

Palmetto Pipes



PCA Palmetto Region
www.pcapalmetto.org

April 2010



Porsche - Corvette Challenge

For those that visit our website regularly you might have noticed a posting about the Veterans Victory House Car show being held on May 8, 2010. On Saturday, March 20 during the Walterboro Cruisers Car Club monthly Saturday cruise-in, Cruiser's Club member Barry Crosby issued a challenge to the Porsche club to beat out the number of Corvettes to attend this years Veteran's Car show. There will be a trophy to the single Car Club that

registers/brings the most cars to the show. The challenge was also passed along to the Corvette Club and I know from the past 2 shows there have been quite a good number of Corvette's in attendance.

So lets get our cars out there to the show and "show up" those Corvettes. Remember the cause is a great one. All proceeds go to the Veterans Home. Over the past two years we've raised nearly \$15,000 for them. This money is not just given to the home to be put into their general fund. We get together with the directors and find out what the home needs and "wants". The Cruisers Car Club then purchases those items for the home. The first year we provided a number of large screen TV's, computers, book shelves and various other items that the Veterans might not otherwise have. Last year we provided goods for the Alzheimer's section of the home.



Look's like
they are ready,
are you ?!!





2009 Officers

President

Scott Hornsby
843-276-2367

scott.hornsby@comcast.net



Vice President

Ken Dasen
843-908-9839

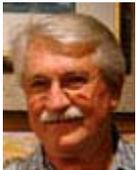
redpors928@gmail.com



Secretary/Treasurer

Tuggy Mathisen
843-571-7174

bbtchas@bellsouth.net



Membership Chair

Al Trego

843-270-6222

ojjuice45@aol.com



Newsletter

Jackie Dasen

843-200-5125

pors928v8@yahoo.com



Webmaster

Josh Stolarz

843-571-3965

webmaster@pcapalmetto.org



Palmetto Pipes

The Prez's Message,

Spring is upon us and the Lowcountry is getting some color back to it after our first real winter in many years. Most of you are glad I'm sure and love to see the warmer weather here. I'm missing the winter at the moment as I fight off the gnats and deal with the pollen on the cars and the bugs from the highway. We took a trip to Chapel Hill last week and gave Ame's car a good workout. I won't print our average speed on the way home but it was very good and she was a trooper actually guiding me around the left lane hanging traffic. As usual her 911 ran like a champ.

Our last meeting at Red Drum was a great success with a count of around 36 members attending. We hope to utilize their fine establishment again as it lent itself well to our group size and everyone seemed to enjoy the food. Stephanie Johnson with the Association for the Blind stopped in and asked for our support of their upcoming Eye Land Soiree April 22nd. If you'd like to attend or pay for a blind person to attend to please contact her at 843-723-6915. They will even have guide dogs [and will blindfold you] if you'd like to join that evening and get a feel for what it is like to lose your sight.

In June we will be doing a simple Rally for blind participants at Hampton Park following a walk and bike ride day for the Association. We will keep you posted on that event and the fee to participate.

As always drive your cars like they were meant to be driven, Scott Hornsby





Hearing the words “award-winning warranty” makes listening to your heart that much easier.

Denying yourself the pleasure of getting behind the wheel of a Porsche just became far more difficult. The limited warranty on all our Certified Pre-Owned Vehicles was named best luxury warranty of 2009 by IntelliChoice. Visit porscheusa.com for more on the award, and visit Porsche of Hilton Head for a test drive. Porsche. There is no substitute.

Special PCA Palmetto Region Discount 10% Off Parts & Service.*

Porsche
HILTON HEAD
at the
NewRiverAutoMall

www.PorscheofHiltonHead.com
866.831.9008 or 843.208.3300
Only a short, fun drive from Charleston: Highway 278,
5 miles east of I-95 at Exit 8 (gateway to Hilton Head Island)
Sales: M-F 9 a.m.-8 p.m., Sat. 9 a.m.-6 p.m., Sun. 1-5 p.m.
Service: M-F 7:30 a.m.-6 p.m., Sat. 8 a.m.-3 p.m.



PORSCHE

**IntelliChoice BEST LUXURY
CPV WARRANTY**

2007 Porsche Cayman
16,200 miles, 5-speed
Automatic Climate Control
Sound Package Plus
18" Cayman S Wheel
Original MSRP was \$53,425:
Buy NOW for \$37,987*

2008 Porsche Carrera
14,654 miles, 6-speed
Sport Seats, Heated Seats
Bose Surround Sound
19" Turbo Wheels
Bi-Xenon Headlights
\$59,949**

*Please present PC. A membership card at time of service.

PORSCHE'S 1ST WATER-COOLED, FRONT-MOUNTED PRODUCTION CAR

The *Porsche 924* was the first model powered by a water-cooled, front-mounted engine to make production even though the similarly configured *928* was designed before the *924*. It was produced from 1976 to 1988 and is a two-door, 2+2 coupe that replaced the *914* as the company's entry-level model. It was also the model that finally retired the *912*.

The front-engine, rear wheel drive arrangement was normal for other manufacturers, but unusual for *Porsche*. They'd previously only used mid or rear-mounted engines of a boxer configuration, all of which were air-cooled.

The *924's* first official appearance was on November 1975, as a press launch rather than a motor show appearance, at the harbour at La Grande Motte, Camargue in the south of France. The model was a success and not only helped to take Porsche out of financial ruin but also created the revenue stream needed to continue building and developing the *911*. In the United States the *924* was replaced by the *944* in 1983. It did continue to be produced for other markets until 1985. For the 1986 to 1988 model years the *924* acquired the power plant from the *944* and became the *Porsche 924S*.

The *924* was originally intended to be Volkswagen's flagship coupe sports car. *Porsche* was commissioned to design the car. *Porsche* developed a fresh chassis and transmission that would work with an existing Audi I4 engine. *Porsche* also handled the suspension, interior and exterior design. They decided on a rear wheel drive layout. Choosing a rear transaxle to help provide 48/52 front/rear weight distribution. This slight rear weight bias despite the front mounted engine aided in both traction and brake balance.

A mixture of growing concerns of the 1973 oil crisis and a change of directors at Volkswagen saw the design put on hold and eventually dropped when it was decided they would move ahead with the Volkswagen Scirocco model instead. In need of a replacement for the *914*, *Porsche* made a deal with Volkswagen leadership to buy the design for an undisclosed figure. Some suggested it was in the amount of 100 million DM and others say 160 million. Though most agree it was less than the amount Volkswagen paid *Porsche* to design it.

Specifications to the deal included the car being built at the ex-NSU factory in Neckarsulm located north of the *Porsche* headquarters in Stuttgart. It also stated that Volkswagen employees would do the actual production line work and that *Porsche* would own the design. It became one of *Porsche's* best-selling models to date. The relative cheapness of building the *924* made it both profitable and fairly easy for *Porsche* to finance.

The original design used an Audi-sourced 4-speed manual transmission for the *924* mated to VW's EA831 2.0 L I4 engine, producing 95 horsepower in the North American trim. In mid 1977 the horsepower was brought up to 110 with the introduction of a catalytic converter, reducing the need for power-robbing smog equipment. The 4-speed manual was the only transmission available for the initial '76 model. The 1977.5 model began offering an Audi 2-speed automatic. European models, not requiring emissions equipment, made 125 hp. There were also visual differences between the US -spec model in that the European model lacked the US's low-speed impact bumpers and the round reflectors on each end of the body.

In 1979 the now available 5-speed transmission was a "dogleg" Porsche unit, with first gear below reverse on the left side. This proved troublesome and was quickly replaced for 1980 with a normal H-pattern Audi 5-speed. The brakes were solid discs at the front and drums at the rear. *Car and Driver* magazine criticized the car for this braking arrangement. Viewing it as a step backward from the *914's* standard 4-wheel disc brakes. The 1980 model year did see 4-wheel disc brakes, five stud hubs and alloys from the *924 Turbo* become available on the base *924* as an "S" package.

Porsche styling team member, Dutchman Harm Lagaay, penned the overall styling of the *924*. The car featured hidden headlights, a sloping bonnet line and grille-less nose giving the car its popular wedge shape. The *924* went on sale in the US in ...continued..



...Continued from previous page....

July 1976 as a 1977 model base price of \$9,395. Each subsequent model year saw Porsche making small improvements between 1977 and 1985, but nothing major was changed.

Some of the **924** available models were the base **924**, **924 Turbo**, **924 Carrera GT**, **924S**. **924** Special Production cars included: '78 Rallye Turbo, SCCA, Group 4; '80 Le Mans GTP; '81 Carrera GTS and GTR. One of first 924 Rallye Turbo to actually be bought in Australia is located in Queensland under private ownership. 1980 saw 1015 special edition "50 Jahre Porsche/Weissach" cars produced. The special edition "Martini" model saw only 3000 produced.

While the car was praised for its styling, handling, fuel economy and reliability, it was harshly written up in the automotive press for its very poor performance, especially in the US spec cars. The Porsche name carried higher expectation. With only 95-110 hp, rapid acceleration simply was not an option. When the **924**

Turbo came out, *Car and Driver* magazine proclaimed the car "Fast...at Last!" The later **924S** had performance on par with the turbo, with much improved reliability, and less cost. The '81 and '82 Turbos and the associated special variants are garnering interest in collector circles. While many still exist, excellent examples of the cars were quite scarce as of 2009.

Excellence magazine writer J. Pasha, at the time, described the **924** as "the best handling Porsche in stock form."



SOMETHING GERMAN

Burg Eltz, Wierschem, Germany

(Information obtained from Wikipedi and Burg Eltz website)

Burg Eltz is a medieval castle nestled in the hills above the Moselle River between Koblenz and Trier, Germany. **Eltz** castle has remained in the hands of the Edlen Herren und Grafen (Lords and Counts) von und zu Eltz for more than 800 years and is preserved by private means. The Rubenach and Rodendorf families' homes within the castle are open to the public. The Kempenich branch of the family uses the other third of the castle.

The site and its surroundings form a symmetrical unit. The Eltz River flows around three sides of an elliptical rock crag which makes up the foundation for the whole castle. Towering up to 70 meters above the river is the fortress. The builders took into account the natural conditions of the oval crag and this explains the strange shapes and floor plans of some of the rooms. The castle was located on an important Roman trade route between the rich farm lands and their markets

1157: Rudolf zu Eltz was one of the witnesses who signed and put his seal to a donative deed by Emperor Frederick I. He lived at that time in a small manor house on the river Elz. Parts of the original structure, such as the late-Romanesque keep Platt-Eltz and the remains of the Romanesque residential houses are preserved today in the basement of the Kempenich houses.

1268: Some three generations later three brothers, Elias, Wilhelm and Theoderick zu Eltz came to a form on separate clans and were obliged to divide up the castle and property. From this point on **Eltz Castle** was a "Ganerbenburg" (castle of joint heirs), in which several lines of the Eltz family lived together in a "Ganerbengemeinschaft" (a community of joint heirs).

1331-1336: Eltz Castle was not originally conceived as a fortress but served much more as a fortified residence. In contrast to many other German castles it remains in its original unchanged condition. This is a result of adroit family politics and clever diplomacy. With the exception of the "Eltz feud" from 1331-1336 when the Eltz lords together with other free knights resisted the territorial ambitions of the Elector Baldwin of Trier, it never again came to armed conflict.

... continued page 6 ...

Porsche Trivia Fun

April Question: Corvette ZR1 versus Porsche GT2: Which one has the fastest lap around Infineon Race?



March 2010:

Question: The 928 featured in the movie Risky Business was what color?

Answer: Silver



EUROPEAN
ROAD AND RACING.com
Exotic car treatment,
no matter what you drive.



Award Winning Performance

Serving the lowcountry since 1990

- Specializing in scheduled maintenance, repair and performance upgrades
- Porsche, BMW, Mercedes, Ferrari, Lamborghini, VW/Audi
- Authorized APR dealer, in house performance tuning for Porsche
- Tire Rack preferred installer

Easily accessible from anywhere in the Charleston area

4560 Rivers Ave. North Charleston SC, 843 747-1342

Members Corner

New Member:

Michael Lidster 2006 Cayman S

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

While you're busy living your life, who's making sure your financial goals are addressed?

We start by assessing your current financial situation against your short-, medium- and long-term goals. We can then work together to develop a financial strategy to help you address and meet those goals.

We understand the demands on your time, we will work around your schedule. And when you have a coordinated, updated financial strategy in place, you'll sleep better at night.

- Retirement Planning* • College Savings Plans • Life Insurance
- IRAs • Annuities • Disability Income Insurance

Kevin N. Hedges
Hedges Wealth Management
Retirement Planning Specialist
Managing Partner

1037 Chuck Dawley Blvd., Suite D100
Mount Pleasant, SC 29464

Tel. (843) 270-2534 • Fax (843) 849-7644
kevin.hedges@axa-advisors.com



In the Financial Services Industry Since 1999

*Funded through the use of life insurance and other financial products.

Securities offered through AXA Advisors, LLC (NY, NY 212-314-4600), member FINRA, SIPC. Annuity and insurance products offered through AXA Network, LLC and its subsidiaries. Hedges Wealth Management is not owned or operated by AXA Advisors or AXA Network. Retirement Planning Specialist title awarded by AXA Advisors, based upon receipt of a Certificate in Retirement Planning from The Wharton School, University of Pennsylvania. GE-40772(cc) (7/07)

www.pcapalmetto.org
Your site for current events
and photos...



Saturday Breakfast

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

... Continued from page 4 ...

1472: In the 15th century there was an especially busy flurry of building activity. In 1472 the Rubenach house on the western site was completed under Lancelot and Wilhelm zu Eltz-Rubenach. Incidentally, the name of Eltz-Rubenach goes back to the stewardship of Rubenach near Koblenz which had been acquired by Richard von Silbernen Lowen (Lion Argent) in 1272. The name is still used today by the Barons of Eltz-Rubenach.

1490-1540: Between 1490-1540 the Rodendorf house came into being. On its façade there is a vaulted portico standing on three pillars. The name of Eltz-Rodendorf goes back to the marriage of Hans Adolf zu Eltz to Katherine von Brandscheid zu Rodendorf in 1563. Through this marriage the Rodendorf estate (Chateaurouge) in the Lorraine province of Bouzonville was acquired, after which he and his successors were named.

1604-1661: After the completion of the Rodendorf houses the Kempenich houses were constructed. Through their architectural composition and their delightful timber framework they round off the artistic impression of the inner courtyard. A well under the huge tower staircase served the water needs of the entire castle.

The main entrance to the Kempenich houses is protected by a porch on top of which is a bay room. It is built on two octagonal basalt pillars that are joined by round Romanic arches. On these can be found the inscriptions "BORTORN Eltz 1604" and ELTZ-MERCY" which provide proof of the date of the start of construction and the names of the first builders of these houses.

The complete story of the castle's construction stretches over more than 500 years. All the architectural styles from the Romanesque to the early Baroque merge in Eltz castle to form a symmetrical whole. And so, now completed, the castle settlement consists of several closely packed residential towers grouped around the inner courtyard. Up to 100 family members lived in more than 100 rooms with probably about the same number of servants in the outbuildings along the river, now destroyed.

1665-1743: The Eltz family reached their greatest influence under the Electorship of Phillip Karl zu Eltz. Born in 1665, Phillip Karl attended the German-Hungarian College in Rome in 1686. After the death of the former Prince Elector of Mainz, Phillip Karl zu Eltz was unanimously elected as his successor. Phillip Karl was therefore the spiritual leader and most powerful prince of the church north of the Alps.

1688-1689: During the Palatinate wars of succession from 1688-1689 a large number of the Rhine castles were destroyed. Because Hans Anton zu Eltz-Uttingen was serving in the upper ranks of the French army at this time he played an important role in the preservation of the castle.

The present day: Eltz castle has remained in the possession of the same family for over 800 years. The present owner of the castle, Dr. Karl Graf von und zu Eltz, known as Faust von Stromberg, lives in Eltville/Rhine. The family has had its main German residence there since the beginning of the 19th century.

Dr. Karl Graf von und zu Eltz represents the 33rd generation of the House of Eltz. He has undertaken the task of maintaining this national monument for the public, to preserve its structure and, following family tradition, pass it on to the 34th generation.

Castle Tours: The touring season is from April 1st to November 1st, starting at 9:30 and begin every 10-15 minutes and last approximately 40 minutes. Tours in English, French and Dutch can be arranged. Some of the rooms to be viewed during the tour is the Rubenach Lower Hall, the Rubenach Bedroom, the Knights Hall,

the Banner Hall, the Countesses' Room, the Prince Electors room, the hunting room, the Wambolt room and the intact late Middle-Ages Rodendorf kitchen.

The castle also has two self-serve restaurants, in which you can enjoy local specialties. You can also taste some delicious wine from the Eltz vineyards. Don't forget to pick up some castle souvenirs like a crossbow or a suit of armour. For more detailed information on the castle services, tours and history visit

www.burg-eltz.de

THE AUTO SPA

Exclusive Auto Detailing Service

Michael A. Kotos

843.607.0708



www.theautospa-mk.com



MONTHLY GERMAN RECIPE

Armer Ritter mit Apfelragout

"Poor Knights with Apples"

(recipe from *The Food & Cooking of Germany* by Mirko Trenkner)

This recipe comes from Mecklenburg, West Pomerania and Brandenburg. *Armer Ritter* means "poor knights", perhaps because it's a way of using up the previous day's bread. Children love it for breakfast as well as dessert.

INGREDIENTS:

2 eggs	grated rind of 1 lemon
1 2/3 cups milk	1/2 tsp vanilla extract
pinch of salt	4 tsp breadcrumbs
4 thick slices of day-old white bread	4 tbsp butter
2 tbsp caster (superfine) sugar mixed with 1 tsp ground cinnamon	

FOR THE APPLE COMPOTE:

2 tsp caster sugar (super fine)	1 cup apple juice
juice of 1 lemon	4 apples, peeled, cored & diced
1 tsp raisins	

Make the apple compote first. Heat the sugar in a pan over medium heat until it caramelizes. When it turns golden brown, plunge the base of the pan into a bowl of cold water to stop the sugar from burning. Stir the apple juice and lemon juice into the caramel. Stir in the apples and raisins and cook for 6-7 minutes. Remove from the heat and leave to cool.

Beat the eggs lightly and mix in the milk, grated lemon rind, vanilla extract and a pinch of salt. Dip the bread slices into this mixture and then turn them in the breadcrumbs to coat them on both sides.

Melt the butter in a frying pan over medium heat and fry the bread slices for 2-3 minutes on each side, until golden. Sprinkle the sugar and cinnamon mix over the top and serve immediately, with the apple compote.

A Carolina Retreat

If your looking for a nice little weekend get-away in your Porsche try heading up to Winston-Salem, NC to the Historic Brookstown Inn. The inn was established in 1837 as a textile mill and is on the National Registry of Historic Places. You'll find the charm and ambience of old-world architecture with all the conveniences of a modern conference facility. Its hallmarks of exposed brick walls and wooden beams enhance its Early American décor and help escape the charm of yesteryear. Brookstown is an elegant bed and breakfast style hostelry which opened in 1985.

This cozy little Inn is within a short walk of the restored 1766 Moravian village of "Old Salem" and it exudes the essence of southern hospitality. For you wine lovers you'll love the complementary wine and cheese reception held each night in the Parlor amidst high ceilings, unique Early American pieces and countless antique furnishings. For more detailed information visit www.brookstowninn.com



SILVER KING
Alloy Wheel Repair Specialist

Polished or Painted
Curb Damaged
Chipped, Faded

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

LOCAL APRIL UP COMING EVENTS

Saturday, April 10: *Porsche Photo-Drive-in-Dine*

This event will take us to 4 to 5 different Charleston area locations to take photos of your Porsche.

Departure location: Gilligan's Seafood restaurant, Johns Island

Departure time: 11 am (we must leave at this time in order to arrive in downtown Charleston for our final photo op & be on time for dinner

Dinner Location: Poogan's Porch, Queen St, Charleston

Dinner Time: 5pm (RESERVATIONS ARE REQUIRED)

If you would like to just attend the dinner it is important that I get an RSVP as soon as possible)

Our photo drive will take us to two different locations on Wadmalaw Island, then to McLeod's Plantation on James Island then to Ft. Sumter house and the Confederate Monument in downtown Charleston (by the battery). Parking is free along the Battery. There is a parking garage near Poogan's. Maps and directions to the photo locations will be provided at the start of the drive. Please feel free to "spiff" up your car when we reach the photo locations but be wary we'll have limited time at each location in order to arrive in time for dinner. Please feel free to join in just the photo drive or just dinner.

Saturday, April 17: *Shine & Show in Walterboro*

Walterboro Cruiser's Car Club monthly Cruise-in

Location: Hill Tire/Sonic on Robertson Blvd, Walterboro

Time: 6pm – 8 pm

Show off you car, mingle w/car people, 50/50 raffle & door prizes, No Cost for entry

Sunday, April 18: *MB BBQ at Huntington Beach*

The Myrtle Beach group will be hosting a Beach BBQ at Huntington Beach State Park in Murrells Inlet on Sunday April 18th. A private beach-side pavilion has been reserved with lots of covered tables and great parking. The event will kick off around 1pm and will include a big spread of food, lawn and beach games and more, all for \$5 per person (plus a \$5/ person park entrance fee). Huntington Beach State Park is located in Murrells Inlet, SC on Highway 17 across from Brookgreen Gardens. To RSVP or for more information email palmettoevent@pcapalmetto.org



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

C&T Enterprises, LLC

Over 15 years building experience in the Lowcountry

Located Downtown Charleston
PO Box 851
Charleston, SC 29402
Phone: 577.7268
Fax: 720.2566
Email: Travis@cntenterprisesllc.com



We are licensed, bonded, and insured residential builders/general contractors.

Call today for your free estimate on:

- Custom Home building
- Foundation diagnosis and repair
- Commercial contracting
- Design and development
- Custom remodeling

Dave Ramsey Endorsed local Provider

Ask for your PCA Discount!

Check out our website at: www.cntenterprisesllc.com

Does your portfolio perform as well as your Porsche?

If not, you may need a tune-up. When the markets turn as volatile and confusing as they have over the past year, even the most patient investors may come to question the wisdom of the investment plan that they've been following. Please contact us for a second opinion.



LYNCH CRACRAFT WEALTH MANAGEMENT GROUP

Spencer J. Lynch, Managing Director
Scott A. Cracraft, Managing Director
www.lynch.cracraft.mkadvisor.com
843.720.3500 | 800.384.9891

Morgan Keegan

Morgan Keegan & Company, Inc.
Member FINRA, SIPC

Not FDIC Insured | May Lose Value | No Bank Guarantee
Not a Deposit | Not Insured by Any Government Agency

1951 356 Gläser Cabriolet

It ain't over til it's over—or how to restore your restoration

Story by Brett Johnson Photos by Hal Thoms

The prodigal car arrived back in Indianapolis toward the end of April — having previously spent only one night at home since venturing east in December of 1997, then west in October of 2003. Rolling #5142 out of the trailer revealed a clunk at the left rear and an unpleasant scraping when the tailpipe encountered the driveway. Everything looked pretty good in a casual walk-around — especially the newly installed interior and top that had only previously been seen in photographs.



Then the critical, show-quality eyes came out. It was obvious that a number of issues would need to be addressed. Some were things not done yet, others had to do with inevitable wear and tear that occurs when any project doesn't get completed quickly enough. The first items to be addressed would be the necessary mechanical repairs and adjustments. Leaving the body and trim as the final step seemed mandatory at this point, since potential for damage apparently increases geometrically the closer a car gets to being finished. The aforementioned clunk was added to the too-long tailpipe, lack of battery, and pigeon-toed front-wheel alignment.

The battery problem was remedied at the local Napa Auto Parts store, after which the powerful 1300 Normal fired up with minimal effort. The idle was pretty high and the clutch engaged too close to the floor. The brakes felt pretty spongy and the steering had more play than preferred. The engine leaked oil substantially, but not the gearbox, leading us to be concerned it might have no oil in it! It was time to call in local talent Bill Hoke, a man who can fix anything. He has proven his abilities over the years, repairing all things peculiar and bizarre thrown at him. After failing to convince him it would be better to do the work where the car was currently parked, he was presented with a list of the issues above along with requests for lubricating and adjusting the king- and linkpins up front plus a check of the electricals.

Read the complete article in Excellence on the web at <http://www.excellence-mag.com/issues/163/articles/1951-356-gläser-cabriolet>

Notes from Sebring

By Scott Hornsby

With March rolling in the Historic Races at Sebring took place on March 20th. This 12 hour endurance race has long been a hallmark of the finest road racing America has along with the Daytona 24 hours. The Sebring event is run under the American Lemans Series. This year some changes were made to the categories. This helped the fact that with the current recession and a drop in the numbers in the total field some really good racing was still there to watch. One of the new categories is GTC . This field of cars are all Porsche 911's. They are set up in a similar manner to the way the Grand Am 911's are. While not quite As fast as a 911 in the GT category they are very close and Alex Job racing returned to ALMS in this GTC class. Our local team Autometrics partnered with Werks II racing and transformed their 14 car from Daytona into a spec GTC car running the number 69. Werks II is out of Burbank CA. and they also provided some support and two of the three drivers for the race. The team worked hard all week prior to get the car set up properly for the bumpy track and get the car running competitive times to the opposition. Just before the race on Friday the crew chief had to leave on an emergency . Adam Friedman with Gordon's help took on the job at the last minute and did a great job. Race day arrived and under perfect Florida skies the race began in the morning and ran very smoothly into the night. During the entire race the Alex Job car #81 driven by our local boy Leh Keen along with Butch Leitzinger and Juan Gonzalez stayed out front. At times the #69 ran in the 3rd podium position. Cory Friedman drove just under the maximum time allowed by one driver to keep the car there. Unfortunately one of the other drivers had a slower average and allowed the 4th place car to gain an almost two lap lead which the team was not able to recover from in time. After a hard day and with no mechanical glitches the #69 finished a very respectable 4th place. Cory may drive at the upcoming Long Beach race and they are looking to definitely be at Petit Lemans at Road Atlanta in the fall. I've not seen Cory come back from a race in a long time that excited. Hearing him tell of his stunts whilst driving around with the new LMPC cars , the mighty LMP1 Peugeot Diesel's and the team Cytosport Porsche spyder LMP2 car had me in awe. If you didn't get to watch this race make sure to catch some of the upcoming ALMS races this season. In the GT category remember these are all real cars built from factory tubs. That goes for Porsche of course as well as Ferrari, BMW, Corvette and the few others. In Grand Am racing the only GT cars left that are not tube frame purpose built cars are Porsche 911's. This is why it is getting harder for them to stay on a level field against the Mazda's and Camaro's etc you see running in the Rolex series.



Porsche won the LMP2 category with Cyto-sports Spyder. This car was formerly a Dyson racing Spyder who now run closed cockpit Mazda prototypes. Flying Lizards GT 911 ran strong and would have had a podium finish if it hadn't gotten sidelined by damage from a flying right rear wheel from the Falken tire 911 entry. Instead Ferrari with Risi Competition team won again with former Porsche driver Bobby Rahal's team of BMW's taking second and third place. Leh Keen's former partner in Grand Am Dirk Werner co-drove in the second place BMW M3 and he is driving for BMW this year.

Look for Leh in Rolex races in the Dempsey racing Seattle Mazda RX-8 and also probably in some of the ALMS series with Alex Job's car. Butch and Juan [who owns Mission tortilla chips] were very impressed with Leh's skills and he has now proven himself amongst some of the best. **Cheer on the Porsche teams this season!**



Upcoming Events

April

- 10th Porsche Scenic Photo Drive
- 13th Monthly Meeting-Logan's Steakhouse
- 17th Shine & Show - Cruise in to see Classic Hot Rods w/ Walterboro Cruisers at Sonics' Drive In
- 17th Charleston Road Rally for Life Management Center
- 18th Myrtle Beach BBQ at Huntington Beach
- 24th Kiawah Cars in the Park

May

- 2nd Charity Concourse at Barefoot Landing, Myrtle Beach
- 8th Veteran's Victory House Car Show
- 22nd Winery Tour

Rennsport Charleston

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



Palmetto Pipes

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

Monthly Meeting

Apr 13th, 7pm @ Logans' Steakhouse
 in Summerville
 (211 Azalea Square Blvd
 Summerville, SC 29483)