

Palmetto Pipes



PCA Palmetto Region
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June 2009

USS *Yorktown* (CV-10), 1943-1975

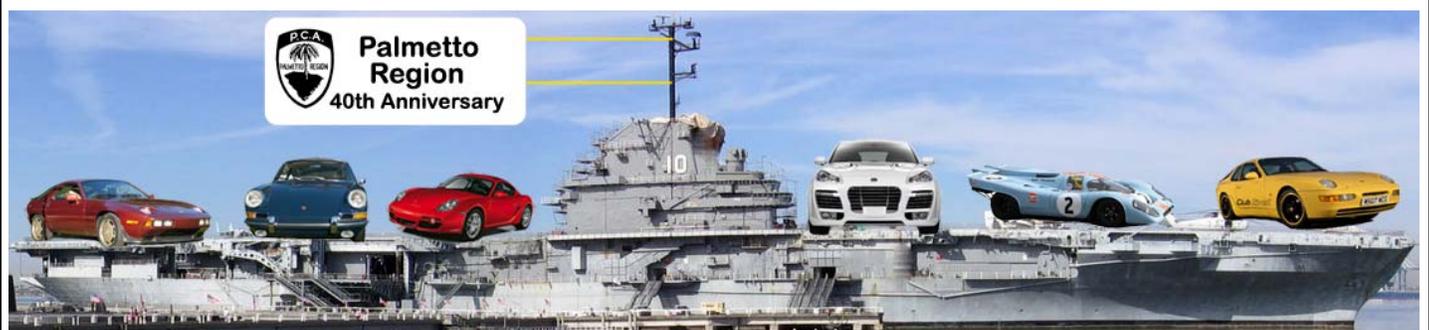
USS *Yorktown*, a 27,100-ton *Essex* class aircraft carrier built at Newport News, Virginia, was commissioned in April 1943. After shakedown, she passed through the Panama Canal in July to join the war against Japan. *Yorktown's* first combat operation was a strike against Marcus Island at the end of August. During the rest of 1943, she took part in a raid on Wake Island and in the Gilberts operation. From late January into May 1944, *Yorktown* was one of the carriers that covered landings in the Marshall Islands and western New Guinea and generally battered Japanese forces throughout the central Pacific. In June 1944, her planes attacked Saipan and Guam and hit the carrier *Zuikaku* during the Battle of the Philippine Sea. For the rest of that month and in July, *Yorktown* struck other targets in the Marianas, the Bonins and Volcano Islands.

Following a overhaul, *Yorktown* rejoined the fighting fleet in November 1944, participating in attacks on Japanese positions in the Philippines, Formosa, Indochina and on the China coast from then into January 1945. In February and March, she supported the landings on Iwo Jima and conducted air strikes against the Japanese Home Islands. Though damaged by an enemy bomb on 18 March, she was able to remain in action. From late March until June 1945, *Yorktown* took part in the Okinawa campaign. On 7 April, her planes helped sink the huge Japanese battleship *Yamato* and some of her consorts. The remaining months of the Pacific war were mainly spent on raids on the Japanese Home Islands. Following Japan's capitulation in August, *Yorktown* helped cover occupation efforts and brought servicemen home from the western Pacific. Generally inactive from early 1946, the carrier was decommissioned in January 1947.

Yorktown began a major modernization in 1951. Now capable of operating heavier aircraft and redesignated CVA-10, she reentered active service in February 1953. In August, she departed for the Far East to begin the first of eleven Seventh Fleet cruises. In early 1955, during her second deployment, *Yorktown* supported the Tachin Islands evacuation. Later in that year, she was further modernized, receiving an angled flight deck and enclosed bow. After two more western Pacific tours as an attack carrier, in 1957-58 she became an antisubmarine warfare support aircraft carrier, with the new designation CVS-10.



The carrier's regular schedule of Far Eastern deployments included periodic exercises with allied navies and, from the mid-1960s, support for Vietnam War activities. In 1968, *Yorktown* played a major role in the motion picture "Tora! Tora! Tora!" and was part of the Apollo 8 space flight recovery effort. Transferred to the Atlantic Fleet in early 1969, she visited Europe during the last part of the year. Decommissioned in June 1970, in 1975 *Yorktown* became a memorial at Charleston, South Carolina, a mission that continues to the present day. News story courtesy of the "Naval History and Heritage Command".





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Palmetto Pipes

The Prez's Message,

Our monthly meeting at Gordon's was a real visual delight, great food and a timely detailing tech session. I think I had garage dreams for two weeks. It's such a joy to see vintage wheels getting such deserving detail and attention. Austin showed us how to take detailing seriously. His tips were so good I think we should have awarded him an honorary degree. And all this while he's working on a medical degree. In my next life I want to be a car in Gordon's garage. Thanks again Gordon on a job well done. A true treat. Check out the pics in our photo gallery

Our planning for the anniversary event has been "jellin" thanks to our team's great lead by Scott. If you haven't signed up online yet, you only have until the 10th to do so. If you miss the deadline, give us a call and we will see if we can't squeeze in a few last minute registrations. It's really going to be a great event.

Hope to see you at the Yorktown

Ben

" it's not just the cars, it's the people..."





GUEST SPEAKER

@ the Welcome Home / Anniversary Celebration
VIC "Quick Vic" ELFORD

Ladies and Gentlemen, boys and girls for those of you that haven't yet heard the famous former, sports car racing, rallying and Formula One driver will be joining us for our 40th Anniversary. For those of you that have yet to register DO SO NOW, time is running out. Don't miss out on this one time event. Come see, meet and listen to Vic tell us about his many adventures as a racecar driver.

Mr. Elford was born, Victor Henry Elford in London, England on June 10, 1935. Vic made his racing debut on July 7, 1968. He scored a total of 8 championship points. He participated in 13 World Championship F1 Grand Prix. During his racing days he earned the nickname "Quick Vic" from his peers.

Some of Vic's notable wins include the 1967 European Road Rally Championship in a works Porsche 911. In 1968 he won the Monte Carlo Rally in a Porsche 911. A week later he won the 24 Hours of Dayton in a Porsche 907. This win gave Porsche its first overall win in a 24-hour race. That same year, teamed with veteran Umberto Maglioli he won the Targa Florio.

While racing in the World Sportscar Championship for Martini Racing Vic was clocked at over 380 km/h in his Porsche 917L during practice for the 1971 24 Hours of Le Mans. In a Porsche 917K at the 1971 12 Hours of Sebring Vic took the checkered flag.

In 1972 during the 24 Hours of Le Mans Vic performed a very heroic act when he saw a burning Ferrari Daytona in front of him. In mid-race Vic stopped to save the driver. Upon opening the door he found the car empty. Elford then noticed the wreck of a Lola among the trees, the driver Jo Bonnier was killed. With Vic's actions being caught on camera he was named Chevalier of the National Order of Merit by French President Georges Pompidou.

Vic spent five years racing for Porsche. He also raced for Ford, Triumph, Lancia, Alfa-Romeo, Ferrari, Chaparral, Shadow, Cooper, Lola, Chevron, Subaru. Vic also drove for McLaren in F1 and CanAm and Chevrolet in TransAm. He also drove in the Daytona 500 of NASCAR.

Mr. Elford presently resides in South Florida. This racing legend is making his way to our wonderful city of Charleston so come on out and spend some time with this racing legend as well as with your fellow Porsche club members.



RECIPE FOR SPATZLE

Pronounced 'shpet sla', this is an irregularly shaped noodle, formed by passing the batter through a colander or a spatzle grater. In the Swabia region (around Stuttgart) a dish often served with spatzle noodles is called Kasespatzle.



Ingredients:

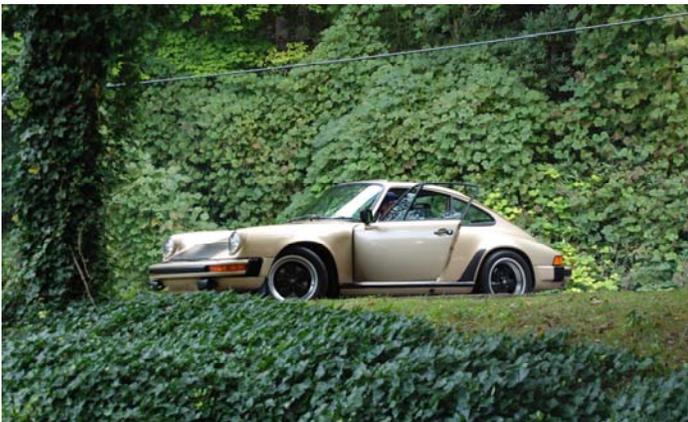
4-5 cups of all-purpose flour
250ml
4 large sized eggs

1 cup of water,
1 tsp salt

Directions:

In a bowl, mix the water, flour, salt and eggs, stirring until the batter becomes elastic and thick; add more flour if required. Place the colander or spatzle maker over a bowl of gently boiling water. Put some of the batter into the holding cup and grate in slowly. When the spatzle begins floating up to the surface, use a slotted spoon to remove them. Repeat this process until you use up all the batter. The spatzle can be tossed with butter and cheese and topped with caramelized onions.

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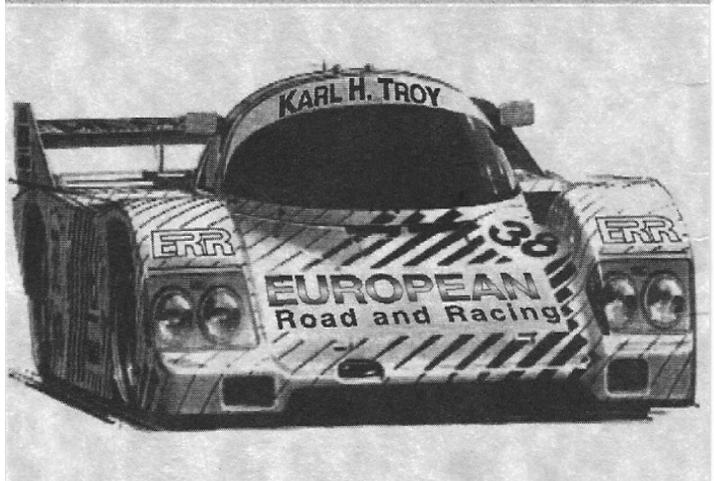
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Changing a 944 Thermostat by Michael Van Bibber (AFJuvat) Vanbibma@cfl.rr.com

If your car is running a little hotter than you think it should, perhaps you need a new thermostat. Here in Florida, high outside temperatures combined with stop-and-go traffic can raise your engine temperature up to the $\frac{3}{4}$ mark pretty quickly. My solution was to put a 160-degree thermostat in the car, and to flush out the cooling system thoroughly. Optionally, on the series 1 944s, you can install a lower temperature thermostich. Though this article was written based on a 944 NA, the same principles apply to a 924S/944S/S2/951/968. Though this would seem like a simple procedure, removing the thermostat can be an exercise in frustration. By virtue of its location and how it is mounted, it requires special tools and/or some creative engineering to remove. Naturally, once you start this procedure, inspect all of the hoses and clamps for wear, replace as necessary.

Warning/Disclaimer: You will be working on a hot engine, and draining hot fluids out of the car, there is the potential to burn yourself, be careful. Also, consult your local regulations regarding disposal of anti-freeze.

Procedure:

1. Run the car and turn on the heat, once you start getting warm air, shut the car off.
2. Jack up the car and support it on jackstands, if you have one, remove the belly pan.
3. Let the car cool for about 10 minutes.
4. Place a drip pan under the radiator drain and one right in front of the crossmember.
5. Unscrew the radiator drain; be prepared for a rush of warm coolant.
6. Remove the cap from the expansion tank – the coolant will really squirt out now. Allow the system to drain as much as possible.
7. On the passenger side of the car, remove the lower radiator to water pump hose, be prepared for yet another rush of warm coolant. If you have timed this right, the thermostat will still be open, allowing the engine block to drain. There is a bolt to drain coolant out of the block located on the passenger side of the engine. However, this bolt can be difficult to get at, and in many cases, it has corroded and fused to the block.
8. Inspect this hose for excessive wear. If your car is equipped with power steering, any seepage or small leaks will have splashed power steering fluid on this hose, causing it to soften/swell. My hose actually had a flat spot from where it was resting against the inner fender. This, coupled with an old PS fluid leak, had softened the hose to the point where it was sticky. If this area is greasy on your car, I recommend thoroughly cleaning and degreasing this area before you continue – your hoses will thank you.
9. Optional: If the water pump/radiator hose connection has a bunch of crud on the outside, you can remove it with a rag and some of the radiator flush. Use a brass wire brush if the crud is really caked on.
10. Now it is time to remove the thermostat. It is held in by a 55mm x 2mm snap ring. As you can tell by looking, you do not have a lot of room to work. This ring is much easier to remove on the newer style water pumps, but can be an absolute nightmare on the older pumps (because it is in there deeper). Find the holes in the ring and work it out the best you can, hopefully without damaging the ring or your water pump. If you can't get at it easily, you can try inserting an awl in one of the holes and spinning the ring into a better position. Some mail order catalogs offer a "Water Pump Helper" Tool to get the ring out – it runs about \$25.
11. Once you get the ring out, pull the thermostat and any o-rings, seals, and spacing rings that may be in there, making note of which order they went in. Be prepared for yet another rush of coolant.
12. At this point, I wiped the thermostat housing down with a rag soaked in radiator flush, then polished it with metal polish, making sure to remove all traces of polish when I was done. Since I was reusing the spacer and the snap ring, I cleaned and polished them as well. This removed a lot of crud, making the new thermostat seat securely and made the snap ring easier to install.
13. In the classic Haynes style, installation of the thermostat is the reverse of removal.
14. Reconnect the hose, clamping everything down tight and replace the radiator drain plug.
15. Time to flush the system. Empty the bottles of radiator flush into the expansion tank, followed by water – keep filling the tank to just above the maximum mark – the water will be sucked back down as you run the engine.
16. Since the block no longer has coolant in it, you have two choices to fill the system.
 - A. Run the engine and continue adding water to the expansion tank until the system is full, bleeding it in the process. – This can be an exceptional pain.
 - B. Disconnect the hose at the top of the motor, and filling the block with water, then pouring water down the hose and into the radiator, filling it up as much as possible. If you back flushed the system, this hose should be disconnected already. This ensures the block is full and reduces the amount of time you have to bleed the system.
17. Reconnect all hoses and start up the engine, and let it run for 10 – 15 minutes with the heat on, bleeding the air out of the system and adding additional water as necessary. Keep an eye on the engine temperature, since you are running plain water, you cannot let the engine get too hot or the water will boil, causing all sorts of problems.
18. After the engine has cooled for a bit, drain the water and radiator flush. You can speed this up by disconnecting the radiator to water pump hose at the radiator – BE CAREFUL, the water will be HOT.
19. After the system is drained and cooled, repeat steps 15 - 18 with plain water.
20. Repeat steps 15 – 18 again, this time with coolant and water. Bleed the system completely.
21. Check for leaks over the next couple of days, topping off coolant as necessary. To be safe, you should bleed the system every day for a few days afterwards to ensure trapped air bubbles are worked out. http://www.pelicanparts.com/charticles/944_TStat_replace/944_TStat_replace.htm

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PORSCHE

SOMETHING GERMAN *STUTTGART*

I'm sure we can all name one thing this southern Germany city is famous for. Is it being the capital of the state of Baden-Württemberg? Or maybe being the sixth largest city in Germany? Or could it be because most visitors associate the city with its industrial reputation as the "Cradle of the automobile?" Which would mean, yes, it's the city where our beloved Porsche's are manufactured.

For those that haven't had the opportunity to travel to Germany and visit the region Stuttgart is located about an hour from the famous Black Forest. Spread across a variety of hills, valleys and parks, unusual for German cities, the city center lies in a lush valley, nestled between vineyards and thick woodlands and is close to the River Neckar. Smaller towns circle the city.

The city has a continental climate. During summer the nearby Black Forest and Swabian Alb hills act as a shield from severe weather. In summer the city can be subjected to thunderstorm. These same natural features can bring periods of snow lasting several days in the winter. The city center experiences more severe heat during summer and less snow in winter. Because of this the locals refer to the area as the "Stuttgart cauldron".

Stuttgart claims the status of Stadtkreis, a type of self-administering urban county. It's also the seat of the state legislature, regional parliament, local council and the Protestant State Church of Württemberg. It also claims one of the two co-seats of the bishop of the Roman Catholic diocese of Rottenburg-Stuttgart.

The first known settlement was around the end of the 1st century AD when a Roman fort was estab-



lished in the modern district of Cannstatt on the banks of the Neckar River. Stuttgart itself was probably founded somewhere around 950 AD, shortly before the Battle of Lechfeld by Duke Liudolf of Swabia. Liudolf was one of the sons of Holy Roman Emperor Otto I the Great. The fertile meadows at the very center of today's city were used for breeding cavalry horses.

In 2007 the *Bürgermeister* marketed the city to foreign investors as "The creative power of Germany". Nicknamed *Schwabenmetropole* (Swabian metropolis) because of the Swabian dialect spoken by locals. During the Cold War the city became home to the joint command center of all United States military forces in Europe, Africa and the Atlantic. When the Federal Republic of Germany was founded on May 23, 1949 the

city was a serious contender to become the federal capital, being succeeded by Bonn.

Being the "cradle of the automobile" Stuttgart claims the invention of the motorbike and four-wheel automobile. It was industrialized by Daimler and making it was considered by many to be the starting point of the worldwide automotive industry. Along with our beloved Porsche's, Mercedes-Benz and Maybach are produced in Stuttgart. The very first prototypes of the VW Beetle were manufactured here on the design of Ferdinand Porsche. Automotive parts giants like Bosch and Mahle also call the city home. Many auto-enthusiast magazines are published in the city as well.

Some notable people born in Stuttgart or residents that influenced the city's history are: Friedrich von Schiller famous German poet, Robert Bosch founder of Robert Bosch GmbH, Klaus von Klitzing German physicist who won the 1985 Nobel Prize in Physics, Hermann Lang Grand Prix race car driver, and for World War II history buffs Claus Schenk Graf von Stauffenberg a member of the German Resistance who tried to kill Hitler.

If you plan to travel to Germany make sure to put Stuttgart on your itinerary. Not only because it's the home of the NEW Porsche Museum but for all its uniqueness in where it lies. Of course you'll have to experience the regional cuisine too. Don't forget to visit the parks too and take in all the city's cultural history. For more information on Stuttgart search Wikipedi's online free encyclopedia or pick up an Eyewitness Travel Guide of Germany at your local bookstore.

Members Corner

New Members :

Dennis Barfield _____ 1991 911
Eddie Rivers, Sr. _____ 1987 924
Jamie Mullins _____ 2004 Boxster S

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



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Porsche Trivia Fun

June Question:

What was Vic Elford's favorite track?

May Question: What song does the following lyrics come from? And who sang it?

"...Oh Lord, won't you buy me a Mercedes Benz? My friends all drive Porsches, I must make amends..."

May Answer: Janice Joplin – Mercedes Benz



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PORSCHE

Jackie's Corner

Although not officially summer yet I do believe most of us would agree that it is here. Not only are the days becoming increasingly hotter but that wonderful killer humidity is now sneaking in. Along with the first of June also comes the start of the Atlantic Hurricane season. Since we live on or near the coast now is the time to make some easy preparations that hopefully won't be needed. Here are a few quick tips.

Make a list of things to take with you so nothing will be left behind if evacuation is necessary. If you have pets make sure where your going will accept them, please don't leave them behind. Have up to date pictures of your home, yard and personal belongings. If a storm is headed our way don't wait till an evacuation is ordered to refill medicines. Don't forget your pet's meds too. If taking small children bringing things for them to do while evacuated. If it's a major storm be prepared to spend several days, maybe even weeks away from home. Remember, better to plan now than to be scurrying about later. It'll also save time and lots of aggravation later. Hopefully it'll be for naught.

Remember a hurricane is a powerful force of natural that shouldn't be taken lightly. Just look back at the damage done by Andrew, Katrina and Ike. The 2008 Atlantic season saw eight named hurricanes that caused an estimated \$41 billion in damages and killed hundreds of people.

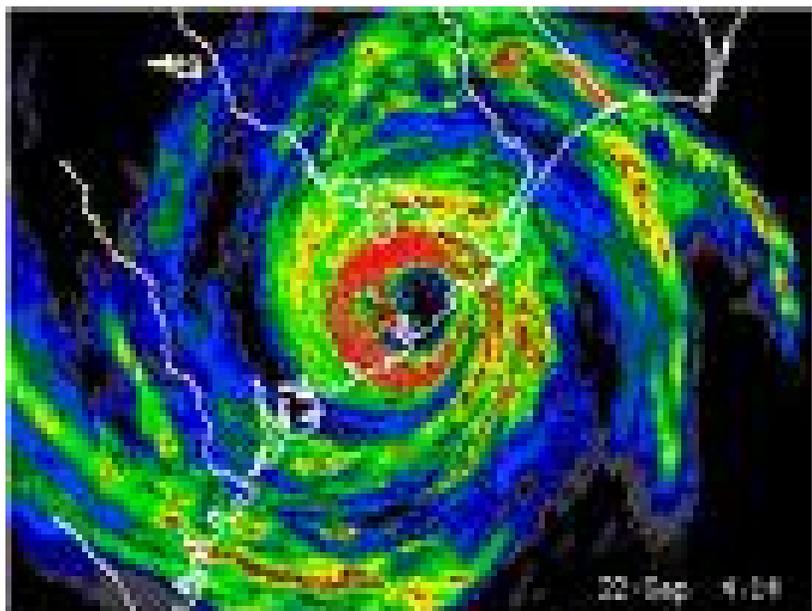
Category 1: Wind speeds 74-95 mph. Storm surge is about 4-5 feet above normal. Damage is mostly to trees and shrubbery, with no real building damage.

Category 2: Wind speeds 95-100mph. Storm surge is about 6-8 feet above normal. Some roofing materials, door and window damage to buildings. Considerable damage to trees and shrubbery. Some trees blown down. Damage to signs, mobile homes and poorly constructed piers. Coastal and low-lying escape routes may flood 2-4 hours before the arrival of the hurricane's center.

Category 3: A major hurricane. Wind speeds 111-130mph. Storm surge is about 9-12 feet above normal. Some damage to small residence with minor curtain wall failures. Damage to trees and shrubbery with leaves and foliage blown off. Large trees blown down. Mobile home and poorly constructed signs will be destroyed. Low lying escape routes cut off by rising water 3-5 hours before storm center arrives. Smaller coastal structures destroyed and larger structures damaged by floating debris. Possible flooding inland up to 8 miles or more for lower terrain.

Category 4: Wind speeds 131-155mph. Storm surge is about 13-18 feet above normal. Extensive curtain wall damage with some complete roof structure failures on small residences. All shrubs, signs and trees blown down. COMPLETE destruction of mobile homes. Extensive damage to windows and doors. Low lying escape routes cut off by rising water 3-5 hours before storm center arrives. Major damage to lower floors of coastal structures. Possible flooding inland as far as 6 miles is possible.

Category 5: LEAVE TOWN. Wind speed greater than 155mph. Storm surge generally greater than 18 feet above normal. Complete roof failure on many residential and industrial buildings. Some complete building failures. Small utility buildings blown over or away. All shrubs, trees and signs blown down. COMPLETE destruction of mobile homes. Extreme building damage to doors and windows. Low lying escape routes cut off by rising water 3-5 hours before storm center arrives. MAJOR damage to all lower floor coastal structures located below 15 feet above sea level and within 500 yards of shoreline. Massive evacuation of residential areas on low ground within 5-10 miles of the coastline may be required.



Hurricane Hugo 1989

News from Porsche AG

Welcome to the new Porsche Museum

Grand inauguration

Porsche showcases its new business card – after three years of construction, the new museum was declared open in a ceremony on January 28, 2009.

To open the new Porsche Museum, Stuttgart's Mayor, Dr. Wolfgang Schuster brought along a Stuttgart steed made of porcelain. One more horsepower for the museum. Addressing around 300 VIPs at the ceremonial event, Dr. Wendelin Wiedeking, Chairman of the Porsche Board, said, "Here, we have our company's history of mercurial sports cars that are ready to go". Part of that history belongs to the Porsche and Piëch families, the company's executives, past and present works drivers, as well as numerous representatives from the economic and political sectors. The new museum has been open to the public since the January 31, 2009. The exhibition area is currently showing the following topics: Press release, Porsche AG



Günther Oettinger, Prime Minister of Baden-Württemberg, Uwe Hück, Chairman of the Company Works Council, Dr. Wendelin Wiedeking, Chairman of the Board, Christian Dau, Head of Communications, Achim Stejskal, Head of Museum, Dr. Wolfgang Schuster, Lord Mayor of Stuttgart and Dr. Wolfgang Porsche, Chairman of the Supervisory Board (from left) with the legendary "Number 1" and a symbolic key of the new Porsche Museum

Porsche Motorsport

Daytona, Sebring, Nürburgring and Le Mans

If Porsche Motorsport were to have one domain, it would be long distance racing. It is not without good reason that Porsche holds a record number of victories in Le Mans, Daytona and Sebring. However, resting on the laurels of past success has never been part of the Porsche Motorsport philosophy.

With a hard-fought triumph at the 24-hour Daytona race (24 and 25 Jan., 2009), Porsche paid fresh testimony to its role as the most successful constructor in the history of this long-distance classic. On the Daytona International Speedway, the 47th edition of the traditional prelude to the Grand-Am series was won by David Donohue, Darren Law, Buddy Rice and Antonio Garcia in the Porsche Riley by Brumos Racing, securing a 21st overall victory for Porsche.

Porsche was also unbeatable in the GT class, with the 911 GT3 Cup winning a confident hat-trick. Jörg Bergmeister, Patrick Long, Andy Lally, RJ Valentine and Justin Marks rode to victory in the TRG Team's Porsche 911 GT3 Cup. The 911 GT3 RSR Teams had less luck in the Sebring 12-hour race. After a collision in the opening phase, the previous year's winner from the Flying Lizard Team lost twelve minutes during a pit stop for essential repairs. Jörg Bergmeister, Patrick Long and Marc Lieb then completed one fastest lap after another, wowing the spectators by sensationally trying to catch-up with the frontrunners. But about an hour before the end of the race, the 911 GT3 RSR was overtaken, crashed into the boundary wall and eventually came in fourth. The two US long-distance classics are followed in May and June by Europe's two largest 24-hour races — the Nürburgring and Le Mans.

For the last three years, the Nürburgring 24-hour race has been won by Porsche's Manthey Racing Team. It seems fitting, then, that the 911 GT3 RSR and 911 GT3 Cup S of the numerous Porsche Teams are again among the favourites to take overall victory on 23/24 May 2009. Porsche Motorsport supports its teams with works drivers Timo Bernhard, Marc Lieb, Romain Dumas, Emmanuel Collard, Wolf Henzler and Richard Lietz, as well as two junior drivers Martin Ragginger and Marco Holzer.

The Porsche Teams, who will be on the blocks on the 13th and 14th of June 2009 at the 24-hour Le Mans race, are not expected to gain overall victory but are hoping to win their classes. The two RS Spyders from the Essex Team (Denmark) and Goh (Japan) will be attempting to repeat last-year's LMP2 double victory. Porsche Motorsport will be providing support in the form of works drivers Emmanuel Collard and Sascha Maassen. What's more, the Felbermayr-Proton, IMSA Performance and Flying Lizard Teams will be entering the GT2 class with the advanced 911 GT3 RSR. Marc Lieb, Wolf Henzler, Richard Lietz, Patrick Long and Patrick Pilet are the Porsche works drivers assisting these teams.

(Copied from Porsche Club News 2/09 May 2009)

Sunday Drive to McClellanville - June 14th

The next local Myrtle Beach Porsche event is a drive on Sunday, June 14th to McClellanville. The MB folks will meet at 11:00 am at the Carolina Forest Piggly Wiggly for a drive to the Piggly Wiggly on Highmarket Street in Georgetown. The people who live further south will meet at the Georgetown Piggly Wiggly at 12:00 noon to join up with the MB folks. From there, we'll all take some nice back roads down to McClellanville for lunch at TW Grahams. It should be a great day so mark your calendars and come on out!



Good thing this waited until after the Rolex 24 hour

Upcoming Events

June

14th Myrtle Beach Drive: Coming to McClellanville.. Meet at Piggly Wiggly in Georgetown @1200. Lunch @ TW Grahams

14th SCCA Autocross, N Char. Coliseum

20th Welcome Home/Anniversary Party on the USS Yorktown!! Register now!!!

29th-July 4th Porsche Parade - Keystone, Colorado

Saturday Breakfast

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



Palmetto Pipes

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SATURDAY, JUNE 20, 2009:

WELCOME HOME/40th ANNIVERSARY CELEBRATION

This event will take place on the USS Yorktown Aircraft Carrier in Mt. Pleasant. Walking rally, gimmick rally, a very special guest speaker, Vic Elford and much more. Please plan to join us.

Make your reservations online now!

Monthly Meeting

**June 20th @ the Welcome Home /
40th Anniversary Celebration**