



# Palmetto Pipes

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AUGUST 2017

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## Tech Frenzy

by Tork Rench

Palmetto Region members were treated to two Tech Sessions in June and July courtesy two of our local shops. On the 17<sup>th</sup> of June we visited Karl and Martin Troy at European Road and Racing for a presentation on “Owner Level Maintenance”. Karl reviewed the items owners should be aware of to insure the peak performance of their beloved cars with instances of experiences in the shop when less than ideal maintenance was performed. To quote that famous Porsche mechanic, Benjamin Franklin, “A penny in time, saves nine.” Members had the opportunity to ask Karl numerous maintenance related (or not) questions and I suspect everyone went home with a new appreciation of the value of preventing problems before they appear.



Having learned how to care for our cars, the next logical step is to think about racing them. Gordon and Cory Friedman of Autometrics graciously opened their shop on July 29<sup>th</sup> for a presentation on race car preparation which has become somewhat of a specialty of theirs. With their on-site staff and equipment and a crew of on-call personnel, Cory said they have supported up to 14 cars at a time for events. Cory ran through the basics of getting a car ready for an autocross or driver's ed event detailing the little things to do to optimize a stock car for the track environment. From there, he presented progressive levels of preparation ending up with track-only cars. Again members were treated to a question/answer session. We were joined at this event by members of Holy City Motorsports, a high performance driver's education group headed by Palmetto member, Don Curtis, who gave a brief rundown on the organization's programs.

We are very fortunate as a region to have the high level of resources available to us locally who are so willing to share their expertise. Our very sincere thanks go out to Karl, Martin, Gordon and Cory for taking time out of their very busy schedules to share their time and knowledge with us.

## Five Porsches to buy right now

### By Rob Sass

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Vintage Porsches have been arguably one of the most active sub-markets in the overall classic car market of the last five years. Certainly, there's been some cooling-off of late, particularly among long-hood 911s, but even still, many of the nice ones remain above six-figures. It might be time to pay more attention to the overlooked and the up-and-comers in the Porsche world. Here are five to consider:

**1983 944** — Early 944s have an appeal to them that the later cars lack. They're lighter and simpler with manual steering standard in 1983 — optional in 1984 — and often wind-up windows. The early interiors (borrowed from the 924) are cheaper looking than the post-1985 cars, but the yellow-faced gauges and the straightforward nature of things have a cool-factor that the more polished, later cars don't have. Good early 944s can still be picked up in the \$6,000 to \$7,000 range, and that, my friends, is just too cheap.

**2001-04 911 Turbo (996)** — Just two words sum up the appeal of the 996 Turbo — Hans Mezger. Perhaps the greatest engine designer in history. His work is what makes the twin-turbocharged 996 one for the ages. It's well-documented that the M96-based engines in 996 Carreras can suffer a range of afflictions, from intermediate shaft (IMS) bearing issues to cylinder bore scoring to the infamous D-chunk failure. Admittedly, the vast majority of cars are not affected, but the 996 Turbo avoids all of this with its Mezger-designed engine that is essentially bulletproof. Starting at around \$36,000 for a cabriolet with higher miles, the 996 Turbo is one of the greatest bargains in the used-Porsche world today.

**1992-95 968** — The 968 was the final development of the very successful 924/944 platform. It introduced such features as a .....CONTINUED PAGE 8



# President's thoughts



It appears that I am responsible for a Strother Martinesque “failure to communicate” (likely only the “more seasoned” members will get this reference) in regards the perplexing \$5(per car) event fee that Palmetto Region is now collecting. The Palmetto Board (at my suggestion and after discussion) voted to adopt this fee which will **all** be devoted to the club’s charitable efforts during the year. So far, so good. What has happened, and I must take full responsibility for this, is my thinking that mentioning this at a couple monthly dinners would suffice to get this out to the membership. How I came to this conclusion is something of a mystery (to me) as clearly we don’t have 300+ people at our dinners but there it is. Our treasurer is keeping a dedicated accounting of the funds collected to ensure that they are not used for any other purpose than our designated charitable giving.

In other news, the 50<sup>th</sup> Anniversary Planning Committee has selected Alhambra Hall in Mt. Pleasant as the location for our celebration dinner on 27 April 2019. Many details for the event are yet to be determined and all suggestions are most welcome.

In today’s news was the announcement that Porsche AG is pulling the 919 out of the World Endurance Championship leaving only Toyota to contest the LMP 1 category. More information will certainly follow. Porsche is following Audi into a more “e” focused approach to motorsports with the increased emphasis on electric vehicles.

As some of you know, I ventured out to Spokane, Washington for the 2017 Porsche Parade. It was the largest attendance for a Parade with over 2500 participants including many luminaries from Porsche AG and PCNA. Although I flew out and thus had no car, there were plenty of activities to keep me busy and it was fun reconnecting with Porsche friends. The Parades truly reflect the “it’s the people” reality of PCA along with providing a full immersion dose of Porsche related information and events. Next year’s site is Lake of the Ozarks, Missouri and in 2019 it will be Boca Raton, Florida.

Get out and drive!  
Joe




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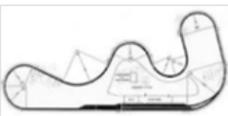
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## Calendar: Upcoming Events in our Region and Beyond

For more information and event listings go to: <http://www.pcapalmetto.org/index.php>

	<b>Tue, Aug 08</b>	<b>7:00 PM</b>	<b>Monthly Social</b>	<b>West Ashley Crab Shack</b>
	Join us at the West Ashley Crab Shack (1901 Ashley River Road, West Ashley) for updates from the officers, to talk about upcoming events, and to socialize with your fellow Porschephiles.			
	<b>Sat, May 20</b>	<b>9:00 AM</b>	<b>Sea Island Cars &amp; Coffee</b>	<b>Freshfields Village, Kiawah</b>
	Arrive in your favorite ride and join us for Cars and Coffee at the Freshfields Village at the crossroads of Kiawah, Seabrook and Johns Islands. The event will run from 9:00 to 11:00 am and will feature antiques, classics, exotics, concepts and any other cool cars.			
	<b>Sat, Aug 19</b>		<b>Drive &amp; Dine</b>	<b>Harold's Country Club</b>
	We are going to make the drive to Harolds Country Club on the 19th, this has become an annual event for us and is always a nice drive with plenty of food at the end. For \$19 per person, you get steak (or chicken), salad bar, baked potato, and coffee/tea. Please register online by August 17th with how you want your steak cooked and if you want dessert. For those in Charleston gather at the West Ashley Publix (Hwy 17/Main Road) (Bank Parking lot) to depart at 5:00 pm.			
	<b>Sun, Aug 20</b>		<b>Drive &amp; Dine</b>	<b>Myrtle Beach Area</b>
	Monthly Drive & Dine from the Myrtle Beach Area. We will gather at Ollie Bargain Outlet, Carolina Forest (2100 Oakheart Rd, Myrtle Beach) at 11:30, drive starts at noon to Quigley's Pint and Plate in Litchfield.			
	<b>Sat, Sep 02</b>	<b>Sun, Sep 03</b>	<b>Driver's Education at Roebing Road</b>	<b>Florida Crown Region PCA</b>
	The Driver's Education program provides a safe, structured, and controlled learning environment for your high performance auto. Track near Savannah, GA. Register at <a href="http://www.clubregistration.net">www.clubregistration.net</a> .			
	<b>Tue, Sep 12</b>	<b>7:00 PM</b>	<b>Monthly Social</b>	<b>Logan's Roadhouse, Summerville</b>
	Join us at Logan's Roadhouse (211 Azalea Square, Summerville) for updates from the officers, to talk about upcoming events, and to socialize with your fellow Porschephiles.			
	<b>Sat, Sep 16</b>	<b>Sun, Sep 17</b>	<b>Driver's Education at Roebing Road</b>	<b>Coastal Empire Region PCA</b>
	The Driver's Education program provides a safe, structured, and controlled learning environment for your high performance auto. Track near Savannah, GA. Register at <a href="http://www.clubregistration.net">www.clubregistration.net</a> .			
	<b>Wed, Sep 20</b>	<b>Sun, Sep 24</b>	<b>PCA Treffen</b>	<b>Asheville, NC</b>
	If you've not already signed up, this is SOLD OUT. Maybe next time!			
	<b>Tue, Oct 10</b>	<b>7:00 PM</b>	<b>Monthly Social</b>	<b>The Americano, Mt Pleasant</b>
	Join us at The Americano (819 Coleman Blvd, Mt. P) for updates from the officers, to talk about upcoming events, and to socialize with your fellow Porschephiles.			

Breakfast with Dr. Bob, Sunflower Café, West Ashley, 8 am.

Monthly Social, Second Tuesday of each Month, Location TBD. Check website for details.

**Note: Calendar events in bold type earn points toward the Palmetto Region Competitor of the Year Award.**

[For additional information and events outside of the Palmetto Region go to:](http://www.pcapalmetto.org/calendar/)

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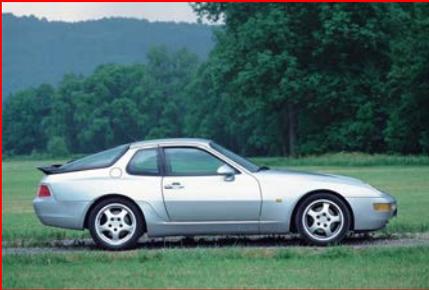


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## Continued from page 3

# Five Porsches to buy right now



six-speed manual transmission, an available Tiptronic, shifttable automatic gearbox, Vario-Cam variable valve timing, and some styling updates. With a healthy 236 horsepower and a superbly balanced chassis, the 968, along with the 928 GTS, were the final expressions of Porsche's transaxle architecture and the last front-engined vehicles they'd produce until the Cayenne. The 968 is also quite scarce. US deliveries exceeded 1,500 for just one model year. Higher mileage coupes and cabriolets are still available in the teens. Don't say we didn't give you a heads up.

**1983 911 SC Cabriolet** — The SC cab was a big deal when it was introduced in late 1982 for model year 1983, the final outing for the 3.0-liter 911 SC. Originally shown in Frankfurt in 1981 (with all-wheel-drive), it was the first truly open Porsche since the 356 went out of production in 1965 and it seemed like one of the official endings to the "malaise era," a time when increasing pressure from insurance companies and regulators threatened to squeeze most of the fun out of driving. Immortalized in such '80s fare as the Jeff Bridges film "Against

All Odds" and Glenn Frey's Miami Vice-like video for the song "Smuggler's Blues," the 911 cab arguably now languishes as the least-favored 911 body style of the era. Just 1,718 were built for North America, making it a legitimately rare piece.

**1977-82 924** — Nope, you don't need to adjust your glasses: A 924 made a list of Porsches to buy now. And the original Audi-engined one to boot. Utter simplicity is the key here. Its durable (if slightly rough) Audi 2.0-liter single-overhead camshaft unit of

non-interference design, lack of power accessories, and good access to nearly everything you'd need to fix or maintain make it an ideal first sports car/first Porsche. Even nice 924s have in the recent past bordered on nearly free (I know of someone who picked up an all-original 13,000-mile car last year for just \$3,500). But the simple charms of the 924 are starting to find ready buyers — nice, but not perfect, cars have been selling on Bring a Trailer

lately in the \$6,000 to \$8,000 range. Later is better with the 924 as continuous improvements were made throughout the run. Don't expect the 924 to regularly crack the \$20,000 mark any time soon, but prices for nice ones are certainly on a gentle upswing at the moment. If you want to deal with the added complication of the 944's



interference engine, the 1988 924S is a real sleeper with a lighter weight and more horsepower than 1983-87 8-valve 944s.

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# SOMETHING GERMAN

## ARNOLD SCHONBERG IN LOS ANGELES

(Source: German Life Magazine. By Peter Pabisch)

In the 1980's Georg Eisler gave a talk about Arnold Schonberg at the German Summer School in Taos Ski Valley, the University of New Mexico's excellent immersion program which emulates a German university for four weeks each summer. George Eisler (1928 – 1998) was one of Austria's modern artists who returned from the post war politics as it pertained to the Holocaust. In fact, he provided the artwork of the Holocaust victim, "Ernst Weiss" in the popular television miniseries "Holocaust" in 1978. His father, the famous composer and former Arnold Schonberg student Hanns Eisler (1898-1945) and became a close friend of his former teacher Arnold Schonberg (1874-1951). Together with Alban Berg (1885-1945) and Anton Webern (1883-1945) all were sensational composers of the German Expressionist era in Vienna during the first part of the 20<sup>th</sup> century. Arnold Schonberg guided them as their professor and mentor, especially in the style of dodecaphonic music (twelve tone technique): the music "without scales" that caused an uproar at first, but constitutes modernistic music after the relatively long era of romantic music that dominated the 19<sup>th</sup> century.

Georg Eisler, as Hanns Eisler's son, got to know these important personalities as a child in his father's household or, at least, through the stories he heard from Hanns. Later in his life he befriended the family of Arnold Schonberg in Los Angeles, where he gave lectures at various universities and gained their insight in particular events since Schonberg's entry into the United States around 1936 to his passing on July 13, 1951. The composer was afraid of the number 13, a psychological condition known as triskaidekaphobia, and it is believed that the anxiety and depression caused by the aberration led to his death on a Friday the thirteenth.

Schonberg was also a phenomenal talent when it came to painting, which George Eisler notes in his presentation. His skill placed him among the foremost painters of the time-from Franz Marc of the Blaue Reiter movement to Wassily Kandinsky of the Bauhaus. For a presentation at Taos, Georg Eisler brought a large collection of slides borrowed from the Schonbergs. It is particularly interesting to note that along his life's journey Schonberg painted many self-portraits as if he wished to study his physical progress. Schonberg's impact on modern music-concert and opera music worldwide as well as the present, world-renowned classical concert music and Los Angeles' current opera scene- is evident. Yet according to a friend of Schonberg, cultural expert Leonard Steiner, the music scene of 1930's Los Angeles talent pool left so much to be desired that

Schonberg had to compose a piece of only a few notes so that many of then unskilled music students could master the challenge.

Schonberg's fifteen-year presence in Los Angeles was so essential to the city's music scene that the University of California at Los Angeles (UCLA)-where Schonberg taught from 1936-1944-named the building that houses its music department (the Schonberg Music Building) after him. Prior to his arrival in America, Schonberg had already written well-known operatic works. German conductor Hermann Sscherchen conducted Schonberg's *Moses and Aron* with great success in Darmstadt, Germany in 1951. Schonberg learned of the successful production just eleven days before his death.

For unknown reasons, at least to Georg Eisler and myself, Schonberg's memorabilia collection was returned to Vienna several decades after the composer's death. Whereas Hanns Eisler is buried in a traditional graveyard in Berlin next to Bertolt Brecht, Arnold Schonberg, who had become an American citizen in 1941, is buried in an honor grave in Vienna's Central Cemetery, as is Georg Eisler.

Arnold Schonberg's own operas and concerts are regularly performed worldwide and have a haven in Los Angeles, such as the aforementioned *Moses and Aron*, or the one-act operas *Von brute auf morge*, *Die Jacobsleiter* and *Pierrot Lunaire*. His fame began in Berlin with his tone poem *Pelleas and Melisande* in 1907, and in Vienna before World War I, when he received a 15 minute-long ovation by the audience at the premier of the *Gurre-Lieder* in 1913; he was even presented with a laurel crown at the occasion. He wrote several works in America, such as the *Phantasy for Violin and Piano* in 1949. But his most remarkable statement to his friend, the musicologist and Schonberg-expert Josef Rufer, has to be: "I have made a discovery which will ensure the supremacy of German music for the next hundred years." His dodecaphonic discovery in music is often compared in importance to Albert Einstein's relativity theory in physics.



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# Upcoming

- Aug 8 - Monthly Social - W/Ashley Crab Shack
- Aug 19 - Drive and Dine to Harold's
- Aug 20 - Myrtle Beach Drive and Dine to Quigleys
- Sep 2-3 - DE at Roebling Road w/FL Crown
- Sep 12 - Monthly Social - Logan's Steakhouse (S'ville)
- Sep 16-17 - DE @ RRR w/Coastal Empire
- Oct 10 - Monthly Social - The Americano

## Palmetto Pipes

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## Photo of the Month by Jackie