

Palmetto Pipes



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December 2009

LEGENDARY RACE CARS

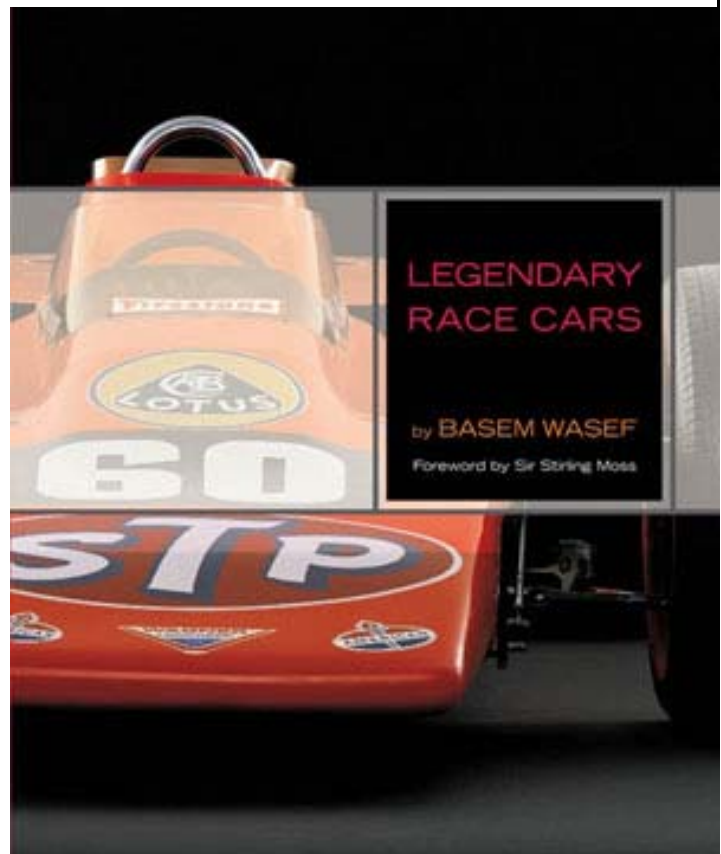
BOOK REVIEW

By: Scott Hornsby

Basem Wasef's *Legendary Race Cars* is a coffee table book with much more going on than incredible photos. He also managed to pick quite an array of famous cars from various eras and disciplines of motor sports. This makes the reading all the more interesting. As one reads about each car one is also taken back to the day when they were roaring with life and becoming famous. The individual drivers who brought them their fame are also well written about and the writer has managed to marry the driver and the car perfectly in words. The book brought a new found appreciation to me for some genres of motor sports that I was not very familiar with. The epic of the Thomas Flyer and it's driver and mechanic George Schuster was a wonderful read and something one could hardly have imagined possible in the year 1908 let alone today!

Basem's book is a must read for any lover of racing and automobiles and is chock full of great cars and drivers. It is a book one could easily want to go back to and read again from time to time. This to me is what makes a great book. I hope he continues to do more!

The book is available through Motorbooks Publishing or from your local bookstore.





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Palmetto Pipes

The Prez's Message,

Here we are already at the last month of the year. We're all busy with the holidays, friends, relatives, work associates, parties, dinners, and all our other normal stuff. So this note may be a little short.



Last month we had a well attended monthly meeting in an old service station that had been tastefully converted into a restaurant. It was an appropriate venue for our automotively inclined group. They also had some pretty darn good food and beverages. We had a very nice turn out, twenty some, and great reports from our officers. In case you weren't there, our membership continues to grow. Thanks to Scott and Al. Our events (all year) have been fun, well planned, and have consistently been well attended. The events have been filled with interesting activities, fun and have covered a wide range of our many individual interests, from auto crossing, tours, to puppies. Thanks to Ken, Steve, Scott, all our board members and our numerous volunteers. We again had a positive treasurer's report. We're positively in the black, can support our events and plan share our goods with a nice year end contribution to a good cause. Thanks to Tuggy for managing the books so well, and thanks to our members that support our events and media. Speaking of media, our website and newsletters have also been excellent, informative and attractive, thanks to Josh and Jackie. And thanks to our sponsors that support our events and advertise on our website & newsletter. Our Saturday breakfasts continue to be a hit with gatherings at times attracting as many as our monthly meetings. Thanks to all of you who join us. Autometrics' hosted "dyno-day" again and gave us a chance to see graphically how our little ole German engines are performing. I love hearing my little engine as it hums and rises to a roar. It's a pretty good feeling knowing and seeing that this little old 25 year old six banger can still perform at its originally designed specs/horses. Thanks again Autometrics.

We wind down the year next week at our Christmas Party. It's always been great fun and it'll be one again this year, please join us.

Thanks to all of you for helping make 2009 really fine, (pun intended) Hope to see you at the party,

Ben

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

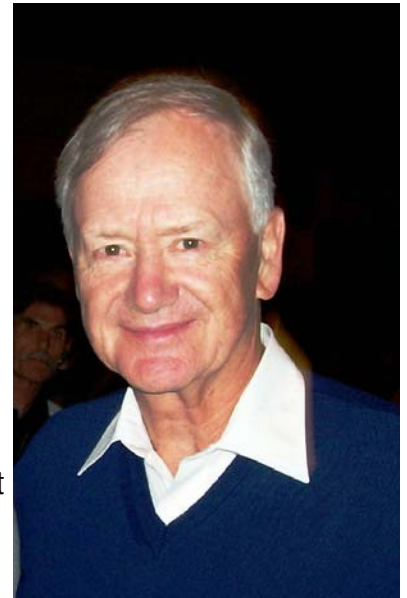
A Visit From St. Porsche

Author Unknown

T'was the night before Christmas, when all through the House not a creature was stirring not even a mouse. The stockings were hung by the chimney with care in hopes that St. Porsche soon would be there. The children were nestled all snug in their beds, while visions of coco mats danced in their heads. Ma in her kerchief and I in my cap had just settled down for a long winter's nap. When out on the lawn there arose such a clatter I sprang from my bed to see what was the matter. Away to the window I flew like an "S", peeked out the curtain and started to dress. The moon on the breast of the new fallen snow gave a luster of midday to objects below. When what to my wondering eyes should appear, but a metallic Green Coupe and eight tiny reindeer. With a little old driver, so lively and merry, I know in a moment it must be St. Ferry! More rapid than Porsches, his coursers they came, And he whistled and shouted and called them by name. Now Speedster, now Spyder, now Targa, now T, On Cabriolet, on Carrera, on RSK and E. To the top of the porch, to the top of the wall, now dash away, dash away, dash away all! As dry leaves before the wild hurricane fly, So up to the housetop the coursers they flew, with a car full of accessories and St. Ferry too! And then, in a twinkling I heard over my head, The Semperit Super Radials perfect tire tread! As I drew in my head and was turning around, down the chimney St. Ferry came with a bound. Dressed in asbestos racing suit from foot to head, His clothes done up in a beautiful Bahia Red. A bundle of Konis were slung on his back, And IQ lamps and mag wheels filled part of his pack! His eyes, how they twinkled, his dimples, how merry, I knew in a moment it must be St. Ferry!

His droll little mouth drawn up in a bow, Smiled as if to say, "I know". The stump of a pipe held tight in his teeth, and the smoke, it encircled the "marque" like a wreath. He had a custom tailored car cover, a fantastic gift for a Porsche lover! He was generous and kind as he gave a PCA patch, And PCA emblems, decals, binder, and car badges to match! But with a wink of his eye, and a twist of his head, soon gave me to know I had nothing to dread. He spoke not a word, but went straight to his work, and filled all the stockings, then turned with a jerk. And laying a finger aside of his nose, And giving a nod, up the chimney he rose.

He sprang to his Coupe, to the team gave a whistle, and away they all flew like the down of a thistle. And I heard him explain as they drove out of sight, "Safe driving to all, and to all a good night!"



SOMETHING GERMAN IS NOW AT A DEALERSHIPS NEAR YOU!!

Porsche's newest and latest model release is now available at Porsche dealerships. Looking for that once in a lifetime Christmas gift and you've got some cash to spend? Look no further than Porsche's all new 4-door sports sedan. The Panamera. The pictures and television commercials don't do this vehicle justice. You need to see it in person. You need to look at it. Wander leisurely around it. Appraise it. Admire it. Envision it in your possession. And when you're done appraising its outside features I dare you to look inside. What you'll see isn't like any other sedan out there.

Although there are purists among us this vehicle is worth a look. If your looking for sports performance mixed with luxury and something that will transport the family that's not an SUV or minivan, then you need look no further. This car is definitely going to turn some heads. So why wouldn't you want one in your garage? Right next to your other Porsche or Porsche's.

Here's a little insight into this newest Porsche. The engine is first assembled in Stuttgart. The body is built and painted at the Volkswagen Group facility in Hannover. Final assembly is in Leipzig, Germany alongside the Cayenne.

This car is generally considered to be the long-awaited fruit of Porsche's 989 concepts from the late 1980's. Some argue it presents itself as a successor to the 2-door 928, but there are whispers that there's a plan to develop a new 928 as well.

The Panamera is marketed to compete directly to vehicles such as the Mercedes-Benz CLS63 AMG, Aston Martin Rapide and the Maserati Quattroporte. The Panamera can be considered a less expensive alternative to vehicles such as the Bentley Continental Flying Spur or Mercedes-Benz S63.

Panamera made its debut at the Shanghai Motor Show in China just one month after production began in April 2009. Porsche will keep production to around 20,000 cars per year.

Some general specifications are: a conventionally aspirated V8 engine version with rear-wheel drive as standard. The Turbo version includes standard four-wheel drive with Porsche Traction Management(PTM). The Panamera also features the notable addition is the all-new ZF Friedrichshafen supplied and developed 7-speed 7DT-75 PDK dual clutch transmission. Current trim levels include the base Panamera S, Panamera 4S and Panamera Turbo. US models will include an engine start/stop system, and the Turbo uses active aerodynamics with a multi-stage, adjustable rear spoiler. Porsche's press release on this vehicle (included in this newsletter) has more specific and detailed information on the Panamera.

Within this newsletter you'll find a drivers review by Bob Beck on the Panamera.



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PORSCHE

Feels like Home

Porsche Panamera. Embrace the moment.

By Bob Beck

Porsche likes to speak of its DNA. Study the Porsche family of cars and you'll understand what Porsche's DNA is all about. It's a family of technology, passion and proportion in motion. It is perhaps best said that nothing drives like a 911. If you are going to build the ultimate sports car it goes without saying that it will be compared to a 911. Introduction in 1964, the archetype 911 defines the sports car.

On the other hand if you were going to build an ultimate sports sedan it would typically be compared to an Audi/Mercedes/BMW/Maserati-ish sort of thing. There are a lot of good choices in the luxury sports sedan category – A8, M5, CLS AMG, Quattro. At one time it would have been hard to choose, but no longer. Today there is really only one choice and it's unequivocally the Porsche Panamera. *It's that good.* You simply need drive it to understand.

As a born skeptic, I traveled off to sample the new Panamera as a *911 man*. On the roads of Milwaukee and the track at Road America, I would test the Panamera as a 911 devotee. Being a 911 man I really don't do automotive change well. With apologies to Porsche, I haven't even completely accepted the Cayenne. I have owned or driven every type of Porsche made and enjoyed them all but I'm a 911 man at heart. There is something intangible that gets in your blood with the 911. It is driving perfection.

Now, frankly, my automotive world order has been rocked. A middle age fog could be clouding my vision but I'm rethinking the whole 911-man thing. Maybe a Panamera could fit in my garage, too? Maybe I'd like to take the wife and kids when I lap Nurburgring. No, my manhood is not withering as we speak. I am still loyal to the 911 but the Panamera is an amazing car. Perhaps it's even worthy of consideration as the perfect Porsche.



The technology and numbers of the Panamera have been well documented by now. It brings a lot to the game with an efficient direct injection engine mated to a smooth 7-speed PDK transmission with all of the suspension and engine tuning buttons one could dream of are located on the center console. S and 4S versions sport a 4.8-liter, 400 hp V8 engine, while the Turbo version pumps out a conservative 500 hp to all four wheels. When the launch control feature activates, it's nothing short of amazing. Prices range from \$90K to over \$130K.

All this tech goodness delivers stunning performance. The performance is beyond the sports sedan expectations. It's really a super sedan. The Panamera Turbo has a Porsche stated zero-to-sixty of 3.8 seconds, only

three-tenths slower than the 911 Turbo. In usual Porsche fashion, these numbers are a bit conservative as the street times are rumored to be 3.5 for the Turbo Panamera. The 400 hp normally aspirated Panamera turns in a healthy 5.2 second zero-to-sixty. Tie this together with the legendary Porsche chassis and brakes and we're off to the races.

But numbers and factoids don't make a Porsche. (*Heck, the Corvette has good numbers but ain't no Porsche, my friend.*) The roads and race tracks of the really world is where Porsche has earned its reputation. My Panamera test drive came with real world extremes. Milwaukee has some of the worst weather rutted roads in the world. Contrast this with Road America, just outside of Milwaukee, one of the best driving, well-storied tracks in the country. So how does it drive? As expected in a six-figure car, the Panamera is perfect for the long haul drive in the city or country. The long wheelbase and sophisticated suspension tuning make for a perfect compromise of supple ride and top of the class handling. With smooth PDK transmission, efficient direct injection power in the 400 or 500 hp range, it takes off like your favorite executive jet. To complete the experience, Porsche adds to that what it calls an "executive class interior" (think Bentley meets LearJet).

Porsche is very, very good at most things, but they have yet to master Mother Nature. So I tackled Road America in the wet...very wet. An ark would have been more appropriate for the biblical proportions of rain. Chassis dynamics and physics come to play much earlier in this kind of weather. Fortunately for me I had Porsche factory driver Patrick Long riding shotgun to help temper my driving skills.

...continued next page.....

Belted in a six-figure car with 500 horsepower on a very wet track I had never driven, Patrick and I paddled up to speed. Once settled into the cockpit, I would have sworn I had jumped into a 911. It felt like home. The IP and cockpit are designed to feel like home for the 911 drivers. The power and handling are world-class good. The car feels completely neutral and begs to be pushed hard even in the wet. The steering is precise, but a little numb on feedback compared to the 911, but this is understandable with the large engine up front. The Michelin Pilot Sport PS2s offered amazing grip as I found out when I unleashed the 500 hp Turbo on the back straight. The thrust was astonishing. The only thing that felt out of sorts was the sweet engine sounds that were coming from the wrong end of car. *Oh well, lots of Le Mans winning cars have had the engine up front.*

A lot has been made of the exterior design. Some say it's not the best looking car ever made. Certainly, the same was said of the original Beetle and even the first 911, the 901. The Panamera looks like Porsche and one must see it in person to judge how well form follows function. My experience is that when you see it in person and drive it at speed and the Panamera morphs into a thing of absolute beauty. Porsches are not static objects. Touch the Panamera, drive it, and you will see the beauty. Whether driving on Road America or up to your favorite valet parking event on Saturday night and you are front row material.

The most important design feature of the Panamera is the interior. Fittingly this is the first Porsche that focuses on passengers as well as the driver. It is a unique interior synthesis between sports car and luxury sedans. It is a distinctly Porsche interior with a splash of English-like coachwork and luxury to boot. This the most luxurious interior seen from Stuttgart. Four things immediately stand out: first, the ascending center console, reminiscent of the Carrera GT; second, the four individual seats, all 911-style sports seats for great support; third, the amount of space in the rear, where even taller passengers will find plenty of legroom and headroom (with room for those well over 6 feet tall); and fourth, the versatility of the luggage compartment, thanks to the folding rear seats. The driver feels coddled by all the dynamic features of the Panamera interior – seat position, pedal placement, instrument panel and so on. Fortunately the dynamic luxury the driver feels is shared with all the passengers – the experience is indistinguishable from one set to the next. The center console extends into the rear seats, so the rear passengers can access their individual gadgets for climate control and seating options. Every surface can be covered in rich leather with wood and metal touches. In fact the only people who are not going to enjoy this interior are folks at Mercedes or Bentley. It is stunning.

I sense a paradigm shift coming and it is the Panamera. Perhaps this is the first archetype for the super sedan. Porsche definitely built a better sedan and in the process they may have built one of the best Porsches ever. Sixty plus years ago, Dr. Ferry Porsche built the car he wanted and the world loved. Now Porsche has built the car you and your family will want. The Panamera has arrived. Embrace the moment and take a trip to your local Porsche dealership.



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Porsche Trivia Fun

December's Question:

What were the five basic colors for the Carrera GT when it was produced?

November's Trivia Answer:

6,065 hp

Porsche Approves Winter Tires Specifically for Young and Old Classics

Extensive Tire Test Program for Older Model Series

Stuttgart - November 18, 2009 - Porsche has extended its demanding approval process for winter tires to include tires for young and old classics. Offering customers this unusual service, the German manufacturer of sports cars enables drivers of older models to use the best available products on their car. Porsche is therefore providing valuable help and orientation particularly in the process of choosing new winter tires with safe driving characteristics also on snow and ice. A further point is that this makes Porsche one of the few carmakers' to offer such an elaborate tire approval process.

Well over 70 percent of all Porsche sports cars ever built still exist today and are still driven actively in most cases – in both summer and winter. Indeed, even classic Porsche models more than 20 years old still offer the kind of performance today one would expect of a modern sports car. But the tires fitted when such old and new classics were still in production have no longer been available for years. Tire treads and rubber compounds have changed in an ongoing process of development, thus influencing the driving behavior of such old Porsche models.

Conducting elaborate tests, Porsche's engineers determine which of the tires available today harmonize best with the features of a classic Porsche. The highlight in this testing and approving process is an extensive test program up north in the Polar Circle.

Numerous Porsche models built in former years, among them the 911, 928, 964, 993 and 996, and then all the way to the first Boxster, have been tested for this purpose on countless laps at the Arctic Driving Center in the Finnish town of Rovaniemi.

The criteria to be fulfilled by the tires tested in order to receive approval by Porsche are so strict that not all tires met the test requirements. The characteristics and features typical of an older air-cooled 911, for example, form a challenge not easy to overcome.

Further tests for dry and wet handling on test routes free of snow round off the test program as such. Information on which tires are recommended for which Porsche model is presented on Porsche's website, www.porsche.com and is also available at all Porsche dealerships.



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Members Corner

New Member(s) :

Ron Coward ----- 1999 911

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



Saturday Breakfast

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



SAINT NICK IS COMING!

The 6th of December marks the beginning of the Christmas season for most German children and children-at-heart. The night before, a child places his shoe outside the door of his/her house and *Sankt Nikolaus* comes by and fills it with sweets, nuts and small trinkets. Breakfast tables are often decorated with hazelnuts, walnuts and Brazil nuts are most commonly used, as well as store-bought sweets such as marzipan, Christmas chocolate covered with cinnamon and cardamom, *Lebkuchen*, and Mandarin oranges.

Almond *Lebkuchen* Cookies

Honey, almonds and spices mark this Christmas season favorite. Home-baked cookies are still the best and can be kept at room temperature for several weeks in a closed cookie jar. In fact, they taste better than fresh.

The below recipe makes 40 *Lebkuchen*

Prep Time: 2 hours, 15 minutes Cook Time: 20 minutes

Ingredients:

4 eggs	1 cup sugar
2-cup flour	½ tsp baking powder
14 oz almonds, ground – about 3 cups	1 tsp cinnamon
¼ tsp cloves	¼ tsp nutmeg
¼ tsp allspice	1 egg yolk, for the glaze
¼ cup each candied citrus peel & orange peel, chopped fine	40 almonds, brown skin removed, for decoration



PREPARATION:

Beat eggs and the sugar until foamy. Sift the flour with the baking powder, and then add it to the egg/sugar mixture, together with the candied peel, almond meal, and spices. Mix until a stiff dough forms, then place it wrapped in the refrigerator for 2 hours.

Heat the oven to 350 degrees F. Roll out the dough about ½ inch thick on a floured cutting board and cut it into 2”x 3” rectangles with a knife. Transfer to a cookie sheet. Mix the egg yolk with a little water and paint it onto the rectangles. Place an almond half on each cookie.

Bake for 20 min. or until set and light brown. Cool on a cooling rack.

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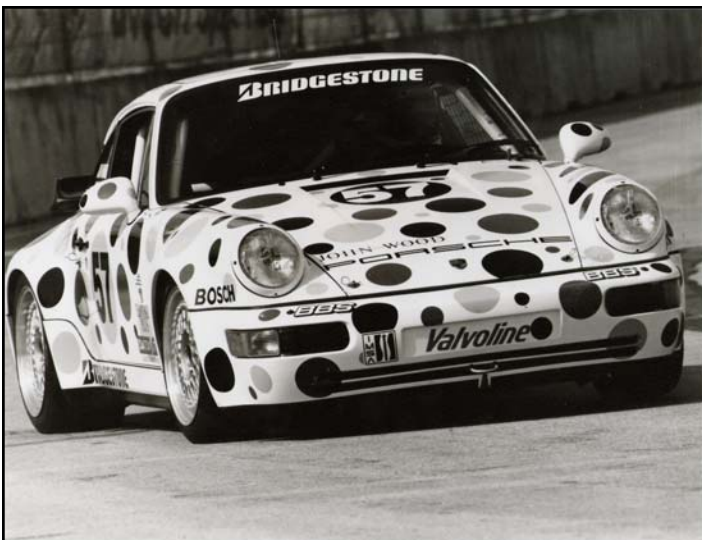
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All Three Panamera Models Deliver High Performance and Low Fuel Consumption

The Panamera is Porsche's fourth model line, joining the 911, Boxster/Cayman and Cayenne model series. It is the first premium car with an automatically shifting double-clutch transmission to feature an engine start/stop system that saves fuel and reduces emissions by turning the engine off when it is not needed, such as sitting at a stop light, for example. All engines have advanced and fuel-efficient Direct Fuel Injection (DFI), as well.

Initially offered in three versions – the 400-horsepower two-wheel drive Panamera S and all-wheel drive Panamera 4S, and the 500-horsepower, twin-turbocharged all-wheel drive Panamera Turbo – the new Panamera will provide Porsche performance and quality and a level of comfort that has been absent among true high-performance cars. All U.S. Panamera models feature a seven-speed Porsche Doppelkupplungsgetriebe (PDK) double-clutch gearbox delivering a dynamic driving experience, ultra-fast gearshifts without the slightest interruption of engine power, a very high level of comfort for four, and outstanding fuel efficiency when compared to a conventional automatic transmission. The Panamera S, for example, consumes just 10.8 liters/100 kilometers (equal to 26.2 mpg imp) in the New European Driving Cycle (EPA fuel economy figures are not yet available).

“I always believed that Porsche would build a car like the Panamera – a car where the Porsche experience could be shared with more than just the co-pilot,” said Detlev von Platen, president and CEO of Porsche Cars North America. “Just like with the Cayenne, we found another chance to forge a new path and create a car that did not exist: a sports car for four. Our dealers are excited because this will bring new customers, and the list of hand raisers is growing every day. Despite the tough economy, I am confident the Panamera will be a success.”



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First All-New Porsche in Seven Years Poised to Set New Standards in The Premium Sedan Segment

ATLANTA – April 20, 2009 ---- Porsche today officially unveiled its Panamera four-door performance car, the first all-new, built-from-the-ground up vehicle from the Stuttgart, Germany based manufacturer since its historic debut of the Cayenne in Paris in 2002. Presented with great pride and fanfare at the company's Shanghai Motor Show exhibit, the Panamera is unique in the premium sedan segment thanks to its 'sports car for four' concept and its best-in-class fuel efficiency.

"The crucial task for our engineers was to combine Porsche's sporting DNA with all the spaciousness and driving comfort of a luxurious sedan," said Wolfgang Dürheimer, who was on hand for the debut and is Porsche's executive vice president of research and development. "The Panamera is an alternative car concept for the premium customer, and while competing with established vehicles in the premium class, it will be a clear segment leader in terms of performance, driving dynamics and efficiency."

We will be holding our holiday party on Friday December 11th at 7pm., it will include a dinner buffet and holiday gift exchange. The cost for the event is \$20 per person which includes your dinner. If you need beer or wine you must provide your own. PLEASE CONTACT ONE OF THE CLUB OFFICERS FOR RESERVATIONS !!

For the gift exchange anything (preferably Porsche related) up to \$35 will be suitable. It will be a typical gift exchange were you have the opportunity to lose and get someone else's gift up to three times.



Upcoming Events

December

- 8th Coastal Empire Holiday party
- 11th PALMETTO REGION Holiday party
- 13th Dinner and Christmas Lights—James Island

January

- 2nd Porsche Coffee—Coastal Empire
- 12th Monthly Meeting—TBA
- 23rd Peach state Region 50th Anniversary Celebration
- 30-31st ROLEX 24Hr Race ion Daytona

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Jackie Dasen, Newsletter Editor
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Monthly Meeting is
 PALMETTO REGION Holiday party on De-
 cember 11th at the Clubhouse in the Water-
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