit recipes the Germans like making can be found on About.com-German food.



AUSTIN'S DETAILING TIP

After watching and listening to Austin Patton at Gordon King's the night of our May meeting I've decided detailing and car care would be a useful item to add to our newsletter. So look forward to this newest addition each month. First you need to have the right equipment and products.

Your washing essentials are: 2 microfiber wash mitts. 1 nicer mitt exclusively for upper body panels. The other is exclusively for those nasty spots on the lower body panels, under the rocker panels and around the wheel arches. Make sure to SEPARATE your 2 mitts. This is vital because you don't want to get them mixed up the next time you wash.

You'll want 2 buckets as well. The first is for your soap media. The second for your rinse. Keep grit guards in both buckets to keep from picking up the grit that gets deposited in the buckets. This will keep the soap you are using throughout the washing to stay clean.

Have an electric blower plugged in and ready to use to aid in getting the water off quickly before spotting occurs after the car is washed. Although not essential utilize an electric power washer (1500-1800 psi). This allows you to rinse the stuck on bugs and more stubborn grime during your rinse that regular hose pressure cannot lift off. This will pay off because the more you can rinse off with the water the less you will DRAG across your paint and get stuck in your mitt when washing.

Another tip. Ditch all the old t-shirts, old chamois cloths, and forget the terry cotton rags and nylon wash brushes (they scratch and swirl your paint). If you're able, invest in authentic microfiber products such as microfiber noddle wash mitts, microfiber polishing towels and waffle weave microfiber drying towels. These are 3 essential items for the serious detailer. Make sure you also have a couple of mitts, good bit off polishing towels, and at least 2 or 3 drying towels. You don't want to exhaust your 1 mitt or towel and keep reusing it. Use a new or fairly new condition towels and mitts each time. The NUMBER ONE cause for swirl marks and scratches is the over use of dirty old rags which get dirt trapped in them and the pores of the fiber get clogged making the towel or mitts stiffer or less absorbent. It will scratch your paint.

Once you've got your washing essentials you can get down to business. So first things first, NEVER wash in the sunlight. The sun and heat will bake the water into those nasty water spots! Always wash in the morning before the sun comes up or in the evening after the sun goes down, in an indoor washing facility or under a pop up canopy.

Last tip before starting the washing process. DO YOUR TIRES FIRST. It takes time to concentrate on cleaning each wheel. This way you don't have to worry about the water drying on the car while your cleaning the wheels. With the car wet it might prompt you to hurry through the wheels.

Austin's recommended car soap is Meguiar's Shampoo Plus. His recommended tire cleaning products are, Griot's Garage Wheel Cleaner (his favorite) or P21S Wheel Gel. Next month's issue will focus on tire cleaning.

If you don't want to or don't have the time to detail your car yourself or you want your paint back to that show room condition contact Austin at ampbmw@gmail.com. He does all of Gordon's cars and detailing isn't his full time job. He'll come to you.

CALLING ALL PORSCHE'S

By: "The Beast" - Written by Jackie Dasen (7/4/2009)

Okay everyone. All you Porsche's out there. I made this call two years ago and I'm doing it again. This is to all you Palmetto Region Porsche's, Porsche's in neighboring regions and those far and near. There's a Road Trip in September. You've got to go. I probably won't be there this year but my new driveway buddy will be as long as she stops listening to me about how to get new parts from our owners. We got yelled out when she came back home the other day. We were literally told I'll get no new paint and she'll just sit and rust if we don't straighten up. And I know there is a box of NEW parts sitting in the dining room waiting for me and I really want them, so I guess we'll behave. Besides with her next to me I do almost look like that pink flamingo now. Thanks Josh for the jinx.

So here it is, another trip to the Tail of the Dragon. Oh, how that road just beckons to us Porsche's to come drive it. There's nice scenery but you know what, it's nothing compared to feeling that wonderful concrete beneath your tires as you take a recommended 15 mph curve at, oh maybe 50. They are just so much fun. Hopefully this year my little buddy, maybe we'll nickname her the little red bullet, will be up there having a grand time. So make sure you come along and join her. She'll be a rookie and might need you more experiences Porsche's to help her out. You know she just doesn't have the might and gusto I have but she's still a Porsche. And no she's not borrowing my "Move Over" tag.

So get your owners to make their room reservations. It'll be fun. It always is. Oh, and make sure someone puts a push bar on. Just in case your run into that slow, poky Cougar again. That was just horrible. Still gives me nightmares. Make that call Porsche owners your car will love you for it.

**TAIL OF THE DRAGON RUN IS
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P.S..
Thanks Josh!!



This years Red Baron Award winner, Scott Hornsby.

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Upcoming Events

July

10th Kiawah Cruise In 5-7pm

14th Monthly Meeting, 7pm @ T-Bonz's

18-19th SCCA Autocross, Michelin Proving Grounds

August

8th Monthly Meeting @ the Porter's (Kiawah Is)

23rd Dine & Drive to Lands End in Georgetown

29th-30th Hurricane Region DE at CMP

Saturday Breakfast

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



Palmetto Pipes

Jackie Dasen, Newsletter Editor
215 Oak Circle
Walterboro, SC 29488

Monthly Meeting

July 14th, 7pm @ T-BONZ's
1688 Old Towne Rd, Charleston