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Palmetto Pipes

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MAY 2017

Tour of SC's Scandinavian and Alpine Regions

By Joe Carastro

On April 15th 33 Palmetto Region members in 21 cars found their way to Baker Porsche to line up for a quick coffee and breakfast and the start of the Denmark/Norway/ Sweden/ Switzerland Tour. We received a gracious welcome from Lee Clagett, Porsche Sales Manager and Megan Busch, Baker Event Manager who had co-ordinated the event with Mike Duck. While sipping coffee, members signed the release and received their packets including event t-shirts provided courtesy of Baker.



Promptly at 8:30 Mike and Kay Duck in their red 356 Cabriolet lead us out onto Savannah Hwy., only creating a little traffic jam but putting on a mini moving Concours for early morning motorists. Travelling over some familiar and some new roads we were treated to a stop in Cope, SC (pop. 77) where we were treated to a tour of a working cotton gin and the opportunity to purchase Moon Pies and a Coke for a nickel each at Valentine's Store.

Everyone agreed we had the perfect SC day to visit our Scandinavian neighbors with the visit to Switzerland the bonus of a cherry on top!

The final event of the drive was a visit to Hilton Head Porsche where General Manager Ron Palmer had a German lunch of bratwurst and potato salad waiting for us. Several members were seen wandered the lot inspecting the various cars prior to our heading back to Charleston.



Bailey's Bistro Bites

by Baily Dasen



PALMETTO PIPES

Ingredients:

300 ml – ½ pint – 1 ¼ cup water

300 ml – ½ pint – 1 ¼ cups white wine vinegar

2 bay leaves

2 allspice berries

300 g – 11 oz – 1 ½ cups sugar

2 star anise

1 cinnamon stick

Salt and ground white pepper

1 onion, sliced

1 clove

Fresh mint or parsley, to garnish

600 g – 1 lb 6 oz. pumpkin, seeds removed, thinly sliced or cubed

SERVES: 4

Put the water and vinegar in a large pan and add the sugar and all the spices. Bring to a boil.

Add the sliced pumpkin and onion and simmer for about 5 minutes until the pumpkin is tender, but still has a little bite. Remove from the heat and season with salt and white pepper.

Transfer the pumpkin and the liquid to a lidded container and leave it to stand for 1-2 days in the refrigerator. To serve, drain the pumpkin from the liquid and spices and serve with bread. Once opened, store in the refrigerator for up to 2 weeks.



Photo of the Month

Please feel free to submit any Porsche related photos you have taken to me for publication in the newsletter. The photos can be of your car, someone else's car, Porsche memorabilia, club members engaged in a Porsche event. Basically anything related to Porsche.



Cooks Tip: The pickling liquid can be kept, chilled, for up to 4 weeks and used for another batch of pumpkin.

This Month's Photo
from Dave Derecola

President's thoughts

As befitting its pleasant weather, April was a busy month for Palmetto Region. Members were out visiting new car hobby related businesses, touring the hinterlands of South Carolina and displaying their cars at a local event. All of these outings produced the opportunity to spread the central message of our region which is something like "Come on out and enjoy the company of others that have also been infected with the Porsche virus". We had a new potential member join us at breakfast on the last Sat. of the month and that afternoon I saw that he had received recognition for his lovely 928 at a local car show – we are hoping to see more of him. At the Trident Tech Spring Spin-Off, I had the pleasure of speaking with an active duty Air Force service member who had some questions about his Cayman. As they often do, the conversation drifted off to other topics and I was able to show that hanging out with the club would perhaps provide op-



portunities for other aspects of this individual's future. One statement he made particularly struck me and that was despite having been in Charleston for a while, he hadn't made many friends. I told him that during my own military career the shared interest in our cars had been the initial spark that had led to many life-long friendships and had connected me to many people I would otherwise not have crossed paths with.

Once again, it sort of comes down to "Interesting cars owned by interesting people" being the draw that keeps all of us involved and willing to spend the energy to keep things moving forward.

The planning committee for the 50th Anniversary Celebration (still two years off) has had its first meeting and ideas are being looked into. At this stage everything is on the table and any and all suggestions will be considered as to location, format, events, etc. The next meeting will be at my house on Johns Island and any interested parties are invited to attend – Please RSVP to my wife, Nancy at 843-212-5560 as she likes to prepare a treat or two for attendees. If you have ideas but can't attend, please send them to me at drjoesc@gmail.com and I will give them to the committee.

Joe



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2017 WILL BE THE YEAR OF THE PORSCHE! But only our club members can make it happen. We really need folks to bring those P-cars out to the Veteran's Victory House Car Show in Walterboro. We will already be down by at least 4 Porsche's. In normally takes around 20+ to beat out the Corvettes. Ken and I will be returning from Italy on the day of the show. We do have someone willing to bring our 944. Normally we supply at least 3 cars. So, we need help picking up the loss especially since Nicole & JB Lefebvre will be with us that makes us down another Porsche.

MARK YOUR CALENDAR and bring that trophy back to the car club it should be with. Most of all remember this isn't about really winning a trophy, of any kind, but raising money for the Veteran's. The men and women that have sacrificed for YOUR freedom. This is one of the events they all look forward to each year. Let's have the greatest sports car club in the country make this a banner year, and win back our trophy.

Enjoy all yours newsletters online
@ www.pcapalmetto.org

The 928, Porsche's V8-powered luxury muscle car

By James Morrison



So you watched *Risky Business*, *Scarface*, and *Weird Science* back in the day and fell in love with the 928. Now, several years later, you are ready to park one in your garage instead of in a poster on your wall. No surprise, Porsche's V8-powered grand-touring car is one of the best-kept secrets in the collector car world – but the word is getting out! So, what do you need to know before jumping in?

Here are some basic pros and cons to think about before reading the full guide below:

PROS: V8 power and sound. Comfortable and capable cruiser. Entry level pricing for certain model years (~1980-88). Instantly recognizable styling.

CONS: Expensive to maintain and repair. Early and late models expensive to purchase (1978-1979 and 1989-95). Manual transmissions fairly rare. Shops experienced with 928s few and far between.

First of all, let me give you a quick breakdown of the North American 928 models. (Canadian 928s are basically the same as their US counterparts but imported in extremely small numbers). Keep in mind there were many gray-market Euro cars imported from 1980-1984, while far fewer 928s from other model years unofficially crossed the Atlantic. We won't cover gray-market cars in this guide:

1978-1982 928: Original Body (OB) cars with 16-valve 4.5-liter V8s and 219 horsepower. OB cars had no spoilers, just smooth, flowing lines front to rear. **1983-1984 928:** These cars had 16-valve 4.7-liter V8s with 242 hp and front and rear lip spoilers.

PALMETTO PIPES



1985-1986 928s: The updated S models had 32-valve 5.0-liter V8s and 292 hp. They were also equipped with front and rear lip spoilers like the previous S models.

1987-1991 928 S4: The S4 was equipped with a 32-valve 5.0-liter V8 with 316 hp. It ditched the front and rear lip spoilers for an integrated front fascia and a large hatch-mounted rear wing. A five-speed manual was standard and a four-speed automatic was optional for 1987-1989. An automatic transmission was the sole gearbox for the S4 from 1990-1991.

189-1991 928 GT: The GT ran alongside the S4 from 1989-1991 and was only available with a five-speed manual transmission. GTs received the same 32-valve 5.0-liter V8 but tuned to 326 hp. The GT's bodywork was the same as the S4's.

1993-1995 928 GTS: Porsche did not export any 928s to North America in 1992. In 1993, the 928 GTS debuted, available with a five-speed manual or four-speed automatic and a 32-valve 5.4-liter V8 making 346 hp. The GTS also received rear fender flares and aero side mirrors.

Not surprisingly the GTS is the most desirable of all the 928 models. Only 407 were imported to the US from 1993-1995, and less than 40% had five-speed manual transmissions. That is the Holy Grail. A five-speed GTS in perfect condition and with low miles (less than 20,000 miles in this case) likely will set you back more than \$100,000 today! That's more than what the car cost new, but not much more as most GTSs eclipsed the \$90,000 mark with options. Automatic GTSs regularly sell for \$20,000-\$40,000 less than a five-speed of the same year and condition.

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these days are the early cars from the first two model years. The earliest 928s weren't much different or better than cars from the 1980-1982 – they were just the first and offer a rawer driving experience than later cars. In fact, early 928s drive more like the 911s they were supposed to replace than a bookend GTS. Finding good early cars is quite a challenge these days, however. Very few nice 1978 models in original condition remain. You could pay over \$50,000 for a 1978 or 1979 example with extremely low mileage – think fewer than 7,000 miles in this case. Interestingly, 1978 was an anomalous model year when it came to transmissions: 90% of them were equipped with a five-speed manual. It is the only model year when the automatic was less abundant. For any other model year, the take rate of manual transmissions was about 35%.

The S4 model is next in line and probably the best bang for the buck. You don't get the sublime rear fender flares of the GTS nor its powerful-yet-oil-consuming 5.4-liter engine, but you are rewarded with roughly the same look and performance at a small fraction of the cost. I have seen very nice S4s for just under \$20,000 and mint cars with 30,000-50,000 miles under \$40,000. These are going up in price quickly though, so I'd recommend getting in sooner than later.

Last up is the S model. Still under-appreciated, they can be had for a song. Even quite nice S models can be had for under \$15,000. They are very nice to drive with ride and handling somewhere between the nimbler early models and the amazing grand-touring S4s and GTSs. The front lip spoilers have a known weak center support and are often dragged on the ground and ripped off by careless drivers, so keep that in mind if you're looking at an S model.

The online community for 928s is vibrant with many options, and the busiest websites will have an answer for just about any question you ask within hours – sometimes minutes. There is a dedicated 928 Owners Club (www.928oc.org), and, of course, there is the PCA Tech Q&A forum for member-owners as well as Test Drive participants, which gives prospective owners the chance to peruse the Q&A and The mart classifieds.

These cars are a great joy to own and drive and only recently have been getting their due as real supercars. It is still possible to buy a nice 928, enjoy the car today, and then sell it years down the road for more money. Just be sure to buy the best example you can afford and take good care of it. I have had as many as 12 928s at once, sold four over the last several years, and made at least a few dollars on each of them. The best days of the 928 are still to come!

Calendar: Upcoming Events in our Region and BeyondFor more information and event listings go to: <http://www.pcapalmetto.org/index.php>

 KIAWAH ISLAND MOTORING RETREAT	Sat, May 06	10 AM - 3 PM	Cars on Kiawah	Kiawah Island, SC
Mini-event of the Kiawah Island Motoring Retreat to be held in 2017. Details can be found here: http://www.kiawahconcours.com/				
	Tue, May 09	7:00 PM	Monthly Social	Bay Street Biergarten, Downtown
Please join us at Bay Street Biergarten (549 E Bay Street, Charleston) for updates from the officers, to talk about upcoming events, and to socialize with your fellow Porschephiles.				
	Sat, May 13	10:00 AM	Veterans Victory House Car Show	Walterboro, SC
Annual Veterans' Victory House Charity Car Show sponsored by the Walterboro Cruisers. Info here: http://www.walterborocruisers.com/				
	Sat, May 20	9:00 AM	Sea Island Cars & Coffee	Freshfields Village, Kiawah
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.				
	Sun, May 21	1:00 PM	Drive & Dine	Huntington Beach State Park
On Sunday, May 21, the Annual BBQ Picnic will be held at Huntington Beach State Park. A large beach-side pavillion has been reserved with lots of covered tables and great parking. The event will kick off around 1 pm including a big spread of food, soft drinks, water, lawn and beach games and more, all for \$5 per person (plus \$5/person park entry fee). If you have a special side dish or dessert that you would like to share, please bring it. If you want to caravan from Charleston, meet at the Kohl's in Mt Pleasant (3075 Proprietors Pl, Mt Pleasant, SC 29466) for an 11:30 am departure. Myrtle Beach crowd is meeting at the park.				
	Sat, Jun 03	Sun, Jun 04	Driver's Education at Roebling Road	Coastal Empire Region PCA
The Driver's Education program provides a safe, structured, and controlled learning environment for your high performance auto. Track near Savannah, GA. Register at www.clubregistration.net .				
	Tue, Jun 13	7:00 PM	Monthly Social	TBD
Join us at TBD for updates from the officers, to talk about upcoming events, and to socialize with your fellow Porschephiles.				
	Sat, Jun 17	9:00 AM	Sea Island Cars & Coffee	Freshfields Village, Kiawah
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.				
	Sun, Jul 09	Sat, Jul 15	Annual Porsche Parade	Spokane, Washington
62nd Porsche Parade in Spokane, WA for PCA's annual, weeklong event enjoyed by several thousand of your fellow members. Find details here: http://parade2017.pca.org/				
	Tue, Jul 11	7:00 PM	Monthly Social	TBD
Join us at TBD 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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Something German

by Carl-Zeiss-Stiftung (Source: Wikipedia)

The Carl-Zeiss- Stiftung (Carl Zeiss Foundation), located in Heidenheim an der Brenz and Jena, Germany, is the sole shareholder of the two companies Carl Zeiss AG and Schott AG. It was founded by Ernst Abbe and named after his long-term partner Carl Zeiss. The products of these companies include the classic areas of optics and precision mechanisms, as well as glass (including optical glass), optoelectronics, and glass ceramics. The statutes of the foundation emphasize the social responsibility of the companies and the importance of a fair treatment of the employees.

If fiscal year 2007/2008 more than 30,000 people were employed by the foundation's companies and their subsidiaries, with total sales of over 4.9 billion Euros.

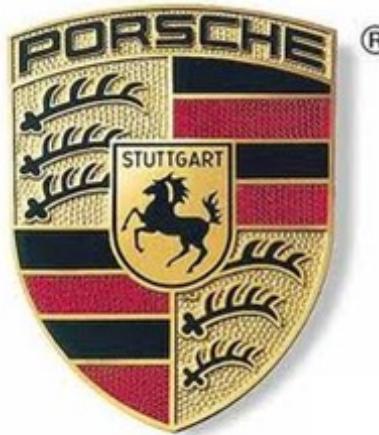
The Carl-Zeiss-Stiftung was founded by physicist and mathematician Ernest Abbe. He named it after his late business partner and friend Carl Zeiss, who died in 1888. The deed of foundation dates from May 19, 1889. On the 21st of May establishment of the foundation was approved by the Grand Duchy of Sachsen-Weimar-Eisenach, making it a legal entity. Originally Abbe had intended to transfer his interests in the companies Carl Zeiss and Jenaer Glaswerk Schott & Glenossen to the University of Jena, feeling that he had the University to thank for his rise to wealthy entrepreneur. He established the Ministerial Fund for Scientific Purposes in 1886 for this reason; through the fund, he annually donated substantial sums anonymously to the University. In addition, he financed the construction of a University Observatory in 1889 out of his private funds.



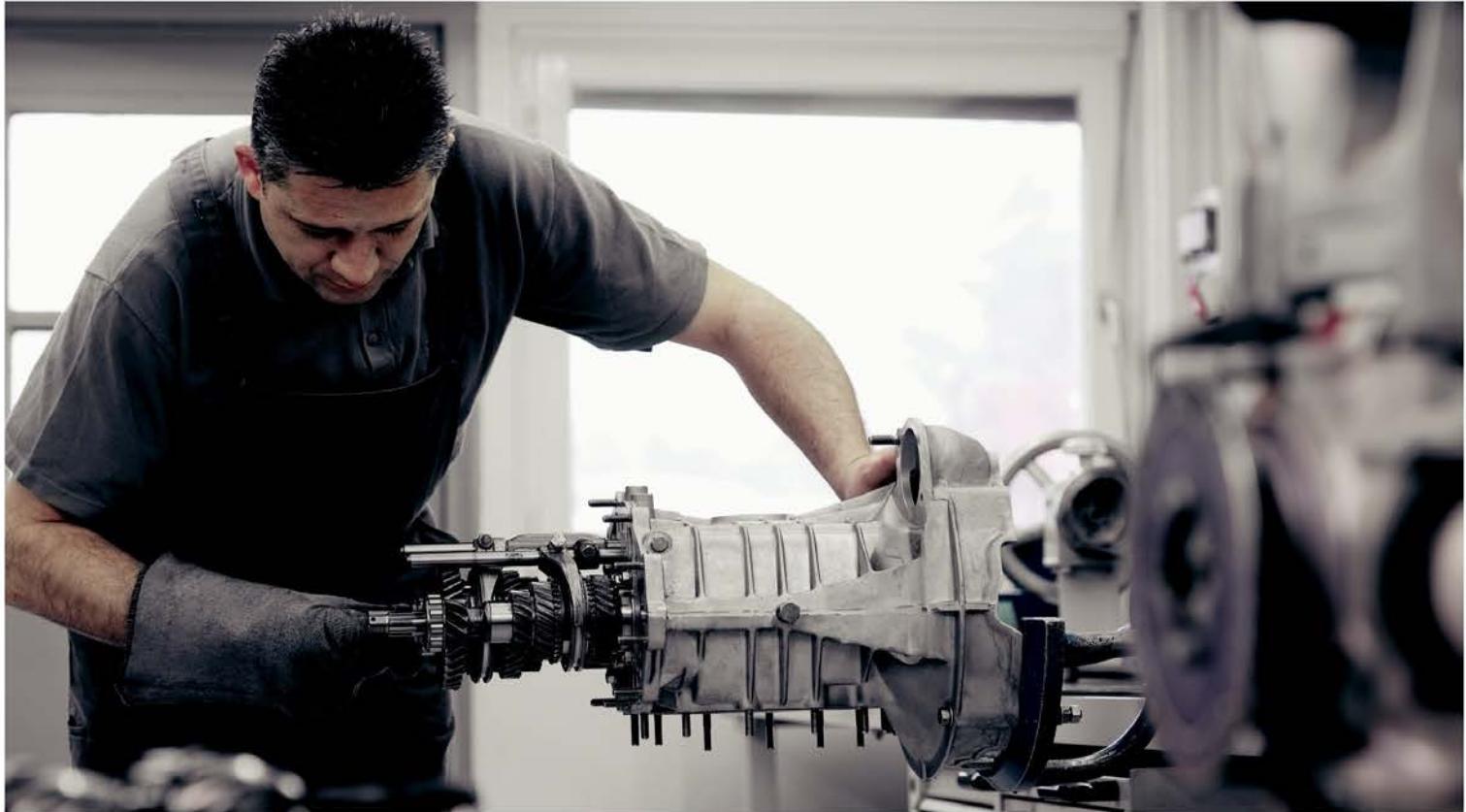
The gift of his shares to the University, as originally intended, was not legally possible. Working with representatives of the Sachsen-Weimar state government, the idea of a foundation was formed. The Carl-Zeiss-Stiftung was founded in 1889; Ernest Abbe turned over his shares in these firms, as well as those of Roderick Zeiss, Carl Zeiss's son, to the foundation by 1891. In 1919 Otto Schott also donated his shares to the foundation, giving it the sole proprietorship of the glass works. The act of incorporation lasted until 1896; an amendment governing grants to the University, followed in 1900.

In Paragraph 1 of this act of incorporation lays down the following general purposes of the foundation: Economic security of both firms owned by the foundation. Social responsibility to the employees. Advancing the interests of precision industries. Involvement in community facilities for the good of the working people of Jena. Advancing natural and mathematical science in research and technology.

Working in the eye care industry was one of the reason's I chose to do my Something German articles, last month and this month, on Carl Zeiss and the Carl-Zeiss-Stiftung foundation. One of the original Anti-reflection coatings available on eye



Porsche - Corvette Challenge
May 13, 2017



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THINGS TO LOOK FOR WHEN BUYING A 928

PALMETTO PIPES

Timing belt and water pump service: The 4.5-liter (and, ostensibly, the 4.7-liter) engine is of a non-interference design, so if a timing belt breaks it isn't the end of the world – but it will leave you stranded. All the 5.0 and 5.4-liter engines are of an interference design, and a broken belt will wreak havoc on the engine and your wallet! Think \$15,000+ for a rebuild. The timing belt and water pump service can range from \$1,800-\$3,000 and should be done every five to seven years. That is cheap insurance in my book.

4.7-liter engines: interference or non-interference design? There have been reports by some mechanics that the 4.7-liter engine is an interference engine. However, from the factory, the 4.7s were of a non-interference design. How can this be? There are a few possibilities:

An engine that fails due to piston and valve collision actually did so because the valve failed first and then the belt broke (versus the belt broke first, causing the interference)

The cylinder head had been decked (ie, material was removed during the head resurfacing process), resulting in less clearance between the valves and pistons, thus making the interference engine out of the 4.7.

PCA 928 Tech Expert John Veninger adds, “there is also a thought that carbon build-up can cause the 4.7-liter to become an interference engine.

NOTE: European 4.7-liter V8s are of an interference design.

Wheel Alignment.

Very few places can align a 928 accurately. Be sure any shop you consider has extensive 928 experience. When these cars are properly aligned with good rubber, they run straight and true and are quite wonderful to drive. If they are out of alignment, they wear tires quickly and can be a handful.

Air-conditioning system. It is only a matter of time before your air-conditioning quits cooling, and just finding the problem can be very expensive and time consuming.

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any DIY mechanic. Parts are cheap relative to the 928's MSRP, too.

Vacuum System. There is a vacuum system on 1978 and 1979 cars that run several mechanisms, including the door locks. Do not leave your keys in the car and slam the door! Locks can engage accidentally, require you to break a window to open the door.

Body lines, panel fit, and paint depth. Check the condition of the body and paint for clues about accident history. 928s are well built and all panel lines should be consistent. The exception is the rain gutter, which starts at the base of the windshield and continues up the A-pillar and above the door. These are easily bent and may well be out of sorts.

Rust. The cars are aluminum-intensive and the steel floor pans, roof, and rear quarter panels are galvanized, so rust is not usually a problem. If there is rust, it is usually along the base of the rear quarter windows and should be very obvious. Less obvious will be rusted floor pans. This happened when a drain for the A/C gets clogged and water soaks the sound deadening material in the front foot wells. Doors, front fenders, hood, hatch, and sunroof are all aluminum.

Canadian cars. Since you could come across a 928 originally purchased in Canada, let me say they are basically identical to the US cars. The only differences are daytime running lights (DRL's) and metric dashboard gauges. Very few 928s sold in Canada, and you are unlikely to come across one far south of the border. Canada has different import regulations and subsequently more than a few Japan Domestic Market (JDM) 928s were imported there. Many late-model JDM 928s have peculiar front and rear fender flares.

One saying to take to heart when you see a 928 at a bargain price: That car is \$10,000 away from being a \$5,000 car!" While it might not be as true today as when the phrase was coined, it is still a fact that a 928 can eat you alive on repairs. I only consider cars with at least two of the following: Very good exterior condition, very good interior condition, near perfect mechanics (everything should work) and up-to-date maintenance

Lastly, be sure that all service – including the pre-purchase inspection – are done by a shop that really knows 928s. not some Porsche-repair place that says, "Yeah, I have worked on them before." Shops experienced with 928s can be hard to find, but the last thing you want to do is pay for your mechanic's training. In general, dealerships have not worked on 928s since the mid-1990s, so I tend to avoid them for service and repairs.

Better to start with a 928 that has functioning A/C. The compressor on later-model cars is over \$1,800 – not including labor for a shop to remove and replace it.

Electrical system. Before buying a 928, be sure all the electrical items work. The 928 has a very complex electrical system. In my experience, it seems like S models with electrical gremlins are the toughest to sort out, though I'm not sure why. The later cars are even more complex but do not seem to have issues that are nearly impossible to track down. The early cars are somewhat simpler.

Power-Steering Racks. In my experience, power-steering racks seem to leak more often in later cars. I am not sure if the pump runs at a higher pressure or if there is some other design issue, but my early 928s' power-steering racks have been trouble-free, while my later cars have all required at least one new or rebuilt rack.

Dual-plate clutch: OB and S models have a dual-plate clutch, which can be difficult to align when replacing it. Many folks move to the later (S4/GTS) single-plate clutch when the time comes.

Automatic transmissions. They should up-shift and downshift very smoothly. All internal components of the automatic transmissions came from Porsche's neighbor in Stuttgart, Mercedes-Benz, yet the transmission casings were made by Porsche. Replace the fluid every 60,000 miles – or after six to eight events – and you should be good to go for the life of the car.

Brakes. They are rarely an issue on 928s. Pads and rotors are both readily available and easy to replace by almost



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Upcoming

- May 6 - Cars on Kiawah
- May 9 - Monthly Social— Bay Street Biergarten
- May 13 - Porsche Corvette Challenge**
- May 21 - Annual picnic @ Huntington Beach State Park
- June 3-4 - DE at Roebling Road Raceway with Coastal Empire Region
- June 8 - First Porsche born on this date
- June 13 - Monthly Social—Location TBA



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