

Palmetto Pipes



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May 2010

Porsche - Corvette Challenge **RESULTS**

First of all thank you to the Porsche club members that came out to the Veteran's Victory House Car Show hosted by the Walterboro Cruisers Car Club on Saturday, May 8th.

Unfortunately we lost the challenge of having the most "Club Cars" in attendance being beat out 12 to 6. I do believe that we could beat that number next year. The show was for a great cause, supporting our Veterans.



2011 PORSCHE PARADE

I've been told that the 2011 Parade is going to be practically in our backyard. Savannah, GA has been chosen as next years Parade sight. This is a great opportunity to go see some great cars, participate in great events, spend time with great people and meet even more great people. As with most Parade's volunteers are going to be needed I'd really like to see our region offer it's help. As more information is available we'll provide it to you.

MYRTLE BEACH GROUP ANIMAL SHELTER CONOURS

Our friends and members in the Myrtle Beach area once again put on a successful Porsche's only conours to benefit the North Myrtle Beach Animal Shelter. It was a great day for showing cars and mingling with great friends and meeting new ones too. We even had a few "adoptable" dogs come out and browse around the cars. Remember if your looking for a new "furry" companion got check out your local shelters. There are hundreds of animals that need a good home. They would LOVE to love you.



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Palmetto Pipes

The Prez's Message,

I don't know where April went, but it passed by at the top speed of the new GT2. During the month the Club had a lot going on. Our meeting at Logans Roadhouse in Summerville was well attended and I'm sorry for missing it. We had relatives in town that we had to tend to. The photo shoot and dine went well and some very nice photos are available to look at on the website from the event. Next up was the Murrell's Inlet Beach BBQ event and that same weekend was a DE at Roebing. A few from the club went down for that and got to see someone do what you are not supposed to do at a DE which was to put their car into the wall coming onto the straight. The Kiawah event [Cars in the Park] turned out well despite the drizzle. Many club members attended or stopped by during the day. My favorite car there was Harold Bilich's 1972 beetle. I would love to have that particular cousin to the Porsche family. He lovingly restored it many years back and it's a gem!

We should plan to be there next year in even bigger force as they made the day quite worthwhile and Kiawah is truly another world to see. Lastly the Darkside held a DE at Roebing this past weekend. Our own Gordon King was heading up the instructor field and it sounded on Saturday as if the weekend was going well despite the warm temperatures. I hope to see you all Tuesday the 11th at Autometric's for our monthly meeting. The week and weekend prior the Autometric's Dragon boat team will be practicing and then racing Saturday the 8th in the big Dragon boat festival at Brittlebank.

Please say a prayer for us to win and come out to cheer us on if you get a chance!

Lastly I'm headed to see Wally at Porsche of Hilton Head on Tuesday to pick up my Latest Porsche. My 88 has moved to New Jersey and Wally is putting me in a really nice 2005 Boxster S. I guess I have to quit talking down anything non 911 anymore or else put on a wig and disguise myself all the time. LOL!

Enjoy the coming summer ,
Scott Hornsby





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PORSCHE

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Something German “Hummel Figurines”

(Source: Wikipedia Encyclopedia)

Hummel or the trademark M.I. Hummel is a series of ceramic figurines based on the illustrations by the German nun Maria Innocentia Hummel.

Franz Goebel discovered Sister Maria Innocentia Hummel's works after a small publisher began printing her artwork as postcards. Goebel started production of the figurines under the authorization of the convent of Siessen. Although sister Hummel died in 1946 from tuberculosis, Goebel carried her legacy of her design.

The first Hummel figurines were sold in 1935. The figurines are all based on the drawings and paintings of children by sister Hummel. Though much of the art was done in the 1930's, the newer figurines have adopted a more contemporary appearance.

In addition to figurines of children, there are figurines of saints – a stylistic departure from the figurines of playful children. There are also figurines that depict cartoon characters like Bart Simpson and Snoopy.

Goebel announced on 06-18-2006 that the Hummel line was to be discontinued and production ceased as of October 2008. However on 2-9-2009 it was announced that Manufaktur Rodental GmbH, planned to resume M.I. Hummel production in February 2009. Rodental a newly founded company by investors, initially planned to start with around 30 employees.

At the W. Goebel Porzellanfabrik Company in Germany Hummel figurines are made out of porcelain. The body is bisque fired, dipped in glaze, and painted using oil and turpentine based colors which contain metallic oxides and pigments.

Maria Innocentia Hummel

Berta Hummel was a famous German artist (May 21-1909 – November 6, 1946). She was also known as nun Maria Innocentia Hummel. She is most famous for the artwork, which became the Hummel figurines.

Born in Massing, Bavaria, she attended the Academy of Applied Arts in Munich in 1927 and entered the Franciscan Convent of Siessen in Bad Saulgau after she graduated in 1931. She spent her spare time painting pictures of children, which were made into popular postcards.

Soon afterward, Franz Goebel, the owner of a porcelain company, saw the artwork. The convent granted him permission to make figurines based on Hummel's art. The first collection came out in 1935 and was an instant hit. In 1937, she published a painting titled “The Volunteers”, which drew the enduring hatred of Adolf Hitler; one Nazi magazine wrote of her work: “there is no place in the ranks of German artists for the likes of her. No, the ‘beloved Fatherland’ cannot remain calm when Germany's youth are portrayed as brainless sissies.”

Hummel died at age 47 from tuberculosis. She was buried in the convent cemetery. Goebel, his team of artists, and the other nuns carried on her legacy through the figurines, all of which are based on her artwork. Even though many of the newer ones are dressed to look more contemporary, they are still popular and well known all over the world.

Current market value on Hummel's ranges any where from a low of \$99.00 to a high of \$4,900.00 (“Adventure Bound” #347). Other notably high market value pieces are the “Forever Friends” #2255 - \$2,750.00, “Ring Around The Rosie” #358 - \$3,200.00, and “Shepherd's Boy”, #64/11 - \$2,000.00.



Porsche Photo Drive and Dine

For those that weren't able to attend our first Porsche Photo Drive and Dine we will be doing another one sometime in the fall. We are hoping to possibly include the picturesque Live Oak tree lined drive of Boone Hall plantation before heading out to Isle of Palms and Sullivan Island for some “beachy” shots.

For those that participated in last months photo drive I believe the photos have finally been posted to the website. As soon as my computer decides it's not longer being a pain I'll have individual CD's for you.

If anyone has any ideas on possible locations please let me know. I believe everyone had a fun time and enjoyed the “ride” out to our first two locations, although not the bugs that we encountered there.



2010 TAIL OF THE DRAGON RUN

This year's Tail of the Dragon will be done in conjunction with Florida Crown on the weekend of August 28th. Discounted room rates are available at Fontana Village again this year. Tail details can be found on Florida Crown's website. So make your plans now for a great, enjoyable weekend. This trip is what your Porsche was designed to do, handling turn after turn, after turn, after turn. Just ask any member that's made the run and they'll tell you it was one of the best experiences they've had with their car. You'll learn a whole new appreciate for your Porsche. http://www.pcafc.org/events_detail.asp?event_id=105

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MONTHLY RECIPE "SAUERBRATEN"

This recipe is used for the Sauerbraten served at the popular Café Mozart in Leavenworth, WA by chef Richard Zuckriegel. Leavenworth is a town that has an uncanny resemblance to Germany's Alpine villages. And it's no accident that it does so.

INGREDIENTS:

3 cups low-sodium beef broth	1-cup dry red wine
1 cup red wine vinegar	2 bay leaves
2 large onions, cut into large chunks	½ teaspoon whole cloves
5 cloves garlic, 3 crushed, 2 chopped	1 teaspoon black peppercorns
1-teaspoon juniper berries (available in spice aisle)	Kosher salt
10 sprigs fresh thyme, plus 1 tablespoon chopped leaves	freshly ground pepper
1 3-to-4 pound boneless beef top chuck roast	Spaetzle, for serving
2 tablespoons extra-virgin olive oil	Sour Cream, for serving
2 medium carrots, cut into 1-inch chunks	
2 stalks celery, cut into 1-inch chunks	
2 tablespoons all-purpose flour	
2 tablespoons crushed gingersnap cookies	
Chopped fresh parsley, for garnish	

DIRECTIONS:

Combine 2 cups broth, the wine, vinegar, 1 chopped onion, the crushed garlic, thyme sprigs, bay leaves, juniper berries, peppercorns and cloves in a medium saucepan over medium heat. Bring to a boil, then simmer for 5 minutes. Cool to room temperature. Place the beef in a large resealable plastic bag and pour in the marinade. Seal the bag and refrigerate for 2 to 3 days, turning daily.

Preheat the oven to 350. Remove the meat from the marinade and pat dry; season with salt. Strain the marinade, discarding the solids. Heat a large ovenproof pot over medium heat and add the olive oil. Add the meat and brown on all sides, 10 to 12 minutes, then transfer to a plate. Add the carrots, celery and the remaining onion to the chopped garlic and chopped thyme and cook 1 minute. Sprinkle in the flour and cook 1 to 2 minutes. Stir in the strained marinade and the remaining 1-cup broth and bring to a simmer. Return the meat to the pot cover and cook in the oven until tender, 2 hours 30 minutes.

Remove the meat and transfer to a plate. Bring the sauce to a simmer over medium heat. Whisk in the gingersnaps and simmer until thickened, season with salt and pepper. Thinly slice the meat; serve with spaetzle, the vegetables and sauce and sour cream, if desired. Top with parsley.



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Members Corner

New Member:

Thomas Barfield	1993 968 Cab
Thomas Johnson	2007 911

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

Porsche Trivia Fun

May Question: What year was the first Porsche Parade held?

April 2010:

Question: Corvette ZR1 versus Porsche GT2: Which one has the fastest lap around Infineon Race?

Answer: Corvette



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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.....

PORSCHE 914

(Source: Wikipedia Encyclopedia)

The Porsche 914 is a mid-engined sports car that was built and sold collaboratively by Volkswagen and Porsche from 1969 to 1976. Its predecessor was the Porsche 912 and its successor was the Porsche 924. It had a rear mid-engine, rear-wheel drive layout, a wheelbase of 96.5 inches, and a length of 156.9 inches with a width of 65.0 inches and was 48.4 inches high. The 914's fuel capacity was 16.4 US gallons. The vehicles were assembled in Stuttgart-Zuffenhausen, Germany. The vehicle was classified as a sports car with Targa and Coupe body styles.

By the late 1960's both Volkswagen and Porsche were in need of new models. Porsche was looking for a replacement for their entry-level 912 and Volkswagen wanted a new range-topping sports coupe to replace the Karmann Ghia. At the time, Porsche, part of a setup that dated back to Porsche's founding, handled the majority of Volkswagen's developmental work. Volkswagen needed to contract out one last project to Porsche to fulfill the contract and decided to make the 914 that project. Ferdinand Piech, who was in charge of research and development at Porsche was put in charge of the 914 project.

Originally intending to sell the vehicle with a flat 4-cylinder engine as a Volkswagen and with a flat 6-cylinder engine as a Porsche, Porsche decided during development that having Volkswagen and Porsche models sharing the same body would be risky for business in the American market. Porsche convinced Volkswagen to allow them to sell both versions as Porsche's in North America.

It appeared to be a perfect win-win situation. On March 1, 1968 the first 914 prototype was presented. However, development became complicated after the death of Volkswagen's chairman, Heinz Nordhoff on April 12, 1968. His successor, Kurt Lotz was not connected with the Porsche dynasty and the verbal agreement between Volkswagen and Porsche fell apart.

In Lotz's opinion, Volkswagen had all rights to the model and no incentive to share it with Porsche if they would not share in tooling expenses. With this decision, the price and marketing concept for the 914 had failed before series production had even begun. As a result, the price of the chassis went up considerably and the 914/6 ended up costing only a bit less than the 911T, Porsche's next lowest price car. This had a serious effect on sales, and the 914/6 sold quite poorly. In contrast, the much less expensive 914-4 became Porsche's top seller during this model run, outselling the 911 by a wide margin, with over 118,000 units sold worldwide.

Design evolution

Volkswagen versions originally came with an 80 hp (60 kW) fuel-injected 1.7L flat-4 engine based on the Volkswagen air-cooled engine. Porsche's 914/6 variant came with a carbureted 110hp (82 kW) 2.0L flat-6 engine, taken from the 1969 911T. The engine was placed amidships, in front of a version of the 1969 911's "901" gearbox set up for mid-engine operation. Karmann manufactured the rolling chassis at their own plant, then either sent them to Porsche for fitment of the Porsche suspension and flat-six engine or kept them in house for Volkswagen hardware. 914/6 models used a similar suspension and brakes to the 911, giving the car handling and braking superiority over the 4-cylinder Volkswagen models in addition to higher power output. A Volkswagen-Porsche joint venture, Volkswagen of America, handled export to the U.S., where both versions were Volkswagen dealerships. This "tainted" the car in the opinion of many automotive critics of that era, and a little of that attitude persists to this day.

Slow sales and rising costs prompted Porsche to discontinue the 914/6 variant in 1972 after producing 3,351 of them; its place in the lineup was filled by a variant powered by a new 95 hp (71 kW) 2.0L, fuel-injected version of Volkswagen's Type 4 engine in 1973. For 1974, the 1.7 L engine was replaced by a 76 hp (57 kW) 1.8L, and the new Bosch L-Jetronic fuel injection system was added to American units to help with emissions control. 1976 saw the end of production for the 914. The 2.0 L flat-4 engine continued to be used in the 912E, which provided an entry-level model until the 924 was introduced.

The 914 was a Motor Trend's Import Car of the Year for 1970 and a 914/6 piloted by Frenchman Claude Ballot-Lena and Guy Chasseuil won the GTS class and finished sixth overall at the 1970 24-Hours of Le Mans.

Distinguishing marks

During the evolution of the model, certain characteristics of the car changed. An observer can use those traits to determine in which year a particular 914 model was made. The most distinguishing trait is the bumpers. Between 1970 and 1972 both front and rear bumpers were flat across and available in either chrome or painted metal. In 1973 bumper stops were added to the front of the car. And in 1974 bumper stops were also added to the rear of the car. In 1975 and 1976 the big black bumper years, the bumpers were rubber covered and heavy. Some people like the smooth look of the later bumpers, but most prefer the lighter weight chrome ones. Many people have backdated their bumpers, so this is not always a tell all, but certainly a good starting point for identity.

Another way to distinguish 914's is by the plastic piece that goes around the headlight. White ones are from the first 914's to mid-production of '73. After that it was black plastic. The passenger seat is another feature used to distinguish the year of the car. 1971 and earlier had a fixed passenger seat, while 1972 and later featured a movable one.

914 fleet today

Estimates of the number of surviving 914's vary widely. Many 914's with serious but repairable damage were salvaged over the years because cost of a new chassis was relatively inexpensive compared to the cost and availability of repair parts. Many cars were cut up over the years with the purpose of saving other cars. The increasing scarcity of clean cars is driving up the value of the model.

While the 914 has been out of production for almost 35 years many repair parts are still available. In large part, this is due to small companies, which specialize in 914 parts, and many enterprising enthusiasts who make small runs of parts to support the community. While a few parts are considered scarce and expensive (such as US-spec rear turn lenses and D-Jetronic Manifold Pressure Sensors), most are available from a variety of mail-order sources while still others are tooled and manufactured. Due to its nimble handling and the relatively low purchase cost of a basic 914, the “poor man’s” Porsche of the 1970’s has become the poor man’s weekend racing car on amateur racing circuits.

Limited Editions

Over its years of existence the 914 had a few special edition units produced. The appeal of these cars was their looks. The use of extreme color contrasts and decals set them apart from the stock cars.

The Creamsicle – A cream color exterior with red decal, skirt, bumpers, and wheels. The corresponding paint number is U2V0. Phoenix Red is actually a reddish-orange color. This Light Ivory-based color scheme concept is a carry-over from the 1973 911 Carrera RS series car design precedent.

The Bumblebee – Black exterior with yellow decal, skirts, bumper, and wheels. This was a Black (L041) body / Sunflower Yellow (L13K) accent. The corresponding paint number is U1V9. Black body paint color was always an additional cost special option on standard 914 Porsche cars, but was included as a standard component on the black 914 LE cars. It is worth noting that all but one photo of the 913 Porsche Can Am prototype cars are Bumblebee cars. The Black based 914 LE color scheme is unique to the 914 LE cars and has no precedent with the Can Am racecars or the 1973 911 Carrera RS series cars. The majority of 914 Limited Editions are Bumblebees, which also seem to be the most sought-after 914 LE color scheme.

It is estimated that about 1000 of these units were produced, about 50% Bumblebee and 50% Creamsicle.

The Grasshopper Limited Edition. Myth or authentic?

One other limited edition car’s existence is still debated. That being the Grasshopper – Light Ivory (L80E) body / Green accent. This color scheme is controversial at best. In spite of the reported sightings, no actual car or even a photo has been located in this color scheme. Aftermarket green stripes were available from Porsche-Audi Dealers, and it may be that 914 cars in this color scheme were simply made by the dealers or owners. This Light Ivory-based color scheme concept may be a carry-over from the 1973 911 Carrera RS series car design precedent, but so far, factory records do not indicate that it was ever manufactured. After much research including contact with Porsche Archives (PAG) in Germany, factory records verify that the color scheme was never produced, at least within the known VIN range of the other 914 LE cars. Until authenticated proof of the car surfaces, all evidence to date supports that the car is only a myth. An authentic Grasshopper 914 LE may surface, but until that time we can only assume that it never existed.



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Upcoming Events

May

- 11th Monthly Meeting at Autometrics
- 15th Carolinas DE at CMP
- 22nd Wadmalaw Winery Tour and BBQ

June

- 8th Monthly Meeting
- 12th Coastal DE at Roebing Road
- 26th Welcome Home Party



Palmetto Pipes

Jackie Dasen, Newsletter Editor
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Walterboro, SC 29488

Wadmalaw Island Winery Tour and BBQ **Saturday May 22nd**

We will be hosting the wine tasting and tour at the Irvin Vineyards on Wadmalaw Island again this year with a small BBQ gathering afterwards. The winery tour starts at 2pm with the BBQ on Johns Island following that. All the details will be online soon.

Monthly Meeting

May 11th, 7pm @ Autometrics in
West Ashley
(1913 Belgrade Avenue, Charleston, SC)