

REDLINE

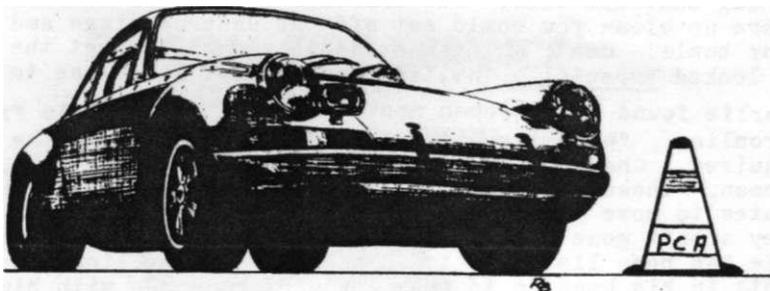
As you can see by the schedule, we have a lot of interesting things lined up. I want to expand on a couple of them, first the beach party on October 7 & 8. This will be held at Frankie Stokes' beach house in North Myrtle Beach. Anyone who wants to come should contact me no later than the first of October. Bring bed linens, and food and drink, and Frankie will supply the room and beach. The supply (of rooms) is limited, so make your reservation early. Some of us went up to the last beach party and it was beautiful - don't miss this one.

Later in October (the 28th & 29th) will be SOLO II 72 at Savannah International Raceway. This is our big one, and its pretty much ready to go. All we need besides entries is workers. Don't plan to wait until the last minute to enter, we already have 10-15 paid entrants, and the notice has not even come out in Panorama yet. We are accepting advanced, paid entries only, so get with it. If you want more info, call me.

If anyone has any idea of running this club next year, you'd better start thinking about what job you want, because elections are coming up. There will be a lot of changes in the board because we are not all eligible to run again. Talk to your friendly board members for more details.

Do we have a fall for you!

Bob Furnans



PCA AUTOCROSS

SUNDAY SEPT 17

MILLER'S WEST

CHARLESTON



RENNFESTING

Being that it's pouring rain, you don't wash the Porsche and then you get off hours late and hit a 2 mile long traffic jam on the "I" (which gives you time to mop up all the water that's come in through the Blue Sieve) and you find out that the slalom will be held at AIR instead of Road Atlanta and you're about sure you don't want to go after all. However, since you're already on the road, you might as well keep going.

First chore is to locate Augusta and let the good Doctor cure Blue's summer cold. Ah how sweet it is to run like a Porsche again instead of like a Ford with the hiccoughs. Following Frank to Atlanta is like trying to catch Santa Claus at work, it's h a r d , would you believe nigh onto impossible? Then you find him behind you and discover that he'd just stopped to have a beer. Some people!

Find the Stone Mountain Inn and you run into bunches of people just itching to get knee-walking, commode-hugging drunk ... so naturally you have a moral obligation to do your share. Charlie Tiller entertained us with sounds from his golden throat until he drowned in a beer fight. Nice folks there!

Next morning at the Concours many people are crawling around singing "I'm Sorry" and "Never Touch Another Drop" in four-part harmony and with feeling, while carrying on a mad search for some more of the hair of the dog that bit them. The Concours was fantastic! Some of the cars were so clean you could eat off the undercarriage and use the hub-caps for bowls. Goat, Kathy Koerbacher's dog, thought the tires and wheels looked especially inviting, so we kept him close to the bushes.

Charlie found a policeman nosing around, alternately frowning and drooling. "What are all these cars doing here on the grass?" he inquires. Charlie explains about the concours. "Well," said the policeman, "these cars are illegally parked. I'll give these folks 5 minutes to move them; then I'm going to give them all a ticket and if they aren't gone but quick, I'm going to have them towed away." Charlie has been listening to this grief, and mulling over a few thoughts in his head as to what that cop could do with himself. "I've been admiring your gun," says Charlie to the cop. "Is it loaded?" "Yep, you bet!" says the fuzzy. "Well", drawls Charles, "If you so much as touch one of these cars, you will have a great and immediate need for that gun; so hang onto it." And Charlie rode off into the sunset.

One of the cars in the Concours had a sign on it that read, "Do not lean on me unless you are completely nude." O.K. Since we didn't think it was nice to take off our clothes out there in front of all those people, we went on indoors..... and had lunch.

Next event: The Rallye. Harry and Eileen Harter musta never heard that Seat-of-the-Pants Rallyers on their first time out don't beat equipped, experienced drivers..... so the Harters proceeded to take First Overall in the Rallye. First shot at it and down went all the veterans. Well, the Harters just didn't know better..... but DEAR GOD, just wait till they learn!! Congratulations!!

Upon meeting my main competition for the slalom, I said, "Aha! You're the girl I'm supposed to beat." Couldn't understand why everybody laughed themselves into seizures at the idea of my beating her (or anybody else). "Well," says Old Blue, "Let me at her." So I did - - and she did - - 1:34, 1:23, 1:26 - and the best time for my competition was 1:25. Well, along comes Uncle Frank, who places his healing hands on Blue's air cleaners and takes them away...and away went Blue and I with a 1:24. W O W / Who'd a'thought it?? Frank Harmstad took first in his class in spite of wrecking his car on his third run. Marion and Sunny Adams took second and third, respectively, in modified class. Ninety-eight cars, + fours runs each, + in seven hours equals an extremely well-run slalom.

TRIVIA: Kathie and I spent part of Saturday morning cleaning Goat's many contributions out of the 911. Everytime we turned around, we found Eileen and Harry in the dining room having another meal (it was good food). Charlie checked out all the honies. We all spent a great deal of time swearing we'd never touch another drop of liquor. Since I'd gotten in at 6:30 a.m. Sunday and was still too drunk to walk, Charlie carried me piggy-back part way in the slalom walk-through. Charles then demanded a more efficient ambulance service. Kathie and Harry got tired of explaining that their giving out SOLO II applications together didn't mean they were married. Charlie found a honey.

Good food, good drink, good grief, what a fantastic weekend!!!

Chris Christopher

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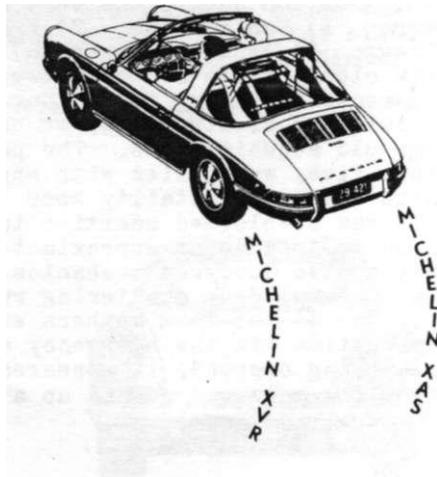
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ROAD AMERICA CAN-AM '72

For years the Can-Am Challenge Cup Series has had one glaring deficiency -- a distinct lack of competition. Once having discovered that Can-Am Racing was a great way to make money, Team McLaren made the series its own private domain and the safest bet in the racing world of Group 7 was on the gleaming orange McLaren-Chevrolests. No More! Somebody was bound to catch up with Team McLaren -- unfortunately for Can-Am fans it has taken six years before another entry has cut into the McLaren monopoly. A combination of a great deal of money, outstanding management, top flight drivers and, of course, that unequivocal Stuttgart engineering has resulted in the Penske Panzer which now leads Team McLaren in Can-Am standings 68 - 50. This is how it happened:

The Can-Am Series moved to Elkart Lake's Road America for the fifth of the Nine Can-Am races with the standings Team McLaren wins at Mosport and the Glen and Penske's Panzers winning at Road Atlanta and Mid-Ohio A/A George Follmer. The four mile course at Elkart Lake with its long straight aways and number of sweeping corners would appear to be just the sort of track on which the Powerful Porsche's of Follmer, Gregg and Minter can best operate, and operate they did. Missing, incidentally, from the field, which included David Hobbs, Greg Young, Francois Cevert, and Peter Revson was Luther Mosehenbacher who was recovering from an injury suffered in the L & M Continental 5000 at Road Atlanta. Also of interest was the entry of two UOP Shadows - driven by Jackie Oliver and Carlos Pace of Brazil. Qualifying for Sunday's Race was held on Friday and Saturday. Two Road America records were broken Friday as sunshine and balmy weather bathed the R/A 4 mile track. Denis Hulme stamped himself as the man to beat when the New Zealander pushed his Gulf-McLaren M-20 to a 115.605 mph average - a new track record. Milt Minter, piloting a Vasek Polak Porsche sped to a record 181.8 mph through the speed trap on the long straightaway. Minter's Porsche arrived Thursday from Germany with a new Turbocharged 917 engine pulling approximately 1000 h.p. Absent from Friday's qualifiers was Peter Revson who was at Ontario qualifying for the Labor Day 500 and George Follmer who was exercising some of Penske's psychic. Well, Saturday's qualifying session was ushered in by a torrential rainstorm which dropped 4 inches of rain on the Road America Region. The best George was able to do was 13 position . due to the very slick track. The first six qualifiers were: 1) Denis Hulme; 2) Francois Cevert; 3) Milt Minter; 4) Peter Gregg; 5) Jackie Oliver; 6) David Hobbs

Sunday dawned with partly cloudy skies and cool temperature (60's) which made it ideal for the racers. Having filled our cooler with the appropriate race-watching fluid and electrolytes, we headed for Porsche Park at Turn 5 to renew some old acquaintances. The park, located in the paddock at 90-degree turn five, was filled with approximately 175 Porsches and complimented with a hospitality beer tent sponsored by the Milwaukee Region. It was a welcomed addition to our case of purchased suds. The race was postponed for approximately an hour due to a serious accident involving two Goodyear mechanics. It appeared that a tire they were inflating exploded, shattering rubber and cast aluminum in all directions. One of the team members was seriously injured and required air evacuation via the emergency aid helicopter to Milwaukee. Once the green flag dropped, it appeared that Hulme may have his day. He roared from the pole and opened up a ten-second lead,

with Minter, Cevert, Gregg, and Follmer at his heels. There was nothing unlucky about Follmers 13 grid position as he roared past Turn Five which had by now sprouted numerous "Let George Do It" signs, Follmer, obviously the quickest driver on the track, sped from 13 position to third in a matter of 4 - 5 laps of the 4 mile course. George was picking up approximately 3 seconds a lap on the now-frightened Hulme. Minter was in a strong fourth position with his turbocharged 917-10, followed very closely by Peter Gregg in his normal aspirating 917. Peter had elected to remove his turbocharger due to numerous mechanical problems involved. On the 11 Lap with Follmer at his by now familiar heels, Hulme hunched his Magneto (at turn 5 apparently) and coasted into the pits. Follmer burst into the lead with Cevert, Minter, Gregg and Hobbs at his exhaust. On the 15 lap, Revson, last years champion, trying to catch Follmer, suffered fuel injection and clutch problems which put him alongside his bewildered team mate in the pits watching the Porsches roar by. On the 38 lap with the standings Follmer, Cevert, Minter and Gregg, Minter lost his transmission and Gregg sped into 3 Place. At the end of 50 laps it was Follmer, Cevert and Gregg and approximately 1000 delirious (and some drunk) Porsche Puschers. The 300 cubic inches of turbocharged Porsche were mightier and longer lasting than the 500 cubic inches, of Chevrolet power. Stating all he wanted to do was finish, Cevert, finishing nearly 5 miles behind Follmer, narrowly beat Peter Gregg for second place.

There was, according to Follmer, just one off-key note to the afternoon. Follmer stated "he would like to have passed Denny- there was no question I was going to catch him- everyone could see that".

George also was quoted after the race. "The car worked like a clock all day. I was really quite surprised to see the rapidness with which I picked up Danny. I thought he'd be a little faster. I guess it's a question of the car getting better every race - and I'm getting better in it."

This author would be the last to jump to conclusions, but as my grandpappy said to me, "You ain't bragging if you can do what you say."

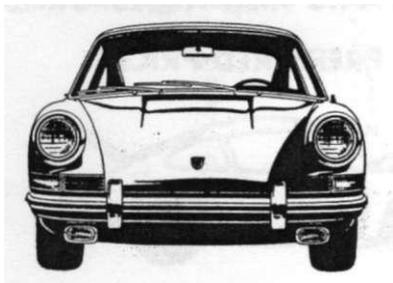
The victory was Follmer's second straight in the Series and his third in the four races he has driven for Penske.

For the rest of the season, Team McLaren and others can only hope the Porsches suffer a breakdown - 'cause that's the only way Porsche will fail to win the Can-Am'. The point standings are as follows:

- 1) Follmer - 68;
- 2) Hulme - 50;
- 3) Minter - 44;
- 4) Gregg - 28
- 5) Revson - 27.

Next race - Donnybrook - September 16 - "Let George Do It," !!!

Fred Funke



Coming Events

September 17	PCA Autocross
September 24	Corvette Autocross
September 30 and	
October 1	Chimney Rock Hillclimb
October 1	Autocross School-Council
October 7 & 8	Beach Party PCA, No. Myrtle Beach
	RSVP by Oct. 1
October 3	SCCA Autocross
October 14 & 15	Florida Parade 72
October 15	PCA Autocross
October 11	Corvette Autocross
October 23 & 29	SOLO II 72

Classified

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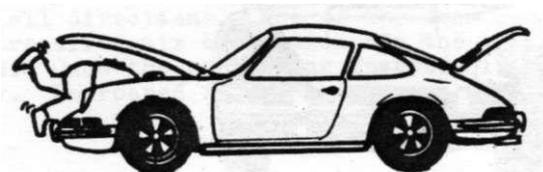
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PALMETTO REGION, PORSCHE CLUB OF AMERICA
Minutes, Board of Directors Meeting, July 25, 1972

The meeting was called to order at 9 p.m. by President Furnans. Also present were F. Funke and A. Allison and M. Huggins. SOLO II will be the 28th and 29th of October. Entries will be limited to 50 cars. PCA flag will be bought. Peter Gregg sent a check to cover trophies for SOLO II last year. Greater Charleston Sports Car Council discussed. Helen Furnans appointed by Fred Funke to do the newsletter. She accepted. Mary Huggins appointed by Bob Furnans to be the Parliamentarian. She accepted. Roberts Rules of Order to be purchased.

It was resolved that Art Allison is to be commended for his hard work as Vice President, Activities. Many thanks, Art, and good luck in your new location.

A new membership list is to be compiled and published in the newsletter. New members should be given welcome letter with bylaws. The club's electronic timer cannot be lent to anyone. We will get board to post results at autocrosses. (Mustang Club has good one.) Stopwatch time is valid if timer is nonfunctioning. Autocrosses will be run by classes in future. Hank MacQueen is to get board for results. We need to get some walkie-talkies.

Art Allison resigned at the close of the meeting because of his move out of town. The president accepted with regret. Harry Harter was appointed to fill out the end of Art's term. An open membership meeting is to be held at the Western Sizzler soon.

Respectfully submitted,

Michael Huggins, Secretary



FINANCIAL STATEMENT

25 JUNE - 25 AUGUST

2125.35 Balance

Expenses:

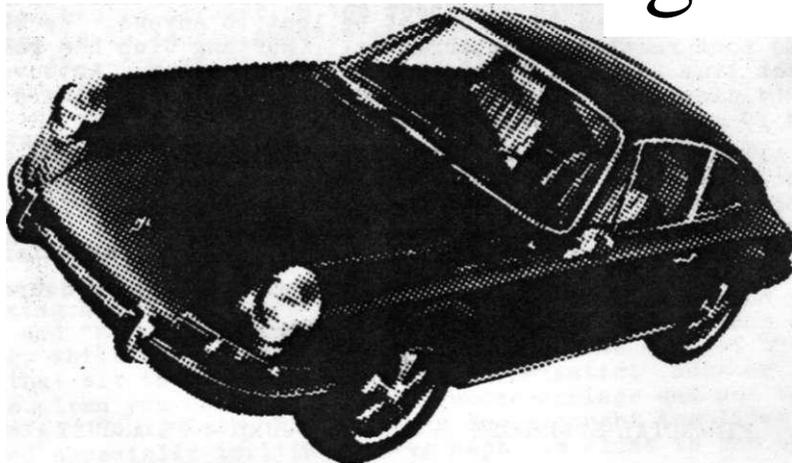
Printing	\$53.04	Newsletter Covers
	44.93	July Newsletter
Postage	5.44	
Typist	12.25	
Trophies	25.27	7/18 Autocross
	131.75	7/30 & 8/17 Autocross
	\$272.68	

Income

SOLO II 71	\$150.39	
Refund from PCA	57.40	
Entries 168.00 7/30		
104.00		8/17
Void Check	112.24	
	\$492.03	

\$344.70 Balance 25 August

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