

August 1972



38 Lampton Road
Charleston, S.C. 29407

TO _____

FIRST CLASS POSTAGE





PALMETTO REGION

PORSCHE CLUB OF AMERICA

SPONSORS A

SOLO II

SOLO II COST:

\$15.00 per entry

\$25.00 for family couple

Note: A car may be driven by more than one driver, but a driver may enter only once !

Make checks payable to:

Palmetto Region PCA.

Mail to : Palmetto Region PCA
Solo II event
38 Lampton Road
Charleston, S.C. 29407

SOLO II

REGISTRATION FORM

SOLO II

NAME _____

PCA REGION _____

PORSCHE MODEL _____

ANY MODIFICATIONS _____,

A receipt and other necessary information will be forwarded to you upon receiving your check. Mail it today !

AUTOCROSS RESULTS

The following are the official results of the July 30, 1972 open autocross sponsored by Palmetto Region, P.C.A. Fastest time of the Day Trophy went to Karl Becker of Columbia who had a :52.73 driving an AH modified. Trophy winners in each class are denoted by an * before their name, and PCA members are underlined. This was the first autocross at which our electronic timer was used and the times are extremely close in many of the classes. Fifty cars entered the event.

CLASS A (place, name, car, best time)

1 *Fred Funke, 911E. :52.88
 2 *Chuck LeBrun, 'vette, :53.20
 3 *Ron Cunningham, 240Z, :55.13
 4 *Skip McBride, 'vette, :55.49
 5 John Heafer, 'vette, :57.335
 6 Conrad Plyer, 911E, :57.52
 7 Mike Wilson, 240Z, :58.06
 8 John Kubovchik, 'vette, :59.65
 9 Hank MacQueen. 911T. :59.86
 10 Richard Wenborne, 'vette, :59.92
 11 Jimmy Scroggins, 'vette, :62.51
 12 Jack Conley, 'vette, :64.285

CLASS B

1 *Doug Owens, Sprite, :55.365
 2 *Mike Huggins. 356. :55.51
 3 Lowell Berg, TR6, :56.935
 4 Thomas Tyrie, TR6, :57-763
 5 William Hastie, TR Sprite, :61.92

CLASS C & D

1 *Bernard Sher, 124 Fiat, :56.58
 2 Newell Crary, KGB, :58.77
 3 Leon Sankey, AH Sprite, :59.285
 4 Steve Lapp, KGB, :59.57

CLASS S

1 Ron Cunningham, 240Z, :55.13
 1 *Don Holcomb, VW, :56.26
 6 Skip McBride, 'vette, :55.49
 2 *Gordan Wills, Jr, VW, :58.045
 3 *Dean Boyd, Cpel, :59.95
 4 Robert Lewis, Celica, :60.21
 5 Jerry Nation, Mazda, :60.755
 6 Louise Perry, W, :60.80
 7 Harry Amick, Celica, :60.88
 8 Jennifer Nation, Mazda, :68.37

CLASS F

1 *Walter Zimmer, Mustang, :57.35
 2 *Mike Egloff, Mustang, :59.10
 3 *Fred iUley, Mustang, :59.63
 8 *Furman Broom, Maverick, :60.11
 5 Harley Ster*'**, Mustang, :61.21
 6 Ginliani, -. Icr, :64.13
 7 David Dougl't., Mustang, :64.76
 6 Joseph Ingarra, Mustang, :64.87
 9 Scott Haddock, Mustang, :64.93

CLASS F continued

10 Brian Jerdan, Mustang, :67.27
 11 Austin Clemmer, Maverick, :70.11

CLASS L-A

1 *Gail LeBrun, 'vette, :55.78
 2 Judy McBride, 'vette, :57.88
 3 Ronalee KacQueen. 911T. :59.68

CLASS L-Mustang

1 *Gloria Haddock, Mustang, :67.92
 2 Bobby Egloff, Mustang, :70.76
 3 Janice Clinton, Mustang, :73.87

CLASS H (Modified)

1 *Carl Becker, AH, :52.73
 2 Harry Harter, 911. :55.73
 3 Fred Conner, Dune 3uggy, :59.07
 4 Gayle Callaway, VW, :59.65

TOP TEN CARS BY TIME

1 Carl Becker, AH mod., :52.73
 2 Fred Funke. 911E. :52.88
 3 Chuck LeBrun, 'vette, :53.20

5 Doug Owens, Sprite, :55.365
 7 - Mike Huggins, 356. :55.51
 9 Gail LeBrun, 'vette, :55.78
 10 Don Holcomb, VW, :56.26
 8 Harry Harter, 911, :55.73

PLEASE NOTE CHANGE IN POSITIONS OF NUMBERS 5-10 I SORRY, I GOOFED !

QUESTION FOR THE DAY :

Should ladies run all together in one class; under a handicap system where the car is handicapped; or all together with the men. in other words no separate men and ladies classes? Ladies, let's hear your opinions.

SOLO II '72

OCTOBER 28, 29..... SAVANNAH INT. RACE TRACK
PRESENTED BY..... PALMETTO REGION, P.C.A.

Palmetto Region PCA's 4th annual SOLO II event is rapidly coming upon us. Co-chairmen for this year's event are Kathy Koerbacker and Bob Furnans. Advance publicity has already been sent to Panorama and members should look for a 1/4 page ad on the SOLO II in both the September and October issues, plus additional information in the "What's Happening in the Regions" and PCA Update columns. The co-chairmen have already completed the weekend schedule of events and are busily lining up door prizes, trophies, and sponsorship. These are just a few of the behind the scene type activity that members often are not aware of. Numerous calls from Charleston to Savannah have been made in the last month, plus Miss Koerbacker has been burning up the road from Charleston south in ironing out details. Members will be sent forms for both entry in the event and to work the event. Workers this year are extremely important as we will be trying to run 5 cars at a time on the track during the practice runs on Saturday. In order to do this, there must be at least 2 persons at every necessary corner plus members helping in the tower, tech. helpers, timers, etc. If Kathy gives you a jingle 'cause she hasn't received any reply back...please understand her position and help her out. Remember, the club needs 100% support of its members on this. THIS IS OUR BIG ONE!!! Hopefully, our members from last year know all about the SCIC II, but for our new members more details will be in the September and October newsletters. Come to any Palmetto event the next two months and this will be the main topic of conversation.

Briefly, Solo II is an autocross type event run on the full length of the Savannah Raceway. In other words...you are out there racing, but there will be only one car on the track at a time during the timed runs. This year even less pylons will be used...only where necessary for safety factors

Registration will be limited to the first 50 cars. We already have 6 paid entries!(and this is the first official information released!)

Palmetto PCA'ers..let us hear from you soon, or you'll be hearing from us!

SOLO II SCHEDULE:

Friday, Oct. 27: Open Hospitality room at DeSoto Hilton Hotel, Savannah, Ga. for early arrivals. BYOB

Saturday, Oct. 28:

8:30 Registration and tech. inspection at track

10-12 track open for practice runs

12-1 pm lunch break

1-6 track open for practice runs

7:30 Cocktail party for all entrants and workers at Desoto Hilton Hotel; door prizes

Sunday, Oct. 29: 8:30 Registration and tech. inspection for late arrivals

9:00 Drivers' meeting

9:30-11:30 practice of late arrivals

11:30-12:30 lunch

**** 12:30-5:30 TIMED RUNS

6pm Trophy presentation

17th PORSCHE PARADE

If you're never been to a Parade before, read on, it gets better. If you're been before, read on, it gets worse.

THE 17TH PORSCHE PARADE or HOW INNUMERABLE DEDICATED DEVOTEES TO THE MARQUE PORSCHE (is there any other ?) WERE RAINED UPON, EXASPERATED, AND OTHERWISE CONFUSED. MUDDLED, AND CONFRONTED IN ORDER TO PROVE A POINT: THAT THERE'S STILL ENOUGH ENTHUSIASM AND MONEY IN THE PCA TO STAGE A PARADE.

After that title, the article may seem anticlimactic, but for those of you that got through to the first paragraph, I hope you'll read on. Having determined that before I died, I was going to go to Parade, I dragged my new and not altogether assenting wife Candy to Wisconsin to see what it was all about. We arrived on the afternoon of the first day of registration, with the 911T, hereafter known as Frog, encrusted by a none too even coat of bugs from every state between here and there. As we were entering the concours, I was very enthusiastic about getting a hose to the car right now. However the Playboy Club had a different idea, and was presently using the Porsche Pushers' water on the golf course. How do you get soap off the finish without water ? Having been frustrated in the attempt to cleanse my machine, I determined to be the first one up next morning to get the first slot in front of a hose. Up at six, still no water. We didn't enter the concours. Wasn't too sad about that, for reasons which become starkly apparent in a moment. The day was bright and sunny, and the glittering field of pristine Porsches was a sight to behold. Candy and I, feeling as if somehow we could have beaten at least some of the cars out there, were walking around taking pictures and trying to rationalize the wee bit of disappointment. And the Judging was going along nicely too, thank you; almost 70% of the field Judged already. At that point, someone opened the big flood gate in the sky and down it came. Children, didn't it rain ! The mere sight of the proud owners (you've got to be wierd to seriously enter a concours) scurrying around trying to get the cover on their beloved you name it, was enough to set my heart at ease.

Tuesday dawned with the autocross as the primary event. Lake Geneva raceway was the site for this one, and from what we'd seen in the registration information, the course promised to be tricky. We arrived at the appointed time only to find out that there problems with the course, and the organizers were still trying to make sure the gates weren't too tight. sound familiar ? After many fits and starts, we finally got underway. Unfortunately, the same rain that floated the concours away had deposited a generous supply of the wet stuff on the track, making it more of an aquaplaning contest than anything else. Fortunately, in the spinouts which did occur, nothing got smushed. The evening program was a Bavarian Bierfest in the Playboy ski chalet, where Dr. Porsche, Peter, Wolfgang, and wives were introduced to the bunch for the first time. It was all pretty exciting. The Porsches were being escorted around by a PAD public relations man who seemed very intent on schedules. He and Peter didn't seem to see eye to eye, 'cause the younger Porsche and wife Kuni were more Inclined to stay at the dinner and party it up. Guess who won.

Blackhawk Farms Raceway, a challenging road course was the location for Wednesday's Driver's School. First, an instructor drove you around the track in your car, seeing Just how much damage he could do and how badly he could scare you, and then he let you try to do the same to him. After that, he got out of the car, usually muttering around under his breath, and told you "You're on your own." After a few laps, I began

to get a bit euphoric and daring. And that '72 E up ahead could be caught. Right on his bumper around turn nine, onto the straight, wind it out. All of a sudden Frog was by and pulling away. Hey, nan, that was pretty cool; Bring on the S' then BRRRRRRRRRRRRRRRRRRRRRR, as a 914/6 went by so fast that the paint blistered on the right door. Taught me a lesson. Found out later that he had a 2.4 liter 911S engine in an unassuming 914/6 body.

Before I knew it, our group's allotted track time had expired, and we reluctantly pulled off into the pit lane. Then the exhaustion hit. It's really hard work to drive at the peak of concentration lap after lap. So, tired but content, the Frog and his owners buzzed back to Playboy at a somewhat slower pace.

Thursday was rally day. The setting of Wisconsin's Kettle Moraine country and some of the most beautiful farmland in the country made just driving the course worth the entering. Sure was great, yep, and then we were lost. It's bad enough to lose one's way out in the Charleston County boonies, but it's even worse when you never heard of all of the roads. Back on course again due to a lucky break, and about 70% complete when it happened. Usually, you see, when you're rallying and you run into a T intersection that wasn't supposed to be there, you automatically assume you're made a wrong turn somewhere and retrace your steps. Then came the cryptic instruction, "From this instruction through instruction 60, turn right at all T intersections encountered." This shot the tried and true lost course discovery method to hell, and sure enough, on instruction 59, we made a wrong turn. About ten miles later it was mutual decided within the car to head back to base and report our DNF. As it turned out, many others had fallen also, so we weren't alone in our disgrace.

Technical presentations and tech question and answer sessions with PAD personnel rounded out Friday morning. Ask me anything, I'm heavy. The victory dinner on Friday night came and went, and it was all over. We felt rather empty, but glad we'd come.

Next year at Monterey, we'll do it all over again. Parades are never perfect, because it's not possible to please everyone all the time, but if ever you get the chance to go, by all means do it. Talking to the people by itself was a very worthwhile activity. We'll remember our visit to the 17th Porsche Parade for a long time to come.

So to all of you who've struggled through to this point,

Drive fast, but drive safely. Conrad & Candy



NURSING- CAN-AM STYLE

How to meet people and make new friends In one easy lesson ? GET INVOLVED I Who Me ?? Get involved in racing ?!! What do I know ? Well, there ain't much choice when you can do only one thing. As if it isn't enough to work 8 hours a day at the bloody Job, you tool down to Road Atlanta and go to work some more. Dr. Norman McSwain, chief of the Medical Staff for Road Atlanta, has been warned prior to my arrival, so we can assume he's braced for the shock. But...aha !.. I'm prepared too...with one previous race under my belt, I feel I know the ropes and don't have to go about muttering under my breath, hoping for some coronaries rather than trauma. Sebring was a good starting point. Nothing happened.

In I stroll, dressed in my official nursing uniform for the track... which Is red hot pants and a white shirt. I don my red cross armband and secure a "quack patch" to the front of my shirt and I'm ready to work. QUACK?? Oh yes. The official mascot for Medical Services is the duck (and If you don't get It, I'm not going to explain it !). Usually there is a live duckie running around near the hospital, but this year he declines to come, so the staff settles for a pull-toy type duck. We all take turns dragging it around and we soon grow to love it as our own. On the front of the new, modern-looking hospital, painted on one of the windows, in yellow, larger than life-size, with a red cross on it, is a picture of our beloved mascot. If he doesn't bother to come to the next race, he may find he's going to be someone's dinner !

Eight hours are spent on Friday with an ambulance on turn four. Only nurses are sent out with the ambulances that day, so if anything happens, you are on your own. Personally, I pray for safety and take a few catnaps between prayers.

Saturday finds me working half a day at medical headquarters giving out lots of salt tablets, bandaging cuts and bruises, and generally getting in the way.

Sunday, when the rest of the staff shows up, the doctor/nurse ration evens out a bit and lots of good medical discussions are heard as notes are compared and many games of "what do you do" and "who do you know" are played.

Suddenly it's time for the big race and we scramble into waiting ambulances to be transported to our respective corners. Being on corner twelve isn't so bad since we are close to the start line and the finish line and pit row, and the hospital and the bathroom, and all kinds of other groovy places. Upon taking our positions, we find, to our dismay, that there will be not a drop of action on the track for at least thirty minutes. Undaunted, not being ones to let a minute go to waste, we send the corner workers into the hospital for two frisbees, dyed, naturally to match our red hotpants. Here we are, indulging in a friendly game of double frisbee, when we get a love note from the Chief Steward advising us to "put up those dawn toys and get back in the ambulance". We only pout halfway through the Super-Vee race and spend the other half hoping Dr. McSwain hasn't gotten in trouble from our games.

When the Can-Am starts, I'm hiding in the back of the firetruck, stomping around in Purple K, hoping there won't be a fire, trying to get a decent shot (with my one last film) of the cars in a group.. the only time they'll likely be in a group. The rest of the race is viewed with great interest, naturally centered around how badly Porsche is going to beat everyone. We take several breaks from a running verbal and often physical battle (Just a light tap, Hon, I didn't hurt him) to sip Gatorade with the firemen, who seem to be pulling for the wrong team. We think they finally saw the light at the end of the race. (It was checkered, they said)

In all seriousness, the medical services were quite well-planned and carried out. Vie had on hand, for your comfort and protection, a general surgeon, an orthopaedic surgeon, two anesthesiologists, a general medicine man, a pulmonary specialist, a nurse anesthetist, and 10 to 12 other nurses whose specialties ran the gamut from general floor duty to special care units to the operating room. The hospital there is equipped to handle initial stages of nearly any emergency, so I could not help but feel that when Denny Hulme was brought there, he had at his service as fine a collection of medical talent as could be found anywhere in a group, and better than could be found most places.

After the race, sitting there in the hospital, Hulme fumbles about for a comb and again begs Eion Young to book their passage to England that very night. Eion, of course, elects to wait til Monday. Back at Gainesville, we awaken Denny every two hours during the night to check his level of consciousness and his pupils, to make sure he is not suffering any neurological problems from his lick on the head. The next morning at breakfast, Hulme is still vague about the accident, but other than being a bit sore all over, he was fine, eating a huge breakfast and scanning the newspaper for accounts of the race. Amnesia is one of nature's protective devices for bad experiences, and fortunately so, for one wonders whether anyone who went through what Dennis Hulme did would get back in the car if he could remember what happened I

So much for nursing at the Can-Am. Want to enjoy racing more ?
Get involved !! Chris Christopher

PALMETTO OFFICER CHANGE

Art Allison regretfully resigned as Vice-President of Activities as of August 7, 1972. After accepting his resignation, the board of directors appointed Harry Harter to this position until new elections in December.

Art is leaving Palmetto PCA territory, but intends to retain dual PCA membership between Palmetto and Potomac Regions. Since coming to Palmetto Region from Potomac, Art has served this region faithfully covering a span of 2 1/2 years. He has been this club's parliamentarian, activities chairman, and Vice-President of Activities. During the 1971 year, Art managed to work on or to chairman every event of Palmetto PCA (all this while having a broken Porsche). Any every event made a profit !! We really will miss him, but he says he'll be down for Solo II !

Harry Harter, our new V-P of Activities already has several PCA events under his belt and has performed outstandingly on all. Harry became a PCA member in 1971 while having a '62 356 B sun-roof coupe. Since then, he has changed to a '68 911.

Harry and Eileen call Iowa home and are temporarily in this area due to the USN. Harry is an instructor involved in the Polaris Poseidon weapons training program. Hobbies, other than Porsche related interests, are playing golf and chess.

Susan, age six, rounds out the Harter family... oops! a little one is on the way. Nothing like a full 911 !

Please give Harry all your support and call him at 797-1796 if you want him to arrange a particular event. He has asked for all of your support and wants to plan events you like. Give him a call....

For the 1972 Can-Am at Road Atlanta, the advertising campaign was hung on two people. Mark Donohue and Jackie Stewart. Donohue crashed his L & M Porsche in practice on Monday before the race and found himself not only out of the running, but succumbing to the surgeon's blade only twenty-four hours prior to the start of the race. Donohue will be out of commission for approximately fifteen weeks. One perspective star out...and then Stewart's doctor confined him to bed to give his ulcers a breathing spell. Ugh. Promises of a dull race and greatly decreased attendance? Not so. Approximately 33,000 enthusiastic fans turned out to see whether world champion Dennis Hulme could maintain his position against those who would dethrone him.

At a party Friday night before qualification runs on Saturday, this writer, in meeting and talking with the Team McLaren drivers and crew found them to be comfortable, down-to-earth folk who expressed confidence in their machines and drivers. But they had yet to reckon with L & M's super stand-in for the ailing Donohue, George Follmer. Follmer, contacted late Thursday evening, agreed to come compete for the L & M folks and for Porsche. In a car he'd never driven, on a track he'd never seen Follmer showed his oats and qualified second. Hulme, in the orange McLaren, showed the fastest qualifying time on his last run. In third grid position was Peter Revson, in another Team McLaren car.

A car that received a great deal of attention, quickly joining the ranks of the pre-race favorites was the "Shadow" sponsored by Universal Oil Products, and driven by Jackie Oliver. It was pattered-over and tinkered-with until the moment it took its place on the grid to start the race and appeared very competitive until the engine blew about two-thirds through the race. We'll be seeing a good bit more of that car, one suspects.

A parade of approximately thirty Porsches led off the festivities before the start of the SuperVee race. This race, which preceded the Can-Am was won by our old friend, Harry Ingle, of Charlotte, N.C. Ingle, who qualified back around seventh position, crept up and soon overtook his competitors, driving steadily to win by a comfortable margin. You'll remember Harry as the record-holder of the Chimney Rock Hillclimb for the past two years. This 23 year old bachelor, a lean, loose-jointed, easy-going sort of person, was found, by this writer stomping around his pit area very early Sunday morning muttering that his weekend was "ruined." Imagining some sort of mechanical problem with his car, I asked Harry what he meant, only to discover that the mechanical problem was not

with the car as had been supposed, but with Harry ! It was entirely too early in the morning to expect him to be up and functioning, he said. He'd much have preferred several more hours of sleep before getting with the program !

Shortly after the SuperVee race, the green flag dropped, signalling the start of the Can-Am. What a beautiful sight ! The "best cars in the world, the best drivers in the world, right in front of your eyes, with color and pagentry enough for anybody ! And if that wasn't enough, the start of the second lap took your breath away, for who was leading the pack but the Porsche, sponsored by L & M and driven by Follmer. Hulme was second, and right on his tail were teammate Peter Revson, and Franco Cevert. Cevert, driving one of last year's McLaren cars had qualified 4th and was expected to be a strong contender. However, about a third of the way through the race, the engine blew and Cevert was coasting down pit row...and not toward the winner's circle !

With only two laps under his belt, Revson's car found itself suffering from a case of the broken distributor rotor. Revson must have been a Boy Scout, for he was prepared with a spare, but to no avail. (This is hearsay, I might add, but the car didn't get started back up, did it ? Right ?) If Revson didn't have enough grief then, on the fourth lap teammate Denny Hulme came out of turn 7 on Follmer's tail, and, while giving him a merry chase down the strait, encountered some air turbulence which lifted the nose of Hulme's car, flipping him over backward, aiding a couple of sideways rolls, skidding about 150 yards to come to rest, upside-down against an inside bank. Four quick-thinking spectators jumped the rail and righted the car before the cornervo -kers even got there. Revson, stalled fifty yards back up the track, left his car to come help free Hulme from the wreckage. Hulme was unconscious for around 45 seconds. The car appeared to be shattered, but the driver's cage, fortunately, was still intact. Hulme was rushed by ambulance to the track hospital where he was pronounced unharmed, except for a cut on one knee. He did suffer amnesia for the accident from the lick on his head.

Meanwhile...back at the race...Follmer was running away from everybody! And we do mean everybody ! Average lap times for the course showed around 116 mph, while on the strait speeds were approaching 200 mph. Follmer finished one lap, 22 seconds ahead of everyone else to clinch the win for Porsche. We were happy to note that Kilt Minter, in a Porsche 917 (entered by the Vasak Polak team) drove a smooth, consistent, flawless race, and claimed for himself and his sponsor the third position as the flag fell. Peter Greprg, running a beautiful blue 917/10 Porsche seemed to have second place sewn up until he ran out of gas only two laps from the end of the race. Gregg had to settle for fifth place behind Charlie Kemp in the Holiday Inn's Lola, while second place was snatched by Gregg Young in a McLaren car.

What more could one want...a beautiful, sunny day...two great races... and Porsche in places 1, 3, 5. What more ? Why, Porsche in places 1, 2, 3, of course ! I'll vote for that !!

Chris Christopher

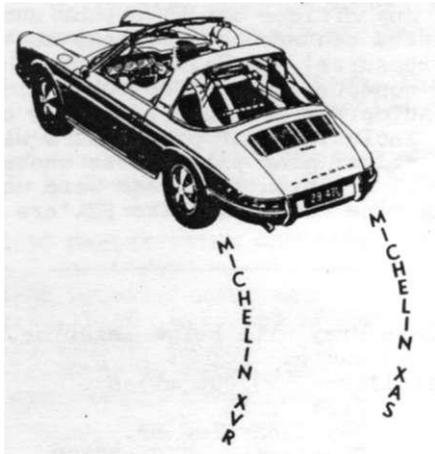
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REBEL RENNFEEST

Peachstate PCA invites all Southeastern Porsche Pushers to the 4th annual REBEL RENNFEEST, September 1-3 at the Stone Mountain Inn in Atlanta, Georgia,

There will be individual event trophies, overall Rennfest awards, and a trophy to the visiting region that accrues the most points in competition. Peachstate PCA'ers are not eligible to receive points for the overall awards, but can receive individual event trophies.

The Rebel Rennfest Rules and Regulations are similar to the Parade Guidelines, but somewhat less elaborate. A complete set of Rennfest Rules and Regulations will be mailed to each registrant.

Rebel Rennfest Schedule of Events:

Friday, Sept. 1: 8:00 cocktail Party and Registration open

Saturday, Sept. 2:

9 AM Registration and tech inspection

10 AM Concours d'Elegance

Swim party around pool

3 PM Rally(TSD)

Followed by cookout at Stone Mountain Park

Sunday, Sept. 3: 6 am Open Course

8:30 Autocross (ROAD ATLANTA)

7:00pm Cocktail Party

8:00 Awards Banquet

9:00 Trophy Presentations, Door Prizes, Entertainment

Reestration fee: \$30. per family

\$20. per car (single entry)

For more information, contact Woody Delong

3630 Peachtree Rd. #21

Atlanta, Georgia 30326

404/ 261-7509

Palmetto PCA'ers may obtain registration forms to this event from your president Bob Furnans; any officer can give you more information on this great event. Two Palmetto members have already sent in their registration forms- Kathy I. (our treasurer) and Wallace Bird. Wallace is really going to try to bring back a concours trophy for our region. The use of the Road Atlanta track for the autocross is super ! Over 90 cars entered the autocross event last year, including your president's wife who almost (to within an inch) wiped out one silver gray 911S. Guess whose ?!

Also- most of our Solo II trophies last year were won by Peachstaters ! So get out there and bring some back, Palmetto PCA'ers !

FOR SALE: 1969 912 Slate Grey with Beige Interior.

AM- FM SW Radio

New Pirellies- 59,000 miles

Contact- Fred Funke

749 Clearview Dr.

Charleston, S.C. 29407

Phone 795-7574

FLORIDA PARADE '72

The beautiful St. Lucie Hilton in Port St. Lucie Florida will be the site for Gold Coast Region's multi-regional event on October 13, 14 and 15.

The agenda for the weekend event has been planned to offer the participants two competitive events plus a maximum amount of leisure time to take full advantage of the recreational activities at the Hilton.

Registration fee for Florida Parade '72 will be \$15.00 per car until Oct. 1 when the fee will increase to \$20. per car. Accomodations at the Hilton are highly recommended at \$15. single, and \$18. double per night.

Florida Parade '72 Activities Schedule;

Friday the 13th: 5-8 Registration and tech inspection

8-10 Informal registration social

Saturday the 14th: 8-10 Registration and tech inspection

11-2 Concours Judging

2-5 Autocross practice

6-8 Concours awards cocktail party

8 Optional Prime Rib Dinner (\$7. per person)

Sunday the 15th: 8:39-2 Autocross

2-3 Autocross and Overall Awards Presentation

Registration will be limited to the first 75 cars !

For further information and registration contact:

Florida Parade '72 Registrar

Colleen Styles

5300 S.W. 104 Ave.

Miami, Florida 33165

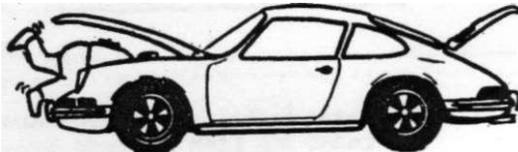
305/ 271-1992

Palmetto PCA'ers may also contact your president Bob Furnans for more information on this event. The Gold Coast PCA'ers are avid concours and autocross backers so many beautiful Porschers and their very apt drivers will be at this event. Plus- really great people.. several of whom will be at our Solo II event !

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38 Lampton Rd.

Charleston, S.C. 29407

Vice President (Membership) Dr. Fred Funke

Vice President (Activities) Arthur Allison

Secretary - Micheal Huggins

Treasurer - Kathleen Hook