

# Palmetto Pipes



PCA Palmetto Region  
www.pcapalmetto.org

August 2009

## Thank You Porsche Friends

I'd like to thank all the friends Ken and I've made through this club. Thank you for being such **good** friends. As some of you remember on August 6, 2008 tragedy struck our family with the shooting death of Colleton County Deputy Dennis Compton. Your support and friendship was greatly appreciated and far more than we received from our own community. If you run into a police officer please thank them for the job they do. They'll greatly appreciate it. Please accept the poem below as a tribute to the ultimate sacrifice some of our officers make.

## BEHIND THE BADGE

*Behind the Badge.*

You don't see the man cursing as he works on his uncooperative  
Classic car in 90 degree heat.  
You don't see the mother struggling to raise a child in a world  
Where she sees more evil than good.  
You don't see the father sweating in the hot afternoon sun as he  
Spends hours practicing softball with his daughter.  
You don't see them working a second job in order to make ends meet.  
You don't see the tenderness that's there.

*Behind the Badge.*

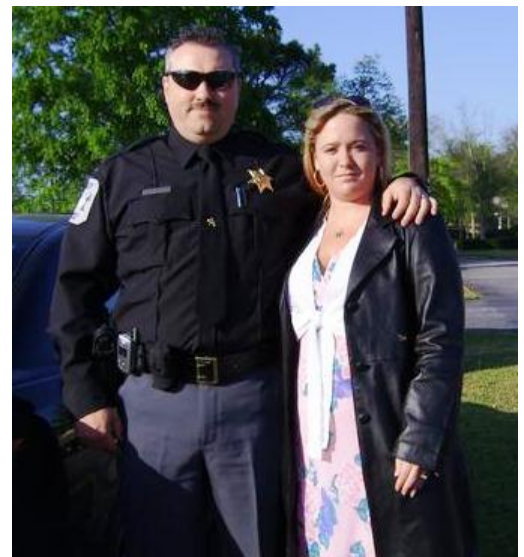
You may see arrogance. A source of authority.  
You may see the man or woman you think is ruining your life.  
You only see a uniform, badge and face.  
You don't see what we, the families, see.  
You don't fear they'll never return home. That knock. That call.  
All you know is they'll be there when you call.

*Behind the Badge.*

We feel the fear.  
We feel the family bonds.  
We feel the hurt when they sacrifice all.

*Behind the Badge.*

They'll still be there.  
They'll shed their tears then stand up tall.  
They'll answer your call and give all if God so demands it.  
So thank the men and women *Behind the Badge* because someday they may leave  
*Behind the Badge.*



DENNIS C COMPTON

**Heroes Live Forever**

—

**Never Alone, Never Forgotten**



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# Palmetto Pipes

## The Prez's Message,

In the last few years, summer in PCA Palmetto has usually seen a drop off in participation with summer vacations, travel and the flurry of other summer activities. This year has proven to be special though. We've seen a growth in attendance thanks in part to our big anniversary celebration year and especially due to what appears to me to be a greater appreciation in our fold for our cars and our friends. Our club and our events continue to grow, share the joys and camaraderie it deserves.

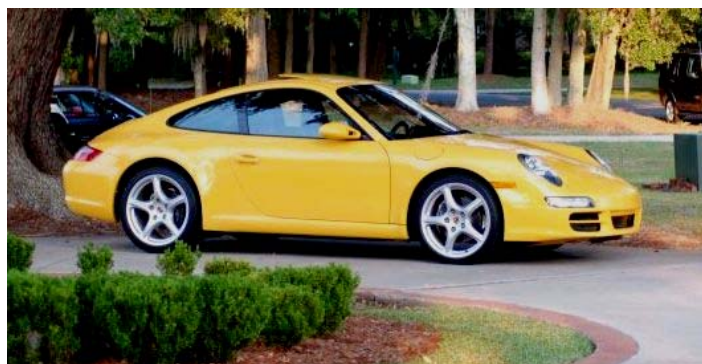
July's regular meeting, at T-Bones, saw a nice group of two dozen or so to enjoy cold beverages, good food and door prizes, thanks to the Scott's diligence and the great success of our Anniversary celebration events last month. Our business meeting was short and to the point and included a treasurer's report that is in the black. We welcomed our new members, and reminded us of our upcoming meetings/events, that you can read more about on the following pages.

Summer in Charleston, especially August, is always warm. This is the epitome of beach weather. So this month's regular meeting has the best possible venue and we've changed the date/time to take advantage of our host's gracious offer with a meeting at Kiawah on a Saturday versus our regular Tuesday. The Porter's have invited us to their place, complete with pool and access to the beach, so come early and enjoy the day.

Hope to see you there,

Ben

**“ it's not just the cars, it's the people...”**



## THE CURSE OF JAMES DEAN'S "LITTLE BASTARD"

BY: The Auto Insider (jalopnik.com)

When we think of the Porsche 550 Spyder, the first thing that comes to mind is James Dean. We suggest you stop thinking about it if you enjoy your health.

Since James Dean's death in 1955, the Porsche 550 Spyder has become infamous as the car that killed him. As young Jalops we watched an *Unsolved Mysteries* episode on the curse of the James Dean Porsche. These stories not only made the famous car seem more like *Christine* than Porsche, they downright scared us. We decided to share some of the stories with you. Read on if you dare.

While filming *Rebel Without A Cause*, James Dean had upgraded from the 356 to the 550 Spyder and decided that he wanted to make it uniquely his. Dean called upon George Barris, movie car fame, to customize the Porsche. He gave it tartan seats, two red stripes over the rear wheels and plastered the number '130' on its doors, hood and engine cover. The name "Little Bastard" was given by Dean language coach, Bill Hickman, and was later painted on the car by master pin striping, Dean Jeffries.

On September 23 of 1955, Dean met Actor Alec Guinness (Ob-Wan Keobi) outside of a restaurant and had him take a look at the Spyder. Guinness told Dean that the car had a "sinister" appearance and then told Dean: "If you get in that car, you will be found dead in it by this time next week." Seven days later, Dean would be killed in his beloved "Little Bastard." Cue the *Unsolved Mysteries* theme song.

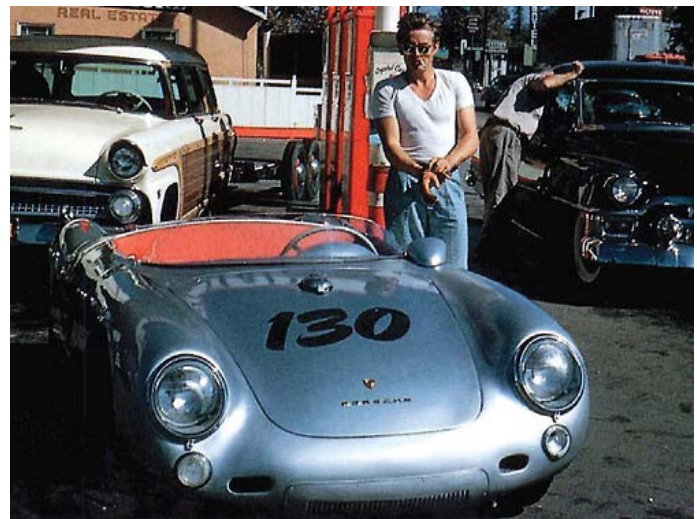
That "Little Bastard" not only killed James Dean, but killed and maimed others who came into contact with it causing many to say that the damn thing was cursed. George Barris, who customized the 550 originally, bought the wrecked carcass of "Little Bastard" for \$2500 and soon after it slipped off its trailer and broke a mechanics leg. Not long after Barris sold the engine and drive train to Troy McHenry and William Eschrid.

While the two were both racing against one another in cars that had parts from the "Little Bastard," McHenry lost control and hit a tree, killing him instantly and Eschrid was seriously injured when his car suddenly locked up and rolled over while going into a turn. Barris still had two tires from the 550 which were untouched in Dean's accident. He sold them and not long after, both blew out simultaneously causing the new owner's car to run off the road. Barris had kept the car in his possession sans the sold parts and it caught the attention of two would-be thieves. One of the thieves' arms was torn open trying to steal the steering wheel while the other was injured trying to remove the bloodstained tartan seat.

Due to all the incidents involving "Little Bastard," Barris decided to hide the car but was convinced by the California Highway Patrol to lend the cursed heap to a highway safety exhibit. The first exhibit was unsuccessful as the garage that housed the car caught fire and burned to the ground. The next exhibit at a local high school ended abruptly when the car fell off the display and broke a nearby student's hip.

The curse continued when the "Little Bastard" was being transported when the truck carrying the car lost control, which caused the driver to fall out and somehow get crushed by the car after it fell off the back. The car fell off of two more transport trucks while traveling on the freeway fortunately not injuring anyone. The CHP decided that it had had enough of the "Little Bastard" and while transporting the car to Barris, the car mysteriously vanished and has not been seen since.

There are stories of a single piece of "Little Bastard" residing at the Historic Auto Attractions Museum in Illinois, but we're not brave enough to find out.



# SOMETHING GERMAN

## PORSCHE 550 SPYDER

*BY: JACKIE DASEN*

Porsche produced the Porsche 550 from 1953-1956. The car was inspired by Porsche Ferry's 356 as well as some spyder prototypes built and raced by Walter Glockler starting in 1951. A factory decision was to build a car designed for use in auto racing. The 1953 Paris Auto Show saw the debut of the Porsche 550 Spyder. Very low to the ground it would be an efficient racer. Former German Formula One racer Hans Hermann drove the 550 under closed railroad crossing gates during the 1954 Mille Miglia.



Thanks to the 1956 Targa Florio the 550/1500RS or Spyder became known as the "Giant Killer" and gave Porsche its first overall win in a major sports car racing event.

Even more successful on the race track was its successor from 1957 onwards was the Porsche 718, scoring points in Formula One as late as 1963. The Boxster S 550 Spyder is generally considered a descendant of the Porsche 550. The RS Spyder Le Mans Prototype effectively resurrected the Spyder name.

The 550 is among the most frequently reproduced classic automobiles such as the Shelby Cobra and Lotus Seven. In the last 25 years several companies have sprung up that will build exact replicas from the ground up, including space frames built to

exacting specs from Porsche blueprints. Two such companies are Boulder Speedster and Chuck Beck Motorsports

Another famous attribute of the Porsche 550 is the infamous "Little Bastard" that belonged to movie star James Dean. As many of us know James Dean was killed on September 20, 1955 while driving his Porsche 550 Spyder.

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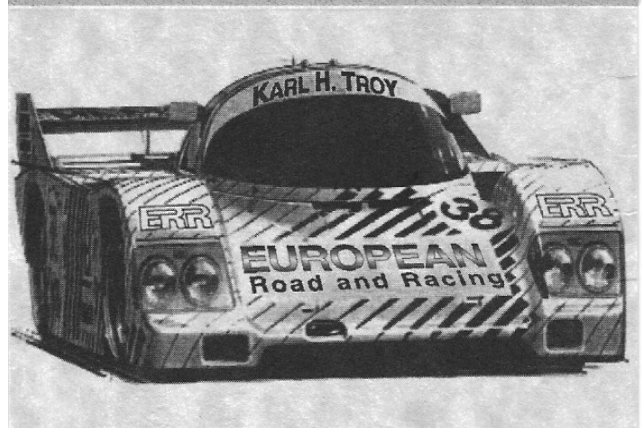
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# MONTHLY RECIPE

## CHICKEN WITH ALTBIER SAUCE

(Chicken with beer sauce)

Altbier was developed in the Rhine area of Germany, near Dusseldorf in the 1800's. It is made with top fermenting yeast that ferments in cool temperatures. This ale is pale in color and has a slightly fruity taste. Pairing it well with the apples in this recipe.

In the US German Altbier is sold in 500 ml bottles, called bombers. Reissdorf makes one that is imported and Pinkus Munsteralt has an organic one. If you can't find Altbier for this recipe buy an amber ale.

Prep time: 20 minutes

Cook Time: 30 minutes

### Ingredients:

- 2 large chicken breasts or 4 chicken thighs
- 1 T. oil
- 1 small onion, chopped
- 1 apple, chopped
- 2 T. apple juice concentrate
- 2 T. water
- ¼ c. Altbier or Ale
- ½ c heavy cream, or to taste
- ¼ tsp. Cinnamon
- Salt and pepper to taste

### Preparation:

Brown chicken in oil. Remove from pan.

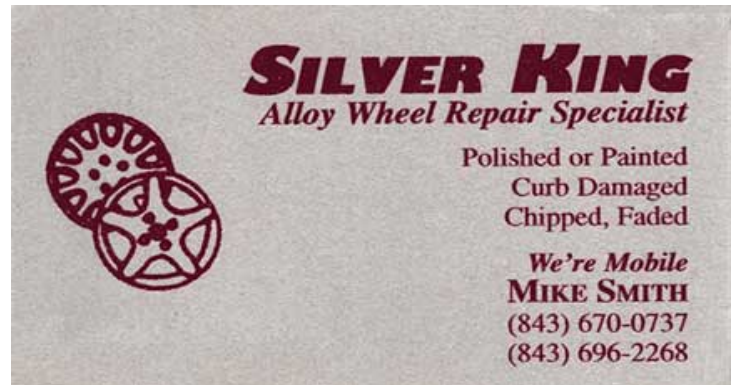
Add onions and sauté for several minutes. Add apple pieces and continue to brown for about 4 minutes, stirring often.

Pour in apple juice concentrate, water and beer. Stir and bring to a boil.

Return the chicken to the pan, cover, and simmer until chicken is done. This depends on the size of the pieces. Thighs should take about 20 minutes, breast pieces will take longer. Bone-in pieces will take longer too.

Towards the end of the cooking time, remove lid, add cream and simmer until sauce is reduced and as thick as you like it. Add cinnamon, salt and pepper to taste.

This recipe was gotten from Jennifer McGavin at About.com – German Food



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## 2009 PCA Escape- *Escape to the Birthplace of Aviation*- October 1-4, 2009

# ESCAPE TO THE BIRTHPLACE OF AVIATION

Dayton, Ohio

October 1 - 4



It is a multi-event weekend, with a national attendance list. While the Parade has a competitive focus, Escape is purely non-competitive. It is a socially oriented weekend focusing on camaraderie and friendship. It is a great opportunity to show off your car, see old friends, make new ones, and enjoy the good will and fellowship of other Porsche owners. Details here: <http://escape.ovrpca.org/>

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**TAIL OF THE DRAGON RUN  
IS  
September 18 - 19, 2009.  
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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.....





## Members Corner

### New Members :

Michael Davis	-----	1997 Boxster
Garey DeAngelis	-----	2009 Cayman S
Nicole Farraro	-----	2006 911
John Harrell	-----	2006 911 4CS
Markus Kruesi	-----	2008 Boxster

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

### Porsche Trivia Fun

#### AUGUST QUESTION:

How old was James Dean when he died? He was also the first actor to receive a posthumous Academy Award nomination for what?

July trivia question: In 2008 what did the RS Spyder win at all races and championships – in the Le Mans 24 Hours, the American Le Mans Series and the European Le Mans Series?

July Answer: The energy efficiency challenge. Impressively underlining it status as the world's most efficient sports prototype

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## Concours Corner: The Basics: Washing Your Engine Part I by Ben Frohm

Cleaning the engine at first looks like a daunting task, but if you take your time and have patience the benefits will last for years.

Let's assume you have an older Porsche whose engine has never been touched beyond changing the oil and minor maintenance. You look at all the grease and gunk and want to say "Forget it!" My 911E was like that, the car had been raced, rallied and toured to the point I had over 300,000 miles on it. The engine was well maintained and clean by those standards. But not where I thought a person could put their hands in there without coming out with a grease trophy.

So where do you start? With a good engine wash. Take a can of engine cleaner (GUNK or some other comparable product) and go down to the local "Do It Yourself" (DIY) car wash. Why the DIY, because;

A) The DIY tanks are set up for yucky engine junk and will not hurt the environment

B) Most of us do not have a high-pressure hose at home; you'll need it.

C) The area around your car will be a mess afterwards

Here are the following things you will need to take with you on your journey to the local DIY (do-it-yourselfer).

Tape, Baggies, toothbrush, plastic wrap, rags, 2 plastic trash bags, towels, note pad, rubber bands, gloves and lots of quarters.

First thing to do is protect your electrical components. Take a baggie and put it over the distributor, next use the rubber band or tape to secure the baggie in place. Each model is unique on where the electrical components are located, my 911E has electronics on the left side of the engine. I use the plastic wrap to protect this area and tape to secure it. Look anywhere else the water may cause you car-starting problems. If you have exposed carburetors, use the plastic wrap or Baggies to protect them.

Next thing I do is disconnect the coil wire, this way I won't pull a no-brainer of starting the car with plastic inside the engine. You can guess why I started doing this ☺. Write yourself a note to reconnect the coil wire and put it on the steering wheel. On the note pad, write down the places you put the plastic and tape/rubber bands, it may seem redundant but better safe than sorry. Now take the towels and place them over your fenders and the deck lid. This will protect your paint from any debris and chemicals that may over spray. I suggest you wear old clothes while cleaning your engine and use gloves to protect your hands from the chemicals (latex is best).

Now you are ready to attack the built up yucky gunk. Take your engine cleaner and spray it liberally in the areas of the engine that have the most built up grease on them. Let the engine cleaner soak for a few minutes, it will start eating away at the grease and dirt. Depending on how bad the build up is, this can take anywhere from a few minutes to 20 minutes. You probably will not get it all this first go around, so keep that in mind. While the engine cleaner is soaking, take the toothbrush and gently work the engine cleaner on the worst spots, if you have a severe build up, you may have to do this with a larger (not stiffer) brush. Once you have determined the engine cleaner has stopped working, you are ready to steam clean.

Set the DIY's wand setting to engine or steam clean (it may be slightly different depending on where you live). Take care not to use the wand on the exterior paint of your car. The heat and pressure from the wand was not meant for your paint. Now use the wand inside the engine compartment to steam away the engine cleaner and grease. Be patient and get the wand onto the nooks and crannies. Do not forget to get the sides of the engine compartments as well, dirt gets kicked up into the engine from the fan and always seems to find it's way on the shelves of the engine.

While you are steaming the inside of the engine, make sure you do not get water inside your plastic covers. Once you are satisfied you have taken out as much dirt as possible (this go around), set the wand to rinse. The rinse water usually has a softening agent and will rinse the chemicals out of the engine.

A word of warning, GUNK works great but smells horrible. If you use GUNK, do not do this on the same day you are going to use the car for a date or tour. It takes a couple days for the smell to go away. There are other engine cleaners out there, I have tried the Citrus ones (they smell better) and GUNK. For the nasty jobs I use the GUNK, for the easier ones (like the new car) I use the Citrus engine cleaners.

When you finish rinsing the engine out shut off the wand. Now take the rags you brought with you and wipe down the engine. Make sure you use some pressure on the rags while wiping it down. The grease has softened because for the heat of the water and will come off easily in your rag. When you are finished with one rag (because it is too dirty or wet) put it in one of the plastic trash bags. Keep wiping down until the engine is rather dry or you run out of rags. Next take the towels off the deck lid and fenders. Wipe down the paint with the part of the towels that did not get wet or exposed to the chemicals. When done with the towels, put these in the other trash sack.

Now you are ready to get the engine ready for starting. First take ALL the plastic, tape and rubber bands out of the engine. Next reconnect the coil wire and make sure there are not any other foreign objects in the engine, like towels, toothbrushes or gloves. Check your notepad to make sure you got all your protective wrapping out.

You may want to put a few more quarters in the machine and rinse down the area you have been working. Chances are some of your greasy gunk might be on your shoes or get on someone else's, be considerate.

Sometimes our Porsche do not want to start right away after a washing, make sure you give it plenty of time to start and take care not to flood the engine. If you protected your electrical components from water, your Porsche should not have any problems starting up.

If you should have a problem, push the car into the sunshine and open the deck lid. Within a few minutes the components should dry out and you'll be on your way.

If your engine was really bad, you may have to do the engine wash a couple times to get the worst junk out. Bare in mind, the grease and gunk took years to get there and it will not give up its home easily.

We'll talk about getting your engine clean in a series of articles. Next time I talk about cleaning your fan and other components.

Original article from Pelican Tech tips at [http://www.pelicanparts.com/techarticles/concours\\_corner/concours\\_corner-6.htm](http://www.pelicanparts.com/techarticles/concours_corner/concours_corner-6.htm)

## Austin's Monthly Detailing Tip

As mentioned last month this month's detailing tip focuses on the wheels. You always want to clean your wheels first. This takes time if you want to concentrate on cleaning your wheels properly and having them look superb. If your car is wet you might hurry through the wheels causing you to miss spots.

Rinse each wheel, wheel well with the pressure washer. Then soak each tire and wheel well with a nice quality degreaser. Then scrub each tire. Let the degreaser soak in wheel well or brush in wheel well if necessary, and rinse. Then soak each wheel with a pH balanced wheel cleaner. There are many "wheel cleaners" out there that claim you can spray on and spray off without any agitation. The problem is most of those products are acid based. You do NOT want to be spraying acid on your expensive wheels. It might loosen the brake dust but it will also oxidize the pain finish or metal on your wheels.

After thoroughly rinsing each wheel with water spray down each wheel with the wheel gel and have a bucket (dedicated solely to wheel cleaning) with some soap mixed up in it and some nice quality wheel brushes. Once the gel soaks into each wheel for about a minute or two take the brush and agitate the dirt from all the crevices and spokes on the wheel and rinse.

Austin's recommended degreaser is Meguiar's Super Degreaser. For the cleaning brushes he recommends using boar's hair brushes. For the wheel cleaners its P21S wheel gel (which is pH balanced) or his favorite Griott's Garage Wheel Cleaner. This cleaner has been tested and approved by BBS and Dayton wire wheel. Making Gritt's the top choice for Porsche owners. Those wheels can be expensive so spend a little to make sure they stay looking sharp.

And remember if you don't want to or don't have the time to do your car yourself or you just want a professional job done you can contact Austin at [ampbmw@gmail.com](mailto:ampbmw@gmail.com). He'll come to you. Next month will focus on the actual washing of the car.

## 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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## *Upcoming Events*

### August

8th Monthly Meeting, @ 3pm. Pool/Beach & BBQ.  
Bring your swim suit.

23rd Dine & Drive to Lands End in Georgetown

29<sup>th</sup>-30<sup>th</sup> Hurricane Drivers Ed. @ CMP

### September

4th-6th Peachstate Rennfest 09

8<sup>th</sup> Meeting @ TBA

12-13<sup>th</sup> FL Crown Region DE @ Roebing

12-13<sup>th</sup> Wilmington Beach Getaway, Oak Island

18-20<sup>th</sup> Tail of the Dragon

26-27<sup>th</sup> SCR SCCA Autocross N Charleston Coliseum



## *Palmetto Pipes*

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

### **TAIL OF THE DRAGON**

For those that still want to go on this wonderful excursion you need to call now. Although the discounted room rate was good till July 30<sup>th</sup> they may still have rooms available, though probably not at the lower rate. I believe we've got at least 8 cars going from our region. This is a great event and shouldn't be missed.

### ***Monthly Meeting***

August 8th , 3pm @

The Porter's on Kiawah Island

1 B Eugenia Ave

Kiawah Island, SC 29455

**Check website for directions and details !!!**