

# Palmetto Pipes



PCA Palmetto Region  
www.pcapalmetto.org

January 2010

## Porsche 959

(From [auto.howstuffworks.com](http://auto.howstuffworks.com))

If you're a Porsche fanatic and looking to add a unique Porsche to your collection or obtaining your first look into this unique but rare Porsche that was only produced between 1987-1988.

An engineering tour de force of awe-inspiring power and ability the Porsche 959 was the "everything car" enthusiasts dream about – the one that can do it all.

*Motor Trend* aptly termed this 911-based *uberwagen* "the fastest, most technologically advanced sports car in history." Said *Car and Driver*, "The 959 can accomplish almost any automotive mission so well that to call it perfect is the mildest of overstatements." No less amazing, it remains a performance and technical benchmark even now.

More than just the "ultimate 911" to that point, it was the ultimate road going Porsche, the sum of all Zuffenhausen had learned about production sports cars in its first 40 years. No wonder the Porsche 959 was such a towering achievement or that it pioneered features that have since become commonplace.

The 959 originated with the fully finished and evidently producible "Gruppe B" prototype unveiled at the 1983 Frankfurt Auto Show as Porsche's entry in the new Group B racing series for factory-experimental cars. Two years later, also at Frankfurt, Porsche announced that a production version, designated 959, would be sold to meet homologation requirements.

Production was limited to 200, and all were spoken for within weeks despite an otherworldly price of around 225,000 U.S. dollars. Still, Porsche lost a bundle on every one, as actual unit cost was estimated at a cool \$530,000.

That was evident from even a cursory glance at the specs sheet. Though it used the 911 wheelbase and a similar inner structure, the 959 were strikingly different. Distinctions began with a lower body reshaped for good surface aerodynamics and with a profusion of ducts and vents for controlled airflow through it. Aero considerations also dictated a belly pan covering the entire undercarriage, except for the engine.

Dominating all was a muscular, ultra-wide tail topped by a large loop spoiler. The results: a drag coefficient of 0.31 (creditable, if not the lowest around) and – the big news – zero lift. To save weight, the doors and front lid were made of aluminum, the nose cap of polyurethane, and the rest in fiberglass-reinforced Kevlar.

Five-spoke, 17-inch alloy wheels wore low-profile Bridgestone RE71 tires specially developed for the Porsche 959 (and chosen over a Dunlop design, which raised eyebrows, as Porsche had not previously sanctioned Japanese rubber). Through heroically sized at 235/45 fore and 355/40 aft, the tires were only V-rated, meaning safe for up to 149 mph – curious, as the 959's claimed maximum was nearly 40 mph more.

Hollow wheel spokes (first used on Porsche's 1980 Le Mans racers) provided extra air for the tires and a smoother ride. There was no spare, because the tires were designed to run flat for 50 miles after a blowout. Another innovation was electronic sensors with the wheels to warn of pressure loss.





## 2009 Officers

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# Palmetto Pipes

## The Prez's Message,

As the New Year rings in I and the Officers of our Club want to wish everyone a very Happy New Year and we hope it will be a great year for us all both in our family lives as well as our business lives. I thank Ben and the rest of the board for giving me the opportunity to serve as President this year and I hope to meet the standards that Ben and the other past Presidents have set before me. We had a fantastic 2009 with many events and some great meetings each month. As we begin this month our first meeting will be on the East of the Cooper side and hopefully many of you that don't always make it will join us for dinner at The Crabhouse. We have been able to maintain our Club's membership levels despite the current economy. With that in mind I will be bringing to each meeting this year plenty of membership forms. As the new Prez I'll be enlisting all of you as member Czars! If you see a Porsche parked somewhere without a sticker leave them one. If you run into another Porsche owner that doesn't know of the Club give them one. I'd really like to see our numbers grow and keep growing this year. As the Marque's saying goes there is no substitute and there is no substitute for the fine people that I've met over the last four years in this regions Club. If all of our members would make it a point of coming to at least one meeting this year and participating in at least one event then I will be a very happy President indeed. With that said I hope to see you January 12<sup>th</sup> and if anyone has any ideas on things they'd like to have the Club do please come to the meetings or call or e-mail us on the board and we will try to make it happen.

Thanks again to all those that made the Christmas Party such a great gathering.

Also don't forget the Daytona 24 on January 30,31 . Go see it live if you can or watch it on TV and cheer on our Porsche teams! Vic Elford will be this years Grand Marshal.

Scott



## A CAR SHOW FOR YOU AND YOUR FAMILY DOG!!!

January 10, 2010 10a-3p (registration 10-2)  
Superpetz parking lot, 5900 Rivers Ave, Charleston

Are you looking for something to do now that the holiday rush is over? If so come out. Lowcountry Animal Rescue is hosting a car show to raise funds for the rescue program. LCAR is a 501(c)(3) non-profit volunteer run organization. They rescue animals from shelters and provide them with needed medical attention. LCAR provides foster homes until the animal is adopted into their permanent home. They also educate the public about pet overpopulation and responsible pet ownership

So for only \$10 per car you can help these animals get a second chance, maybe one will capture your heart as much as your Porsche has.

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## 4 DAY OUTING TO THE MOUNTAINS



It has been brought to my attention that there might be interest within our club to have a long weekend outing into the Mountains of Georgia and North Carolina. This trip is not a driving trip such as the Tail of the Dragon but Porsche cars are encouraged. It would be a shopping, relaxation, dining and leisurely driving tour between the towns of Helen, GA and Highlands, NC. If you are inter-



ested in such an outing please let me know and we'll do what we can to get something arranged for the coming spring. My email is [pors928v8@yahoo.com](mailto:pors928v8@yahoo.com) or call me at (843) 200-5125. Thanks you , Jackie Dasen

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## 2009 Year in Review *by Jackie Dasen*

I believe 2009 went by as fast as Porsche Carrera GT could blow by a Toyota, Honda, Chevrolet, Cadillac or any other brand vehicle on the road today. So here we are in the year 2010. Wow! Was it really a decade ago that we all panicked that our computers would crash? That we'd be unable to retrieve our money from the banks? Was it *that* long ago that it was predicted our world, as we knew it, would never be the same?

As for the computers, there were some glitches. As for the banks our money was still there. As for our world changing, yes it did, as it always will. For Ken and myself the year 2000 was they year we got married. It was also six years before we bought our first Porsche. Well actually that's not completely correct. We owned one previous to the 928 but it never ran. That's a story in itself. So yes our world did change after 2000 and it was for the better, though we've some rough times as we all have. But the 2000's brought to use the introduction to a fabulous car and an even more fabulous group of people. As they say it is not just the cars it is the people.

**AND YES IT IS THE PEOPLE.** It is the people that comprise our Palmetto Region make these cars so much fun to own and drive. It is because of our members that we had a great 2009. It is because of these people that we'll have an even better 2010.

2010 will see us with a new president leading us into the next decade of Porsche ownership and comradeship. So, please welcome Scott Hornsby as our esteemed leader. For those of you that rely on this newsletter to provide you with the activities of our region, Scott was instrumental in organizing our 1<sup>st</sup> annual **Blind Rally** in April. Scott also devoted hours and hours of time, along with other club members, to the organization of our **40<sup>th</sup> Anniversary** as a chartered region of the PCA. We honored Scott with the **Red Baron** trophy at the anniversary for all his hard work to the club. I had the honor of sharing this trophy with Scott by being awarded the trophy at the Christmas Party. On behalf of Scott and myself we'd like to thank all our club members that thought so highly of us. Thank you Palmetto Region PCA!

As for our other board members' there have been no changes. Ken Dasen is again Vice President. Tuggy Mathisen remains our Treasurer. Josh Stolarz is our Webmaster (Josh also manages our Zone 3 website). Al Trego will continue as Member Chair. I remain the Newsletter Editor (though I did, jokingly off course, ask if I could take a year's leave of absence. But that was vetoed immediately.) If you need to contact any of us you'll find our emails and phone numbers on the website.

In a short recap of last year's activities we had many. Of course there was our **Blind Rally** and **40<sup>th</sup> Anniversary Party**. Other events included a **Winery tour** of Irving House Winery, on Wadmalaw Island (you'll remember Mary Ann Kemp pictured stomping grapes with Lucille Ball – hope all the purple stains are off her feet by now.) We had a **Drive and Dine** to The Depot in Branchville. We sponsored our first **Porsche's and Puppies** outing, raising money for our SPCA animal companions. Of course it was back to the **Tail of the Dragon** for our annual running of that magnificent road (maybe this year I'll hear the music on my CD). Our **2009 Oktoberfest** was organized and hosted by our Myrtle Beach members and they put on a great weekend. Thanks everyone. For those that didn't get to attend this year, you got to go this year. Autometrics provided the location and equipment for our 2<sup>nd</sup> **Dyno Day**. For \$75 you got three pulls, showing what kind of horsepower your Porsche can put out. Our year ended with a great, successful and really fun **Christmas Party**. Amazing how much fun some bottles of wine can create without being consumed.

—Continued next page...



Our monthly meetings saw us going to various different locations, some were wonderful. We'd like to thank Karl Troy at European Road and Racing, Gordon King and Herman Porter for hosting a monthly meeting for us. Karl provided us all with a special treat, his son, Sean, changed the oil on a 911 for the first time. Gordon treated us to some great detailing tips from Austin Patton, and the enjoyment of admiring his garage full of cars. Herman provided us with great barbeque and a pleasant day at the beach. Thank you Karl, Gordon and Herman. If any club member wants to host a meeting or event please let us know and we'll be glad to help you arrange it and get it on our calendar.

As for racing news we'll all be cheering for our local racing team **Autometrics** and in the upcoming racing season. I'm sure many of you will be fixed to the television for the upcoming Rolex 24 hours of Daytona. Let's hope 2010 will be just as good to Porsche Racing as 2009 was. GO PORSCHE!!

We look forward to bringing some different and exciting events to the club this year. Look for more **Dine and Drives** for the weekends. We will be planning another **Blind Rally, Porsche's and Puppies, Tail of the Dragon, Oktoberfest, Dyno Day and Christmas Party**. A new event to look forward to will be a **Photo Drive and Dine**, this event will take us to about 4 or 5 different locations in the Charleston area to have photo's taken of your Porsche, concluding with dinner.



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**Porsche Trivia Fun**

**January Question:**  
How long was the Porsche 356 produced and what were the production years?

December 2009:  
**Question:** What were the five basic colors for the Carrera GT when it was produced?

**Answer:** Guards Red, Fayence Yellow, Basalt Black, GT Silver and Seal Grey

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**Your site for current events and photos...**

**Members Corner**

Transfer Member (s) :  
**Michael OConner**----- **2001 Boxster**  
**Glen Sherman** ----- **2006 Boxster S**

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## MONTHLY GERMAN RECIPE

Looking for something hot, warm and comforting to help combat the winter freeze that has descended upon us? Well try making a batch of some of this German Apple-Onion Soup.

### Ingredients:

2 pounds onions, halved & thinly sliced  
1 (49.5 fluid ounces) can chicken broth  
1 (14 ounce) can beef consommé  
1 (12 fluid ounce) can frozen apple juice concentrate, thawed  
¼ cup applejack brandy or Calvados  
1 pinch white pepper, or to taste  
1 Granny Smith apple – peeled, cored & thinly sliced

¼ cup butter  
2 cups apple juice

### Directions:

Set aside about ½ cup of the onions to use later as a garnish. Melt the butter in a large pot over medium heat. Stir in the onions, and cook until onion has softened and turned translucent but not browned, about 10 minutes. Pour in the chicken broth, beef consommé, apple juice concentrate, apple juice, and applejack liquor. Bring to a simmer over medium-high heat and season with the white pepper. Reduce heat to medium-low, cover, and simmer 1 hour.

To serve, place a pinch of the reserved raw onions in the bottom of a soup bowl. This recipe makes 8 servings and was taken from allrecipes.com. Serve the soup garnished with the cream and the browned almonds sprinkled on top.



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### **Saturday Breakfast**

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

(Good to see new member Roger and his family at breakfast this past week)

## AUSTIN'S DETAILING TIP

If you recall the last of Austin's detailing tip dealt with the clay stage. With the claying done your ready for the waxing. If you are satisfied with the condition of your paint work and there are not scratches or swirl marks to tend to then now is the time to put a fresh coat of carnauba wax on the car. This will create a beautiful shine and offer protection from the elements. If you are not satisfied with the condition of your paint next months tip will address those issues of swirl marks and light scratches.



Selecting and setting on a good wax is almost impossible these days when there are so many out there. The problem is that there are so few good choices. With so many choices out there we could devote a whole article to just the selection of a wax. Instead what I recommend it using 1Z glanz wax (a synthetic wax/paint sealant which provides the depth and clarity of natural carnauba while also providing the durability of a sealant). If you prefer a past wax, I recommend Lusso Oro premium paste wax. This paste wax utilizes montan oils for a brilliant glow. Keep in mind that durability will be an issue with all natural carnauba paste waxes.

The better durability will come from a polymer paint sealant or synthetic wax. If you are looking for the best in wax the choice is clearly Swissvax paste waxes. These waxes are the best of the best in wax for your paint. They contain an uncommonly high amount of carnauba and other all-natural ingredients. These waxes are ideal for show cars and concourse events for their superiority in depth and gloss. But they will not provide robust protection from rain and other elements.

Always apply wax or sealant by foam applicator wax pads, and remove wax with quality microfibre polishing towels. And remember if you're too busy or not confident enough to provide the detailing attention to you vehicles that you'd like to you can contact Austin, he'll come to you. His email address, Austin Patton, [ampbmw@gmail.com](mailto:ampbmw@gmail.com)



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# Origin of the Porsche Crest

by Terry Lovett, Porsche Club of Canberra, Australia

**THE CREST:** In 1951 Porsche was finalizing plans for its move from the war time sanctuary of Gmund back to Stuttgart. Importers and agents selling his product made it clear that customers wanted some sort of trademark or badge to identify their vehicles, which till then, only carried the word "Porsche" on the body work. In 1952, Professor Porsche had devised the basic design of the crest. Folklore has it that he sketched it on a serviette during a luncheon. Whether true or not, it was Messrs. Lepper and Riempies of the publicity and design studios who carefully finalized the design.



Porsche Family Name

The background shield of the province of Wurttemberg in which Stuttgart is situated

Stuttgart city's official badge - formally "Stud Garden" due to the Royal patronage of fine horse breeding.

There are three components: the family name, of course, is positioned at the top, while the other two components reflect Porsche's gratitude for the rebirth of the company in the Stuttgart area. The red and black bars with the antlers are from the coat of arms of the State of Wurttemberg, and the horse is from the coat of arms of Stuttgart, capital of Wurttemberg. The origins of Stuttgart developed from the royal patronage given in historical times to the area. A fine

horse stud developed here. So (Stud Garden) Stutt Garten and Stuttgart.

The crest first appeared on a Porsche in 1953, but was limited to the interior of the car – the horn button. It was not till 1957 that the crest joined the word Porsche on the front bonnet of a 356 Coupe.

**THE COLOR:** Maroon or claret has appeared on the driver's hand-books, service manuals and official letterheads since 1951. The choice of color was due to necessity rather than any romantic design consideration. After the second World War, colored inks were in very short supply and colored papers were only just being reintroduced. It was in this environment that the first handbooks were produced. To maintain an attractive design within the shortages of the period, black ink and colored stock was chosen. The small printer Glauner happened to have some colored paper – maroon. It was a case of no alternatives. No one could imagine the precedent that this would set. Today, all official stationery, driver's wallets and even the exterior color schemes of the new factory building in Stuttgart utilize bold stripes of these colors.

**THE SCRIPT:** The Porsche script has undergone a number of evolutionary phases since it appeared on Porsche No. 1 at Gmund in June 1948.

From the outset, the square shape of the letters was apparent. Initially, letters were placed individually in a curved pattern on the front of the cars. In 1950, a horizontal underlining bar joined all the letters into a single unit. In 1952, the letters became more squat (extended). This design remained unchanged for the remaining life of the 356 series. In 1963-64, the 911 came on the scene. The word Porsche reverted to a series of individual letters of a thinner and more open shape. In 1974, the metal letters were no longer used. Instead they were depicted on the reflective panel separating the tail lights of the 911. To end, I quote Tony Lapine, head of styling studio: "More than any emblem or logo, Professor Porsche himself represents the bond between tradition and progressive technology that makes Porsche such a unique company."

# 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.



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Vice President—Ken Dasen  
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Membership Chair—Al Trego  
Newsletter Editor—Jackie Dasen  
Webmaster—Josh Stolarz

Congratulations to all !



## C2/C4 Air box Modification / Upgrade by Tom Sharpes

This is a very easy and effective mod to perform on the C2/4 engine. The stock air box does not allow enough airflow to get into the intake system. Drilling a set of holes in the air box housing will open it up and allow more air to breathe into the engine.

First step is to remove the air box cover located on the right side of the engine compartment.

When you do this you'll see the air inlet to the engine. These are more expensive way to accomplish the increased airflow to the engine such as cone filters, but in this case this is an easy and inexpensive way to increase the airflow and save you money for other mods.

Place the cover of the air box on a good working surface. I used a 2" hole saw to drill a pattern of holes that would provide a significant increase in the airflow to the intake.

As you can see, the increased open area is dramatic compared to the stock cover. This would be a good time to change out your old filter for a stock one or a K&N type.

Reinstall the cover and your done. I have removed the curved "horn" of the air box in this picture to allow a more direct shot into the filter area.

You may also want to drill some small holes in the low point of the part of the air box bottom to insure that any water that might find its way in will be able to drain out. Original article can be found at [http://www.pelicanparts.com/techarticles/964\\_airbox\\_upgrade/964\\_airbox\\_upgrade.htm](http://www.pelicanparts.com/techarticles/964_airbox_upgrade/964_airbox_upgrade.htm)



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## Upcoming Events

### January

12<sup>th</sup> Monthly Meeting-Crab House in Mt Pleasant  
 16<sup>th</sup> SCCA - South Carolina Region - Myrtle Beach  
 23-24<sup>th</sup> DE @ Roebing Road Raceway by FL Crown PCA  
 30-31<sup>st</sup> Daytona Rolex 24 hour Race

### February

9<sup>th</sup> Monthly Meeting - Smokey Bones, N Charleston  
 12-14<sup>th</sup> Winter fest by Tennessee Region  
 20-21<sup>st</sup> DE @ Roebing Road Raceway by FL Citrus PCA  
 27<sup>h</sup> BMW-Porsche SWAP Meet, Matthews, NC

Yearly Calendar being planned now, if you have an idea for an event, please contact one of the club officers



## Palmetto Pipes

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

### Monthly Meeting

Jan 12th, 7pm @ the Crab House in Mt Pleasant