

The Monthly Newsletter of the PCA Palmetto Region

Palmetto Pipes

www.pcapalmetto.org

Upcoming Event

Drive & Dine to The Best Italian Restaurant in SC

Carmine's is nestled in downtown Waterboro across from a waterfall. The grace and charm of the early south can still be found in this quaint setting

Date: Saturday, January 22, 2011

Time: 5 pm

Place: 242 East Washington Street
Walterboro SC

Everyone can meet at the restaurant for a cocktails and dinner at 5. Anyone wishing to caravan, meet at Citadel Mall (near Sears) at 3:45 pm.



2010: A Year in review

By: Jackie Dasen

What can I say about 2010? Thank God it's over. I'm hoping 2011 will bring a better year. From what I've heard 2010 wasn't very good for lots of people. Many of our club members suffered close personal losses. I pray this coming year will see us loss free. Through it all our club remains strong. We saw members go and new ones come. I hope 2011 will bring an increase in our membership as well as more member participation. We had numerous activities throughout the year to keep us busy but look for more this year.

2011 will see a change in our club officers. Ken Dasen steps up from VP to President and will be supported by our new VP Jennifer Mills. Josh remains Webmaster, Tuggy as Treasurer, Al and Scott as Co-Member Chair and I am the Newsletter Editor.

Some of our 2010 events included our **Poker Run to Porsche of Hilton Head**, a spring **Photo Drive and Dine**, our annual **Irvin House Winery Tour**, providing courtesy cars for the **Association of the Blind of SC's annual fund raiser diner**, the **Porsche Test Drive Event**, our annual **Tail of the Dragon Run** and our year end **Holiday/Christmas Party**. Our annual **Welcome Home Party** was hosted by Michelle and Herman Porter at their beachfront home on Kiawah. Our friends in Myrtle Beach hosted several events along with their monthly **Sunday Drive and Dine's**. The first of which was the **MB Animal Shelter Concours**, a **beach BBQ** and of course our annual **Oktoberfest**. We also participated in an "unofficial" **Porsche Club/Coastal Corvette Club** challenge for the most "club cars" at the Veterans Victory House Car Show.

Several club members hosted monthly meetings throughout the year, so thank you to The King's, The Duck's, The Knobe's and Autometrics.

For the upcoming year, in addition to our annual events be on the look out for some new and exciting one. We are looking to add more **Rally's**. If you've an idea for one contact one of the officers and we'll help you get it planned. We'll be doing another **Photo Drive and Dine**, hopefully with one of our historical plantations incorporated into it. Look for monthly **Drive and Dine's**. Another event to look for will be some "Show and Shine's".

Continued next page....

Something German

"Burg Wittelsbach/House of Wittelsbach"

Burg Wittelsbach (Castle of Wittelsbach) was located near Aichach in today's Bavarian Swabia. The castle was first mentioned around the year 1000. In 1119, Count Otto III of Scheyern moved into the castle of Wittelsbach. The castle's name "Witilinesbac", is however already mentioned as the place of origin of Otto II in a document by Henry V that dated from 1115. From 1120 the Counts of Scheyern styled themselves Counts Palatine of Wittelsbach. The castle therefore became the ancestral seat of the House of Wittelsbach.

According to local tradition, the castle was destroyed in 1209 after Count Otto of Wittelsbach murdered King Philip of Swabia. It was never rebuilt. 1978-1980 archaeological excavations did not find any evidence of a sudden destruction. There was evidence that the castle's walls were used as a quarry after the castle itself was given up.

During the 15th Century a Gothic church was built on the former castle site. The church that still stands today became the nucleus for the village of Oberwittelsbach. In 1834 the Wittelsbach family erected a monument to the state of Bavaria on the former site of their ancestral castle. In memory of the castle parts of the district Aichach-Friedberg are today called Wittelsbacher country.

The Wittelsbach's are a European royal family and a German dynasty from Bavaria. Members of this family have served as Dukes, Electors and Kings of Bavaria (1180-1918). They've served as Counts Palatine of the Rhine, Margraves of Brandenburg, Counts of Holland, Hainaut and Zeeland. Other titles held were Elector-Archbishops of Cologne and Dukes Julich and Berg as well as of Bremen-Verden. They've also held the title of King of Sweden (1441-1448 and 1654-1720). They provided two Holy Roman Emperors, along with one King of the Romans (1400), two Anti-Kings of Bohemia, one King of Hungary, Denmark, Norway and Greece.

The origin of the Wittelsbach family began with Berthold, Margrave in Bavaria (died 980). Berthold was the ancestor of Otto I Wittelsbach, Count of Scheyern (died 1072), whose 3rd son Otto II, Count of Dachau acquired the castle of Wittelsbach (near Aichach). The Counts of Scheyern left Burg Scheyern ("Scheyern Castle") in 1119 for Burg Wittelsbach ("Wittelsbach Castle). Scheyern Castle was constructed around 940.

From 1180- 1918 the Wittelsbach family was the ruling dynasty of the German territories of Bavaria and of the Electoral Palatinate from 1214 until 1805. In 1815 the latter territory was partly incorporated as Rhine Palatinate into Bavaria, which was elevated to a Kingdom by Napoleon in 1806.

The House of Wittelsbach split into two branches in 1329. The younger (Bavarian) line, descendants of Louis IV was extinct after 1777. The Palatinate- Birkenfeld remained. All living members of the House of Wittelsbach descend from Palatinate-Birkenfeld, which thus became the parent branch of the Kings of Bavaria.

The House of Wittelsbach's final sovereign was Ludwig III of Bavaria and the current head is Franz, Duke of Bavaria. (*source material from Wikipedia*)



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A Year in Review continued..... These are NON-judged events. They're meant to get your car out and "SHOW" it off. Being the daughter and grand-daughter of a Veteran I'm pushing for our Porsche Club to beat out the Corvette Club this year at the annual Veterans Victory House Car Show on Saturday, May 14th. This year there is an "Official" Challenge between the two clubs. A trophy (that can be exchanged each year by the event winner) will be provided. Ken and I will also have a pop-up tent set up for PCA members in attendance. So MARK your calendar and show off that PORSCHE PRIDE.

This year will also see the Competitor of Year back in place. Look for the detail later in this newsletter. We will also be trying some new methods of informing members of upcoming events. We are hoping to send postcards on the upcoming months events during non-published newsletter months. Published months are January, April, July, and October. We will be sending a "once a month" email with upcoming monthly events as well. All events will also be posted on the website so if you have computer access please check it regularly.

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

set the stage >>>



Al Trego

1980 911

Al has been a PCA member for 20 years, joining the club in 1990. Al bought his first Porsche in 1986, a 1980 911 Sports Coupe. It has been Al's only Porsche ever since. Having held 5 past presidencies in the club Al has remained an active member over the years. Al enjoys taking his Porsche to the track as well as attending the Rolex 24, Sebring and Road Atlanta. Al was one of the first PCA Palmetto region members that Ken and I were first introduced to and since then has become a great friend. Al was also kind enough to provide a story on his first Porsche experience. Thanks for the story Al.

Competitor of the Year Point System

All events must be Palmetto PCA Sponsored events

200 points for 1st place in Rally/Tech Quiz

150 points for 2nd place in Rally /

125 points for 3rd place in Rally /

100 Points for attending/participating in event (rally, driver's ed, autocross, scavenger hunt, and all other club events)

50 points for attending monthly meeting

10 points for answering monthly trivia question correctly

150 points for organizing event where they cannot participate as a competitor

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Porsche E-News

Gianluca Roda takes home 2010 Porsche Cup By: Nancy Knapp Schilke – Motorsports.com

Gianluca Roda was awarded the 2010 Porsche Cup on December 12 at the home of Porsche Motorsports in Weissach, Germany. Roda added a first for the "Made in Germany" marque by being the only racer from Italy to receive the Porsche Cup, the highest honor for a Porsche driver, since its inception in 1970. Ferry Porsche came up with the idea to honor their privateer drivers. Porsche AG awards points during each racing season to drivers that race for teams that are not factory owned and are therefore considered to be privateer. Roda also received a new personal vehicle as a gift: A Porsche 911 GT3, along with an undisclosed monetary award.

Porsche remembers Racing Baron von Hanstein Fritz "Huschke" von Hanstein would have been 100 years old Stuttgart. 3 January 2011 would have been the 100th birthday of Fritz "Huschke" von Hanstein, one of the greatest personalities in the company history of Dr. Ing. h.c. F. Porsche AG, Stuttgart. As Press Director, racing manager, and a racing driver, from 1952 to 1974 Huschke von Hanstein helped fashion the unique image of the brand name Porsche. As Sports President of the AvD, the German Automobile Club, President of the Supreme National Sports Commission (ONS), and as Vice-President of the International Automobile Sport Association (FISA), he also represented German motor sport and the Porsche name to the entire world. For the rest of this article please visit your PCA website or directly to <http://www.multibriefs.com/briefs/pca/pca122110.php>

RED BARON AWARD WINNERS!

Congratulations to Michelle and Herman Porter the 2010 winners of the *Red Baron Award*. Michelle and Herman joined the Palmetto Region in December 2008 and have been very active with club activities. They currently own three different model Porsche's and enjoy spending time on the track with them. The president selects the Red Baron award winner to the club member(s) who's contributed the most to the club during the year.



RUBY THE LIFE OF A SPORTS CAR

By Roger and Beth Knobe

Hello there my name is Ruby, and I am an 1984 Porsche 944. My owner is writing the story of my life because I came from a family of neglect to a family of love.

I was born in Germany in 1984 and boy did it feel good to be alive. I was shipped to America on January of 1984. I was sold to my first home on June 6, 1984 which was in Greenville South Carolina. What a great family that bought me; they gave me baths regularly and had me go for regular checkups.

In 2004 my owner needed a bigger car due to their family growing with kids and animals, so they put me up for sale. I had gotten so sad that I came down with a fever which later was diagnosed by Greenville Porsche as a bad thermostat. After I got back home, my owners had a couple that wanted to check me out. They loved me and decided to buy me. I was on my way home with my second owners to Anderson, South Carolina.

My life with my new owners was great at first, they took me all over and took real good care of me, then my life started to change, I was starting to be neglected. I sat in the driveway and was not being used. My insides started to hurt. I then found out we were moving to Florida, I was happy to go south to the warm weather and sunshine, a great place to drive a Porsche all the time. Boy was I wrong I was trail-ered down there and then I sat and sat. My owner then got a catering job and started to use me, not as a Porsche but as a truck. I started to revolt I started to break down more. My owner decided I had problems and stopped taking me out. I thought she would take me to the car doctor but she just let me sit and sit again. Finally they put me up for sale they didn't want me anymore.

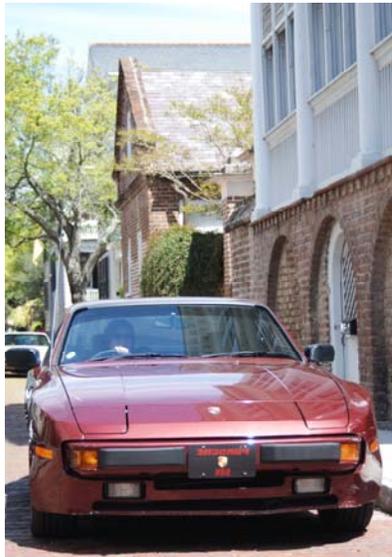
Finally a group of people from South Carolina (my home state) came to look at me, and if I had a voice I would scream "Take me, they neglect me" but I couldn't talk. I then swallowed all my pain to show the people that I was a Porsche worth having. Was Ruby worth having...Find out next month in her next adventure...

Members Corner

New Members:

Johnathan Birdsall	1968 911
Charles Bratton	1981 911
Patrick Carswell	2004 Carrera
John Guyer	2008 Cayman
James Hudson	1993 968
David Olsen	2010 Cayenne

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



German Recipe

Bread Soup"

(source: Jennifer McGavin, About.com-German Food)

Everyone loves fresh bread, but what do you do when you have come to the end of a loaf and it is going a bit stale? Recycle it into a lovey, easy quick soup! Making bread soup is a very old idea back in the days where every calorie counted. Now, with money getting tighter, it might be a good idea to check out a new way of dealing with leftovers.

Makes: 6 cups

Prep Time: 20 min.

Cook Time: 25 min.

Total Time: 45 min.

Ingredients:

- 1 small parsnip (3/4 c. chopped fine) Optional
- 1 small carrot (3/4 c. chopped fine)
- 1/2 leek (3/4 c. chopped fine)
- 2 c. cubed bread
- 2 T. Butter
- 2 stalks of celery, sliced
- 4 c. broth or mixture of broth and water
- 1/2 c. cream
- 1 tsp. salt, or to taste freshly ground pepper
- Chopped parsley for garnish (optional)

Preparation:

Melt 1 tablespoon butter in 3 quart sauce pan.
Cut bread into 1/2 inch cubes to equal 2 cups. Brown bread cubes in 1 tablespoon butter. Remove from pan.
Add the second tablespoon of butter and brown the parsnip, carrot and leek in it. You may substitute vegetables for those on hand.
Add bread back in plus celery and broth. Cover pan and cook 5 minutes.
Add cream and simmer 20 minutes or more. Salt and pepper to taste and garnish with parsley.



Notes

I used this [homemade bread recipe](#) to make the bread that went into the soup. You may cut the calories by using cooking spray instead of butter, but if you want to use milk instead of cream, do not boil the soup after adding the milk or it will curdle. You may use a milk and flour paste to add a little body to the soup at the end. I find, with the bread thickening the soup, that it is not necessary. This soup gets better as it stands and is just as good the next day.

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2011 PORSCHE PARADE

July 31 – August 31, 2011 – Savannah, Georgia

Porsche's grand annual national event will be held practically in our backyard this year. You've probably already seen a few articles on this upcoming event. It will be here before we know it. We'll be contacting National to find out what our region can do as far as helping out with the great event. For those of you who haven't participated before you need to make time. For those that have, well you know what's in store, fun, more fun and a whole lot of PORSCHE'S. This event is not to be missed. Registration will begin in March and we'll keep everyone updated on things as they come available. Like events in the past there will be a need for volunteers, so please volunteer your time.



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PORSCHE

*Please present PCA membership card at time of service. * 1.9% APR applies to new Model Year 2010 Porsche models except for the Panamera models and 911 GT3 RS. 1.9% APR available for up to 60-month financing; monthly payment of \$17.48 per \$1,000 financed for 60 months. Payment terms not to exceed 60 months on Approved Credit by Porsche Financial Services, Inc. Not all customers will qualify. Offer valid through 06/30/2010 from participating U.S. Porsche dealers. Specific vehicles and options are subject to availability and your price may vary. For details about costs and terms, call 1-800-PORSCHE. For additional information, see your participating Porsche dealer or visit www.porscheusa.com.

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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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First Porsche

My first Porsche experience was with a date with my now wife of 36 years Deborah. Her brother Teddy owned a 914 orange in color. He said we could use his car for the weekend. (Really!) Yes ... so we drove up to Clemson for a concert. Oh yeah! This was 1973. Some years would pass and then my next experience with Porsches was working for Steve Harth. He owned a couple of 911's. One was a streetcar and one was a track car. That was it for me! I bought my first and only 911 in 1986; it was a 1980 Sports Coup. It was a cash deal that was a result of a nasty divorce. My friend Tracy drove me down to Savannah to pick up the car. On the drive down Tracy asked if I was having a mid life crisis. My response was no of course not.

Well it was on from there! I got the sticker shock of what Porsche repairs were. Oh well I looked at it as an investment; so I started collecting all the manuals and Porsche supply magazines. I joined PCA in 1990. I first met Tuggy who was of course the treasurer at the time and still is! I quickly became actively involved with club. In the beginning it was a lot of autocrosses and track events. We often joined the SCCA folks to do autocrosses.



Then came Hurricane Hugo!!! There was some body damage to my 911. Had to have a new paint job that took 6 months... Way too long for someone to be with out their beloved car, but looked great when the project was completed and the car returned home!

I served as president 5 times along with various other positions. Palmetto proudly hosted 2 National Board Meetings twice during my tenure. For those of you who remember, PCNA Distribution was here in Charleston. Never less than 1500 to 2000 Porsches were on the lot. This was Porsche's distribution center. We had open invitations to this facility thanks to Charlie Weaver their plant manager.

Nocturnally PCNA relocated to Georgia some time during the 90's. As the Palmetto region grew to a whopping 150 plus members, our region split and a new region the Coastal empire was born. Sadly we lost Hilton Head, Beaufort, and Savannah. (Some eighty-five Members). Then came the 2000's Porsche was growing nationally to become the largest sports car club. (60,000 members).

Of all the things I enjoyed the most was the races. Daytona, Sebring, Road Atlanta, and other scenic tracks. Many friends, new and old would stop by the bus to either enjoy a cocktail or enjoy our dinners, or just to catch up on what was happening. To many laughs to explain. Come to think of it might have been the good cigars and the great red wine that was the attraction, who can tell! Imagine that! I suppose there is a lot more that I could talk about but I'll just finish by saying thanks to those who influenced me over my 20 many years in PCA. First, my friend Joe Carastro (past Palmetto President and Santa Barbara Pres) had a vision of what the car club meant that has stuck with me. Gordo - Gordon King, The most giving person I have ever known. We had So many good times at car shows and track events along with good music and good wine. Lastly, Tuggy- Tug Mathisen, the guy who literally kept Palmetto chapter alive when the club only had five members show up for a meeting. Kudos to Tug!

Over the years I have met some good friends and some of the coolest people ever through this club. It truly is the people that make the difference!

Thanks for making a difference in my life!

THERE IS NO SUBSTITUTE!

By Past President

Al Trego



Porsche Club of America

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



Time to Rebuild?

By Wayne Dempsey
(Pelican Parts Technical Article)



When to Rebuild?

Indeed, this is a very common question, and one that is often not easily answered. Obviously, if there is the end of a rod sticking out of your engine case, then chances are, it's time for a rebuild. However, with more subtle noises, broken pieces, and poor performance, the rebuild decision may not be crystal clear. In this section, I will provide you with some questions to ask yourself and some answers to common myths, in the attempt to correctly determine whether your engine needs to be rebuilt.



As with any serious medical condition, it's always a wise idea to get a second opinion. The same is true with 911 engine rebuilds. Very often, I have heard of unscrupulous (or even over-meticulous) Porsche mechanics who have recommended, or even insisted on a rebuild, when not all of the signs pointed in that direction. Keep in mind that no matter how well-intentioned your mechanic may be, he may have a vested financial interest in seeing you rebuild your engine. Of course, not knowing that you're armed with this book and prepared to do it yourself, he might recommend a full rebuild. Rebuilding engines is a good business, and will guarantee about 40 hours of labor for complete job.

My recommendation is that you take your car to a second, independent mechanic, and pay to have the car evaluated. Have him perform a leak-down test on the engine (see later in this chapter), and let him know up-front that you have a master mechanic friend waiting in the wings to rebuild the engine for you. The goal is to try

to get an independent, unbiased expert view of the condition of your engine. Many of the problems with 911 engines can be somewhat subtle, and difficult for a novice to detect and decipher. I'll give you some hints, tips, procedures, and clues to help you in the following sections, but getting at least two expert opinions is always a wise idea.

High Mileage Engines

Each derivative of the 911 has its own quirks and problems. Some of the engines are known for their longevity, and some are decidedly not. Just because your 911 engine has a lot of miles on it, doesn't mean that it's automatically time for a rebuild. With proper care and maintenance, certain 911 engines can easily last 250,000 miles or more. Of course, some years have had better track records than others, but the basic rules apply: if the engine was well cared for, and not abused, then it should last a long time, and gradually wear out. In general, the rule of thumb is that high-mileage is not a good yardstick measurement of engine condition. The methods by which the car was operated and maintained during its life affect the condition of the engine much more than the mileage total.

High mileage engines often show signs of their age in compression and leak-down tests, described later in this section. As the engines age and mileage increase, the small tolerances within the engine slowly become larger. While this usually doesn't result in a catastrophic breakdown, high-mileage engines will gradually see their performance degrade as the mileage increases. Such an engine may be referred to as 'tired.'

Stock engines almost always last longer than modified engines. Higher compression ratios, aftermarket turbos, or superchargers will almost always place added stress on engines and make them wear out or fail quicker. Engines driven constantly on the track may especially show signs of wear. Race engines have such a typically short lifespan that their usage is usually tallied in hours run, rather than miles traveled. For more information, please review the entire article at Pelican parts website.



The 911 GT3 R Hybrid triumphed as the fastest GT vehicle in the final of the Intercontinental Le Mans Cup in Zhuhai, China. But that's not all: it was also the most efficient vehicle in the starting line-up and clearly demonstrated the advantages of hybrid technology. With Porsche Intelligent Performance and brilliant work by the racing team, the 911 GT3 R Hybrid impressed in every way.



Porsche 911 GT3 R Hybrid fastest and most economical GT car

A successful season finale for Porsche: At the 1,000 kilometre race in Zhuhai/China, the Porsche 911 GT3 R Hybrid impressed once again with its performance and efficiency. The innovative sports car from Weissach, piloted by Porsche works drivers Joerg Bergmeister (Germany) and Patrick Long (USA), was by far the fastest GT vehicle in the field at its eagerly awaited premiere in Asia. Porsche factory drivers Marc Lieb (Germany) and Richard Lietz (Austria) claimed second place in the GT2 class with the Porsche 911 GT3 RSR on China's oldest race track. With this result, they secured the team championship for their Felbermayr-Proton squad at the Intercontinental Le Mans Cup, run for the first time this year.

"The first race in China with the 911 GT3 R Hybrid was a complete success," says Hartmut Kristen, Porsche Head of Motorsport. "The car contested the entire race without the slightest technical problem. The excellent pit stops by our factory squad from Weissach and an absolutely perfect performance from the drivers also contributed to this success. The development work on the hybrid system that we conducted since the last race in Road Atlanta has paid off. Today, we showed impressively just what potential the hybrid technology has. This result is a great motivation for continuing our work on the project. This was definitely not the last race for the 911 GT3 R Hybrid."

"Our car ran perfectly"

On the 4.319 kilometre Zhuhai International Circuit, the 911 GT3 R Hybrid, which started in the special GTH class, was not only the fastest but also the most economical GT vehicle. Thanks to its ground-breaking drive concept, it made one less pit stop and completed three more laps than the next GT opponent. "Our car ran perfectly from the first to the last lap," said Joerg Bergmeister. "That was another super test of the hybrid system under race conditions – and the most successful conclusion I could think of." Patrick Long, his teammate with whom he won the GT title of the American Le Mans Series for the second time straight this season, said: "The performance of the Porsche factory mechanics was world class. We had the most efficient and at the same time fastest GT car. Now, that's what I call Porsche Intelligent Performance."

Breathtaking chase through the pack

In the GT2 class, the race for start driver Marc Lieb did not begin very promisingly: Right in the first lap in a tussle with a Ferrari his 911 GT3 RSR suffered tyre damage which relegated it to last place. With a breathtaking chase through the pack, he and his teammate Richard Lietz quickly managed to catch up with the front-runners. At the halfway point in the race, the Felbermayr-Proton pilots, who clinched the GT title of the Le Mans Series for the second consecutive time this season, were already running third. Shortly afterwards they then overtook a Ferrari.

"Unfortunately we didn't have enough for victory, but it's still a great day for Porsche," said Richard Lietz. "Obviously it was somewhat frustrating when Marc was forced back into the pits in the first lap with a torn-off valve. But we didn't let that upset us and simply concentrated on working our way up the front again. Actually, it was huge fun - not least because our chase ended on the podium." Marc Lieb added: "That was almost a perfect year for our team. Today we were very fast, but experienced a bit of bad luck early on in the race." Felbermayr-Proton first in team classification

With the second 911 GT3 RSR fielded by the Felbermayr-Proton team, Martin Ragginger (Austria), Christian Ried (Germany) and Gianluca Roda (Italy) occupied fourth place – despite the botched and unnecessary overtaking manoeuvre of a Peugeot prototype that forced Martin Ragginger into the gravel trap in the last hour of the race. The former Porsche-Junior had to pit and lost ten minutes. In the Felbermayr-Proton camp, however, elation prevailed. "That was a fantastic year for our team. Firstly our win in Le Mans, then the Le Mans Series victory and now the best team in the Intercontinental Le Mans Cup – you can't really do more," said Christian Ried, team boss and driver at Felbermayr-Proton. "To be so successful, everything has to run smoothly and that was exactly the case in our team. We didn't retire once. Despite never having started from pole position, we won three races. That can only work with a good car, strong drivers and a super team." One of the first to congratulate the crew was Hartmut Kristen: "I'm particularly thrilled that Felbermayr-Proton won the team classification."

Despite his strong drive, Richard Westbrook (Great Britain) didn't manage to see the flag with the Prospeed Competition 911 GT3 RSR. The double Supercup winner and former FIA GT champion was on course for a podium result with his teammate Darryl O'Young (Hong Kong) when a clutch problem in the 119th lap signalled the end. "What a shame. We were looking very good in third place," he commented. "Our mechanics tried their very best to repair the car but time ran out for us." Local hero Darryl O'Young said: "It was a fabulous experience to drive on this track with the 911 GT3 RSR and to be cheered by so many fans. I became more and more familiar with the car. Under normal circumstances we would have finished on the podium. That would have been a highlight in my career. What a shame it didn't work out."

This and other articles can be found on www.porsche.com



PORSCHE TEST DRIVE DAY

By Jackie Dasen

Our dealer sponsor, Porsche of Hilton Head, hosted a test drive day on Sunday, December 19, 2010 for all PCA members interested in getting behind the wheel of 2011 Porsche models. On hand to drive (running and waiting to go) were a Boxster, Cayman, Panamera (V6), Carrera, Carrera S, and a Cayenne S. A Panamera S (V8) was also available to drive after we drove the V6.

I could sum this article up in one simple word, AWESOME! But that would be taking away from the wonderful support Porsche of Hilton Head has shown our club over the past years. So first I'd like to thank Wally, Roy and Chip for allowing us the opportunity to drive some of the world's greatest cars.

Having made the trip solo I teamed up with Ben when I got there and we had a blast. We started out driving the best car there (my opinion of course,) a sweet black Carrera S Cabriolet. What can I say about this car but FAST as Hell. 0-75 in about 4 seconds from a dead stop at a red light was such a thrill. Glancing in the rearview mirror the cars that had been behind me only a few seconds ago seemed SO far away now. Want to test the handling of this amazing vehicle just hit the gas as you start your turn onto an on-ramp. Now I love my little '86 944 and have a lot of fun in it and it takes turns at speeds most people would be scared to even attempt but she keeps me somewhat controlled. Now if I owned the Carrera S I'd be in trouble and I don't think Ken could get me out of it. If I owned one of these I'd have to have a restrictor plate installed. This is a car you have to push. It demands it.

My next test drive was the Panamera V6, of course Ben being able to drive manuals had the pleasure of driving a few more than me. Now here is a car that is called a sedan and it's NOT. All the cars they call "sport sedans" should be ashamed to even claim that when compared to the Panamera. And the S model, oh MY GOSH. I've personally owned a so called "sport sedan" and I'm here to tell you only the Porsche Panamera can claim to be a true sports sedan. Mind you I might be a little prejudice in that statement but I'm basing it on the cars I've driven and there is no comparison. Though it sports four doors the Panamera could easily be considered a regular sports car. My words, "It's not a sedan it's a sports car on Steroids." This four door Porsche will handle just like any other Porsche with 2 doors. Though I do believe you might want to inquire into possibly getting a class on learning all the controls. Oh and that saying "sit down and cool your butt" well the Panamera S we drove had heated and COOLED seats, so you could actually cool your butt. At least we're assuming the other little button next to the heated seat button was a cooling button since it had the same little symbol you see for cooling. So if you're in the market for a great "Sedan" and you want the stigma and prestige that you get by owning a Porsche and you need a car to "cool" your butt in then go buy this one. Oh yeah and it tells you when you've gone OVER the speed limit. One more note on the Panamera. You know you're driving an awesome automobile when a beat up little Honda civic (that looks like it's on it's last leg) is hauling butt to catch up to you just to pull alongside you and smile and give you a thumbs up.

Ben had the pleasure of driving the Cayman and Boxster, both manuals, as well as the Carrera's, Cayenne and Panamera's. I do believe if a Boxster showed up in his driveway with a big bow on it he'd be extremely happy. Of course he might not ever use the passenger cup holders because of my comment. But it did give us both a really good laugh. But for printed purposes it'll stay between Ben and I.

Having driven a few Cayenne's in the past I will have to say that Porsche has brought the often criticized SUV a long, long way since its introduction in 2004. The 2011, well, if you've got a favorite chair or couch then you'll be right at home driving this SUV and like the Panamera it should be classified as a sports car. You know that "tipping" or "swaying" feeling you get with SUV's when maneuvering through traffic or taking a turn just a little faster than you should've, in the Cayenne you will NOT feel that. This SUV is fun. This SUV isn't an SUV. It's a Porsche and has all the handling and performance you expect from the coveted sports cars. Many criticized Porsche for introducing an SUV but all you need do is drive one and you'll agree you're not driving an SUV you're driving performance combined with luxury and usability.

To sum up Sunday's test drive event can be easily done. AWESOME! Privileged. Exciting. Struggling to keep your right foot from getting you into trouble. And just down out fun. Thanks again Wally, Roy and Chip.

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Final Thoughts from the Prez...

As the New Year begins, I would like to thank all the club members and Scott for their support over the past year. The Holiday Party was a grand time and I look forward to seeing everyone at next month's meeting and Dine & Drive. As you have noticed, the newsletter format has changed and Jackie and I hope everyone enjoys it.

The officers will be meeting this month to get a calendar of events ready for the upcoming year so if you have any ideas or suggestions, **PLEASE** speak up. I'm bringing the Competitor of the Year back this year so make sure you earn all the points you can. There's a group headed down to the DE in Roebing this month so head on down because whether you're a driver or spectator, it's a great time. For the beginners, I hear there is an autocross school at Stafford this month to get you started, check with Jennifer and Joe Mills for the details. Roger Knobe is also helping out by planning a scavenger hunt that is coming up soon. Unfortunately, I missed the Test Drive event down at Porsche of Hilton Head but I think "Awesome" sums it up. If you haven't been by Porsche of Hilton Head, **it is worth the trip** and make sure to ask for a tour of the shop. I am looking forward to great events this year, especially the track days, and of course the motivated and talented club members that make it happen.

Ken



coming soon >>>

In The Next Issue

- Events Calendar
- Auto crossing for beginners
- The Life of a Sports Car - Ruby
- Rallying

Upcoming events

Jan 11- Member meeting @ Melvin's BBQ
Jan 22- DE @ Roebing
Jan 29- Rolex 24 hour Race @ Daytona
Feb 8- Member meeting @ Hello Delli

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



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**Monthly Member Meeting - Jan 11, 2011 at 7 pm
@ Melvin's BBQ and Ribs 925 Houston-Northcut Blvd,
Mt. Pleasant SC 29464**