

Palmetto Pipes

Newsletter of The Porsche Club of America - Palmetto Region
Oct 1998

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Newsletter Editor:

Terry Ryan

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There is no
substitute



Letter From the President Kerry Koon

Ed. Note: We are a little short of time for this month, but next month's Pipes will have names of the Concourse winners, photos of the winning cars and a tally of the proceeds going to MUSC Children's Charities. In the meantime, Kerry asked me to pass along his

CONGRATULATIONS!

- to all the winners and to all who participated, and a big

THANK YOU !!

to all who helped and every one who found the time to come to the event. It was a good time and a good show. You all made it possible.

Upcoming Events

DON'T FORGET -----

MONTHLY MEETING

THURSDAY 29 OCT 98

7:00 PM

AT

ATHENS GREEK RESTAURANT

in the CROSS CREEK SHOPPING CENTER

325 Folly Rd., James Island

HEY! CHECK IT OUT!! RALLYE!

PALMETO REGION P.C.A. POST:
HALLOWEEN RALLYE
SUNDAY NOVEMBER 1ST
\$5.00 PER CAR
12 NOON...
WE WILL GATHER PORSCHES AT THE CITADEL MALL...
NEAR SEARS IF YOUR PORSCHER IS NOT UP TO
THE TRIP, BRING THE OTHER CAR. AND JOIN IN
A FUN FILLED RALLYE. DON'T BE SHY IF YOU
HAVE NEVER RUN A RALLYE BEFORE... I
PROMISE YOU WILL HAVE FUN AND NO REGRETS...

The **RALLYE** is coming up! This is a great Sunday afternoon activity. People, Porsches, Puzzles, Prizes. Relaxed atmosphere, strictly for fun, no serious competition. Like the notice says "don't be shy". I've never "rallyed" before but I plan to give it a shot. Please don't let me be the only "newbie" there.

DRIVERS ED - DRIVERS ED - DRIVERS ED - DRIVERS ED

The next Drivers Ed' (nearby) listed in Panorama:

@ Road Atlanta
Peachstate Region
November 14, 15
Bill Crumley
770 663 7268

If you haven't tried a Driver's Ed. Session - Do It! You will gain an entirely new perspective on your Porsche.

NEW MEMBERS!

Richard Miller
Beaufort, SC

James H. Gordon III
Beaufort, SC

Bart Antine
Mt. Pleasant, SC

Bill Borq
Hilton Head Isl., SC

Jonathan L. Sack
Charleston, SC

Nina Spitzley
Charleston, SC

WELCOME ABOARD - WOW! All these new members !! So glad you're part of the Palmetto Region PCA. We'll do our best to meet your expectations. New faces, new ideas, more participants . . . can't you just feel the energy of the club growing!

We hope you will come to the monthly meetings whenever you can. Good organizations need a lot of input from members and we definitely want to know what you would like to see happening in your PCA Region. If you have any questions, comments, ideas or whatever, just give one of the Club Officers or me a call - phone numbers are on the front of the Pipes.

CLASSIFIED ADS



FOR SALE: 1980 911SC, Guards Red with Black interior. Looks like new! \$15,900, David Wertan, (843) 763-4635.

FOR SALE: MOMO steering Wheel - 13 1/2 inch diameter. Burgundy, leather covered. Porsche insignia. Horn button included. \$225.00, Edward Teifeld (912) 598-1913.

FOR SALE: 1988 924S, Rare Club Sport model (2750 lb.), 5 spd, black/grey/burgundy. 136,000 highway miles, one owner, all records. New clutch, hoses, belts, good XGTV's, sport suspension, Mobil-1. Excellent autocrosser and/or entry auto for serious driver. \$5,500. Mike Murrin (843) 884-4352.

FOR SALE: 1987, 944S, black, Blaupunkt AM/FM w/cassette, limited slip differential, F/R stabilizer bars, 363mm leather steering wheel, cruise, electric sunroof, new muffler, all other std. features, good condition, 100,000 miles, \$7,800, Gill Krebs (843) 763-4505



Wanted: 73-78 911 coupe. Prefer no sunroof and little to no rust and completely worn-out. Gordon at (843) 763-0575, (843) 552-5338, or gordonf@awod.com

NOTE: Classified ads are "free" for members. Send the information for your ad to me or to any club officer, and we'll get it in the next Palmetto Pipes.

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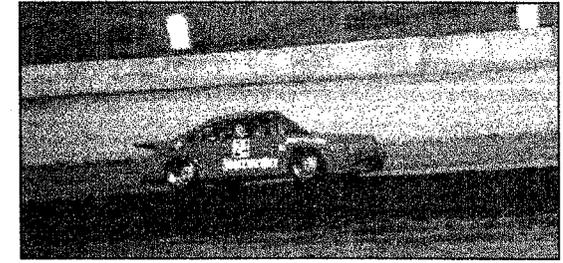
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Editor's Note Terry Ryan

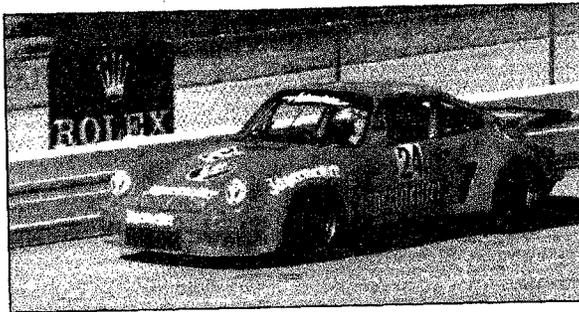
Hi everyone,

The HSR races at Road Atlanta were outstanding. A huge variety of great cars and good racing. Two of our own Palmetto Region PCA members were there as participants - a pair of Gordon's - Gordon Friedman and Gordon King. Gordon F was there with the "Jagermeister" which he is building/developing for a client and Gordon K was racing his **Austin Mini** one of the several he has in his stable of vehicles. Pictures below . . .

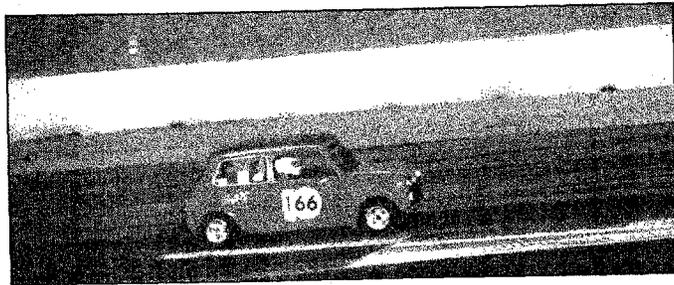


... the "Jagermeister" accelerating out of the new turn 11 towards the Michelin Bridge.

... a closer
Look at the
bright orange
car in the pits.
"Looks good -
goes fast".



Below is Gordon K's "Mini" charging up the grade out of turn 5 onto the short straight to turn 6. Notice the right-hand drive - "Veddy British".



... immaculate
red Mini in the
Paddock area.
A rear view -
the one most of
his competitors
see.



The following pages are an article contributed by Ray Shaffer, Mt. Pleasant, on the Petit-LeMans race at Road Atlanta. Looks like we may have some world-class sports car racing as

close as Road Atlanta. Thanks Ray, for the contribution.

Until next month -
Drive with care, and drive your Porsche.



Terry
8 Captiva Row
Charleston, SC 29407 email: twryan@charleston.net

Porsche GT-One, Two, Three!

by Ray Shaffer

Sportscar racing made a huge return to prosperity on October 10th with the running of the Premiere Petit Le Mans at Road Atlanta. Don Panoz, track owner and entrant, came up with the idea for a 10 hour race modeled after the Le Mans classic as a way to revitalize sportscar racing in North America, The new agreement between Road Atlanta and the AGO meaning that the winner here would automatically be Pre-qualified for the 1999 Le Mans race in France next June.

After ten hours of sprint-like racing the overall victory went to the Ferrari 3335P of Wayne Taylor/Eric van d Poele/ Emmanuel Collard. The margin of victory, however, was less than a lap. Pushing hard on the Ferrari's heels was the Joest Porsche LMP1 98 of Michele Alboreto/Stefan Johansson/Jorg Muller - the same Joest Porsche that won LeMans overall in 1996 and 1997.

Refined over the last few seasons, the LMP1 98 is Porsche's answer to the open-top sportscar question. Employing a 3-liter, twin-turbo charged flat six, the roadster produces approximately 500hp. The chassis being of carbon fibre monocoque construction. As for the braking, that's handled by 14" carbon discs and carbon pads both front and rear.

Running under AGO LeMans rules, the factory Porsche 911GTi -98 coupe driven by this year's 24-hour winner Allan McNish, teamed with Yannick Dalmas and Uwe Ulzen, was fastest in just about every practice session. Porsche was well represented in qualifying - McNish having taken the GT1 pole with a speed of 124.956 mph. For GT2, Jan Lammers earned the pole in his 9i1 turbo while Joe Varde placed his 968 turbo RS up front in the SC2 class.

Qualifying the Joest Porsche LMP1 98 was first-time Road Atlanta visitor and former Ferrari F1 driver, Michele Alboreto. "Second place will be our goal for qualifying; it will be hard to beat the GT cars here" Alboreto said. "The first four qualifiers are all in good shape, but after that, it will be a 10-hour race where everything is a possibility." How prophetic his words would become.

At the start of the race it was all McNish in the Porsche 911 011-98. McNish's 911 is the latest evolution of the GT1 concept. What started in 1996 as a production-based GT racer has evolved into a technical marvel featuring the latest 3.2 liter, twin-turbo flat six of 550 hp. Just as the last of the famous 962 series, this 3.2 liter is water-cooled too but updated with a TAG 3.8 electronic engine management system. The gearbox is a 6-speed sequential affair with a triple disc clutch. Unheard of almost 15 years ago, the GT1-98 adds power steering and ABS brakes to it's list of standard features.

Driving to a sizeable lead over the second place Ferrari after 38 laps, the 911 011-98 pitted for Dalmas to have his first go at the wheel.

So what's it like to race Porsche's latest speed weapon around the "new" Road Atlanta? "The circuit requires a lot of determination and a lot of confidence," said McNish. The last corner is especially tough since you come down the hill and the car takes off and lands. You need to have committed to where you want it to land and it takes a good car and confidence to do that." McNish added "That said, this is one of the best tracks I've ever driven."

Race day progressed as usual for Porsche and their famed reliability. At the three hour mark, the 911 GT1-98 enjoyed a comfortable two lap lead over the second place Ferrari 333SP. The Joest LMP Porsche one lap down to the Ferrari. The SC2 pole winning Porsche 968 turbo RS, however, was forced to retire after losing the blow from the turbo. Shortly after the halfway mark, where Porsche was leading both the GT1 and GT2 classes, disaster struck.

Yannick Dalmas, piloting the race leading 911 GT1-98, was cresting the first rise along Road Atlanta's back-straight while drafting the Joest Porsche. The combination of the 911's long nose and resulting loss of down-force allowed the car to take off like a rocket. The GT1-98 performed one-and-a-half rollercoaster-like loops before crashing back down to earth.

Porsche competitor, Franz Conrad, coming up on the accident stopped his car to see if Dalmas needed any assistance. Amazingly, Dalmas climbed from the wreckage on his own and was fine.

Hurley Haywood, commenting on the flip said, "Those were classic conditions for Dalmas to do that. He was following the Joest car a little too closely when he crested the rise where he needs all the aerodynamics and down-force and didn't have enough." Haywood continued, "Ifs the same thing I did in 1974 with Peter Gregg's Porsche 917/10 except Dalmas landed on his back wheels and I landed on my roof."

With the 911 011-98 out of contention, it was now up to the Joest Porsche to chase down the leading Ferrari. With a little over one hour remaining the driving team of Alboreto/ Johansson/Muller were giving it all they had. A combination of daring moves, blinding speed in the darkness and 2 yellow flag saw the Joest car close up on Wayne Taylor's leading Ferrari.

With less than five minutes remaining, the Porsche charged into turn one to pass the race leader and get back on the lead lap. The challenge now was to make up an entire lap in less than two - and that would require a miracle or another yellow. Wayne Taylor's Ferrari team were not to be denied this historic win, however, as the checkered flag flew - the finish highlighted by a dazzling display of fireworks.

Although Porsche did not take the overall win there was still much to celebrate; the hard charge from the Joest Porsche, a GT1 class win for the Champion Porsche GT1Evo of Boutsen/Kellener/wollek, victorious in GT2 was the 911 turbo of Ligonner and Stewart and in GT3 a class win for the Porsche RSR of Argetsinger/Polidori/Cill.

Having announced earlier in the week an agreement for a three continent American Le Mans Series, Don Panoz is making a reality what all manufacturers and competitors desire -rules stability. And if the Petit Le Mans at Road Atlanta was the inaugural preview of next season's American series, then road racing fans across the land were this weekend's true overall winners.