

January 1974



VICE SC 294



229 Norris Avenue  
Charleston, S. C. 29407

FIRST CLASS POSTAGE



## FREDDIE 'S FOLLY

With this first in a series of articles as the president of the Palmetto Region of P.C.A., I would like to take this opportunity to wholeheartedly thank my supporters of our outstanding organization in supporting my efforts to head our group. I have every realization that the job ahead will be the most challenging and rewarding undertaking that I have assumed since becoming a Palmetto member of the P.C.A. in September, 1970. My enthusiasm for the marque and it's members is matched only by my unsatiated demand for "good times, good friends, etc." a demand which has, at times alienated my wife and family in pursuit of this haven of Porsche nuts. In all seriousness, I do feel our organization is in dire need of the proverbial "shot in the arm" regarding enthusiasm and club participation in our events. This really is your club. I am only a device by which desire and organization are integrated into a well disciplined and smooth running syntaxis of Porsche enthusiasts. To speak of the point, I strongly feel that the club has surrounded me with perhaps the most capable colleagues as Palmetto Region officers that are available within our region or for thf matter any other region. A most sincere request that I may make of our membership is thsb support be given to your officers when requested in an attempt to make this one of the for most regions of P.C.A. Finally I would like to relate a bit of philosophy regarding P.C.A. Essentially this organization was established as a group of individuals who shared a common interest and subsequent friendship which developed therein. This friendship characteristically transcended barriers of professional and s'ocial situations and molded a group of individuals into a unique assemblage sharing a common interest - be it a 356, 912, 911, 91k - 904, 917, etc. I would like to suggest to our membership that this is really the reason our club exists - it is as active and viable as it's individual members see fit. This member, for one, would ask that each of you rekindle that unique enthusiasm for our marque and organization in making Palmetto Region the premier of P.C.A.

Seriousness aside, I'd like to discuss that aspect of Porsches which turns me on most - racing. As I'm sure we're all aware, the energy crunch will curtail, cancel, eliminate or rape sports car racing as we have come to know it. A case in point is the cancellation of the 2k hour race of the manufacturers championship at Daytona in February. The etiology of this move must be multifocal - the point remains that the race will not be held and Porsche Pushers from our region will not be there to see their marque demonstrate it's prowess and endurance at the devastation that the Daytona 24 hours has come to be known. If anyone was at last years 2k hour race the adjectives suddenly become' very real. Regardless of the crisis - sports car racing will be in this country and we will be there. It may take some sacrifice. Instead of taking your favorite Porsche to the race, we may be required to prostitute ourselves and travel in commune in a lesser vehicle (a camper?) to the races. But we will be there nevertheless with the same enthusiasm that has made our marque and organization "weitmeister".

## TENTATIVE SCHEDULE OP EVENTS - 1974

Beraie Sher, our new V.P. of Activities, has outlined the following tentative schedule of events for the coming year. As you will notice, he has included a number of things which have been relatively uncommon in Palmetto Region. Rallies and Concours competitions have been added in the hope of. furthering interest and a feeling of competence in these events and thereby encourage more participation in events sponsored by our neighboring regions, e.g. Rennfest, It is events such as these and our own Solo II that allow us to further expand our circle of Porsche-pushing friends.

February: Autocross school and closed Autocross

Marchi Fruhlingfest - This is hopefully going to become an annual event of the magnitude of Rennfest and Solo II. Includes: concours, Rally, Dinner.

April: Autocross

May: Rally

June: Autocross

July: Concours, Rally

August: Rally (We've been promised that this will be a difficult event, so plan to get in at least one practice event beforehand.)

September: Rennfest

October: Solo II

## JANUARY MEETING

The January meeting will be held on Friday, the 25th. at the Sheraton Motor Inn at Rivers and Aviation in Charleston with dinner at 7:30 pm and the meeting at 8:30, Please plan to attend as this will be an excellent opportunity to meet fellow Porsche Pushers and discuss everybody's (well almost everybody) favorite topic - PORSCHE!!!!

## A LITTLE ABOUT OIL

Every driver knows how well a new car performs on the first day it is driven. But a new car's performance diminishes after a year or more of normal driving as gas mileage decreases, oil consumption increases and soon the engine starts making noise. Although car use, driving habits and the weather have a lot to do with performance breakdown, poor lubrication can ruin an automobile engine for good.

Poor lubrication can occur in two ways: (1) By using poor quality motor oils and lubricants or (2) Operating your auto beyond the recommended service intervals.

In order to receive the most from your engine proper lubrication with high quality lubricants is a must.

Car owners have a tendency to forget sometimes that an engine is made from pieces of metal welded, bolted, clamped, snapped and fitted together. Each part has a specific job to do. When all these parts do each of their jobs at the proper time we get transportation.

At the head of all this is a prime lubricant- MOTOR OIL. In the engine oil has many different jobs that must be done. It:

1. LUBRICATES- Allows parts to move next to each other freely.
2. SEALS- Maintains proper compression pressure for fuel ignition and combustion
3. CUSHIONS- Absorbs combustion shocks at and between crankshaft and piston rod bearings
4. COOLS- Conducts heat away from moving bearings
5. PROTECTS- Prevents rust and corrosion
6. SAVES- Reduces wear of moving parts to a minimum
7. GUARDS- Holds soot and dirt particles in suspension
8. CLEANS- Carries off dirt and contaminants
9. CONTROLS- Checks varnish and sludge build up
10. RESISTS- Wards off oxidation
11. SOOTHES- Lessens foaming and acid affects
12. REGULATES- Manages its own flow properties

Motor oil is the blood of your automobile engine. Flow rates, viscosities, were first used to classify a motor oil in four general categories. They were: light, medium, heavy, and extra heavy. The Society of Automotive Engineers (S.A.E.) developed the present system.

In tests a temperature of 210 degrees F. was used to represent the operating temperature of a running engine. The lower numbers represented thin oils and higher numbers were thicker oils. To qualify for a specific rating the tested oil must flow at a specific rate and in certain limits at 210 degrees F.

Because oil becomes thicker when it gets cold and because temperatures drop below freezing and colder, a winter (w) system was established for both wintertime and severe service lubrication. Any S.A.E. grade suffixed with a "W" has had its viscosity determined at 0 degrees F. instead of 210 degrees F.

A characteristic of oil is its viscosities at different temperatures called viscosity index. An oil that has a high viscosity index will not be affected by changes in temperatures.

A multigrade oil is a low viscosity oil with a viscosity improver in it that helps the oil resist changes in temperature. The viscosity improver counteracts the tenancy of the motor oil to become thin. This means that a 20W/50. oil pours the same as a 20W oil at 0 degrees and a 50 weight oil at 210 degrees.

More on oil next month with technical specs on different weights of CASTROL Motor Oil.

Bob Baynes



#### Mike's Meanderings

I'm sitting here writing my article and wondering what I'm going to do with all the spare weekends this coming year. It's nice to look forward to, out at the same time I'll miss the excitement of being involved in the planning and executing of our events. So what did I go and do? Hike and Mary are Rallymasters for the Spring Festival!

1973 was an exciting year for us and we enjoyed it. Mary worked hard and I worked. Being there for everything, getting caught up in the planning, putting on events ourselves, even giving events where we were the only participants (practically)—well, you can't win them all.

Bob Baines, Bernie and Marilyn Sher, Nick Ulmer, Don and Janet Stark, Kathy Koerbacher, Candy and Conrad Plyler, Harry and Jayne Floyd, Paige Sawyer and Susan, Frankie Stokes, 3ob and Helen Furnans, Fred and Lynne Funke, Bob and Nancy nobler, Wallace Bird, Charles and Sharon Callaway, Chris Christopher, Charlie and Judy Clark, Dave Cuttler, 3ddie Cox, David Spry, Ray Hayes, Herb and Joan Hendriks, Tim Horton, James Simons, Chris Wells, Ole Charlie and Cece Tiller, Brian Smith, Mickey O'Connell, Joe Morison, Hank and Ronalee Macqueen, Tom Mintmier, Steve and Diane Meaux, Dr. and Mrs. Tom Kays, John Kratz, Mac Kemp and Juli, Rich Larkin, Harry Harter, Bill and Virginia Fatek, Ken and Mary Cartrette, Dick Getz, Burley Smith, Joe and Jackie Valicenti, Pete and Eve Kirill, Frank Harmstad, Parker Stokes, Eileen Harter, Bill and Janice Scheid, Bob Hardy, and so on. If you were there you know who was there. We had a lot going on and the dedication of a lot of you to come out and participate was outstanding. To those of you that missed our meetings and events, I'm sorry. They were fun, they were relaxing, they were terrible, they were boring, they were there!

Thanks to so many for so much help and remember the new crew needs your help and participation and the only way we stay alive and grow is because you are there.

Love,

Mike

## HELPING OUT AT AN ACCIDENT

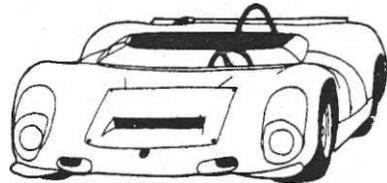
If you are the first person who comes upon an accident:

1. STOP. If you drive on a life may be lost due to your indifference or fear of being involved.
2. Turn off the cars ignition- reduces fire hazard.
3. If the occupants are conscious - allow them to get out, they are less likely to hurt themselves than you are. If unconscious- support the head and neck and extract them from the car. Extinguish any clothing fire by wrapping in a blanket
4. Move victims away from the potential fire/explosion hazard.
5. Encourage them to keep quiet, and lie down.
6. Keep them warm and elevate the feet.
7. Attend to arterial - bright red squirting, bleeding first. Direct pressure with a sterile bandage or shirt or clothing over the cut will control most hemorrhage. Then wrap other bleeders with a pressure dressing.
8. Make sure the airway is open. Don't force an airway into a conscious person as it will cause vomiting. Pull the jaw forward, reach inside and remove any foreign bodies- dentures, tobacco, or food; place airway over the tongue and into the pharynx, over at rear of tongue.
9. Immobilize and splint if possible, long bone fractures.
10. Keep patient quiet and reassure him.
11. If patient stops breathing- then render artificial respiration with or by closed chest massage as indicated
12. Give nothing by mouth to the patient
13. Obtain further aid.
14. Finally don't ignore this article, the next person involved in an accident may be you or me. Our lives may depend on someone else's rapid action.

By Burly Smith

# Cuttler Motors

1070 1/2 KING ST. 722 0860



## SERVICING - Porsche, BMW MERCEDES BENZ

## PETER PERFECT PROVES A POINT

Porsche drivers aren't the only hot-shoes around these days, as was clearly demonstrated during a November weekend in Daytona at the final Camel GT Challenge series race. With only one and one half-points between first and second place in the series, held respectively by Mike Keyser (Toad Hall Racing Porsche) and Peter Gregg (Brumos-Garrard Porsche), one knew that this race would be no picnic for anyone except the spectators.

Vying strongly for a piece of the action was a Camaro driven by Warren Agor, a young man who obviously did not take seriously Gregg's prediction that Porsche would win both the Trans-Am and the IMSA series this year. Agor and his Camaro were reportedly clocked at around 197 mph on the high banks and such a claim was entirely credible as he methodically built up a 35 second lead over the starting field of 61 cars in the first few laps of the race.

Veteran driver Wilbur Pickett, of Daytona, in a Corvette, found his "Pig" seized an engine in practice Saturday morning and sent to St. Petersburg for another. Not being able to qualify, he was forced to start at the back of the pack on Sunday, sporting a smaller engine. Never being comfortable at the rear, Pickett threaded his way through the traffic and less than halfway through the race was sitting serenely in forth place after Bruce Currin's Vette took a long, literal, break.

So, there we were - Camaro (Agor), Porsche (Gregg), Porsche (Keyser), Corvette (Pickett). Time for Agor's first pit stop (one of two that were necessary for the bigger cars, versus only one for the Porsches). Turned out his 35 second lead wasn't enough since the Camaro declined to restart, costing Agor over 50 seconds in the pits while he had to be pushed off. He moved back up as high as second, but other problems forced further stops and Pickett moved up to second place for awhile. Pickett eventually was slowed by shock and suspension problems and at the checkered flag found himself unhappily in 15th place while Agor sorted things out and claimed second overall for his team.

After 31 of the 65 laps, Gregg brought his Carrera in, relinquishing the wheel to co-driver Hurley Haywood. We clocked the pit time at 17 seconds, with Haywood and Gregg changing seats faster than the car could be refueled. Gregg's second car, an identical Carrera (number 95), driven by Guillermo Rojas of Mexico, was brought in after 45 laps and Gregg then took the wheel of that car to finish the race, pulling up to 8th place by the finish,

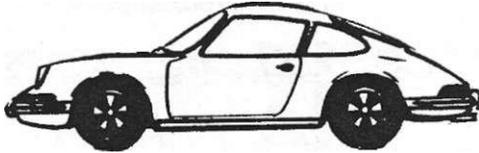
We were beginning to wonder whether Keyser was running his engine on imagination when, after nearly 55 laps he still has not pitted. Finally he stormed in, gassed up, and roared out in a smooth 18 second stop that was nearly as well choreographed as Gregg's routine. Try as he might, though, Keyser just couldn't get the best of the Gregg Porsche and Peter took home the bacon -- again.

Later, in victory circle, Gregg modestly stated that he had not thought he could beat Agor. But then when you've won two major series in one year, you can afford to be magnanimous!

QUICK PEEKS\_\_\_\_\_8 of the top 10 finishers were Porsches\_\_\_\_\_Charlie Kemp was celebrating his \_th birthday. (All we know is there were a lot of candles on the cake and Charlie was unable to rouse himself until noon Sunday.) Bolus and Snopes packed up and pouted after the Shelby died after only a few laps. Good thing they traditionally have their victory celebration the night before the race. Maybe the car was hung over, tool! After Tom Nehl's car gave up, the two groups were seen on top of the ZABBATT rig with their heads together. They really are plotting something for next season (together). Frank Harmstead was seen climbing into a Capri for the Baby Frand Race on Saturday night, as the second driver. Never having been in the car, he couldn't find the ignition, but did manage to find 12th in class which ain't bad with no practice at all. Bobby Rinzler says he'll campaign one car in the Can-Am and two in the IMSA series, with Charlie Kemp as one of his drivers. Mark Donohue was worrying about getting enough gas to drive his motorcycle. Wilbur Pickett's helmet is painted to look like a brain.... says he needs it when he drives. Didn't look like it to us, but if it's so it must have worked! Wilbur is a fantastic driver and practices neurology on the side..... Outside of Camaros, Mustangs, and Corvettes, the only other odd cars there were a BMW, a Capri, a Jaguar XKE, a Pantera, a Datsun-Z, an Opel Manta, a Mazda, and a Ferrari GTB-'K

IS THERE ANYTHING BUT A PORSCHE??????????????

Chris Christopher



#### MINUTES OF GENERAL MEMBERSHIP - PALMETTO PCA

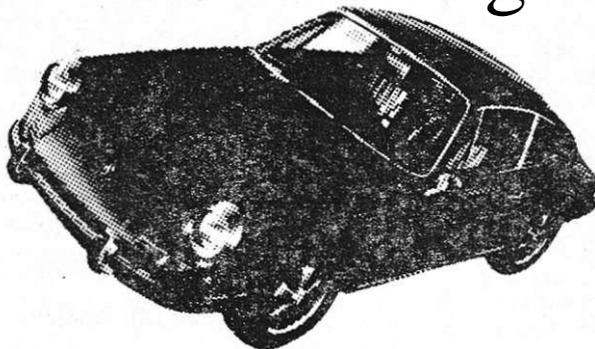
The meeting was called to order by President Mike Huggins on Saturday, December 15, 1973, at the home of Marilyn and Bernie Sher. Charley Calloway reported that there is \$140 in the treasury and requested members to pay their PCA due ASAP. Bob Baines reported that the trophies for the rally will be in in January. Mike announced the Red Baron Award winners for the past several months. They were Bob Baines, Paige Sawyer, Charlie Tiller. Mike then announced that Bernie Sher had been selected as the recipient of the outstanding Red Baron of '73 and awarded him a specially made trophy. The new officers for 74 were then introduced. They are: Fred Funke-President; Bernie Sher-VP Activities; Herb Hendricks-VP Membership; Helen Furnans- Secretary; Charlie Callow ay-Treasurer. The meeting was then adjourned.

Respectfully Submitted,

*Ronalee Mac Queen*  
RONALEE MAC QUEEN

Acting Secretary

Some things in life  
are worth waiting for.



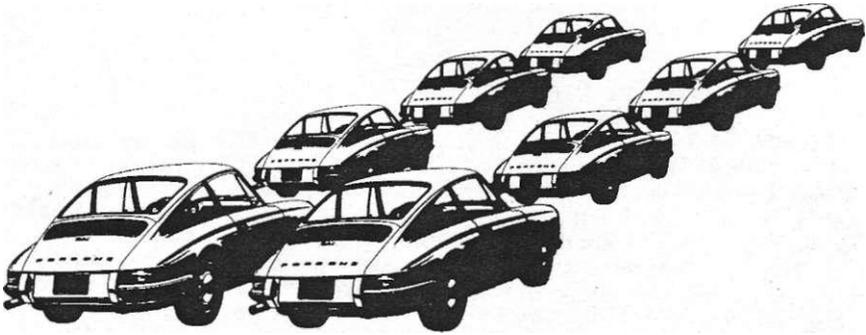
The Porsche 911.

**NIX** PORSCHE  
AUDI

3821 WEST BELTLINE BLVD.

AREA (803) 779-3371

COLUMBIA, S. C. 29204



### **NEW MEMBERS**

Robert and Patricia Coxey  
Route 2, Box 236M, Summerville, S.C. 29483

Scotty and Darlene Dudley  
143 Laurel Bay Blvd., Laurel Bay, S.C. 29902  
1970 911T Coupe

Robert Faircloth  
Apt. J7, Boone Hall Drive, Charleston, S.C. 29407

Ray and Patricia Gibson  
208 Devonwood Ct., Taylors, S.C. 29687  
1969 911T Coupe

Kirk and Kathy Ham  
2664 Andover Road, Florence, S.C. 29501

Jim Holly  
Box 3837, Charleston, S.C. 29407

David Spry  
701 W. Cornwallis St., Durham, N.C. 27701  
1973 911E Coupe

WELCOME TO THE CLUB!!!!

**Put a PCA emblem  
on your Porsche**



GENERAL MEETING MINUTES  
November 17, 1973

A new palace of gourmet delight has been discovered on the back roads of James Island. Rivaling the Sandbar as the place where Porsche people meet is now "Friendly Fred's Fantastic Roasted Oyster Bar"! A good crowd of Porsche Pushers quickly pursued the business at hand in eager anticipation of the many warm little oysters metted out by the hands of the master roaster himself.

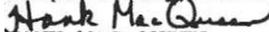
The meeting was called to order by Herb Hendricks, standing in for Mike who was suffering that evening from what in laymen's terms must be called "jaw giantis". First discussed was the photo contest and owing to less than overwhelming response it has been extended til the Christmas party. That party became the next subject. To be hosted by Bernie and Marilyn Sher at their house in Kings Grant it should be the best in a long line of great get-togethers of the **Palmetto** Region. Marilyn reported that the projected cost of the party for 40 people would be \$260. Reservations were needed by Marilyn ASAP and it was proposed that notices would be sent out to remind members of the party as well as present the slate of officers for the next year. It was moved and carried to allot Marilyn \$260 for the party. The last item of old business was Mike's report on the recent trip to the mountains - in a word, it was great with fun, camaraderie and beautiful mountain roads, just designed for our Stuttgart stable.

Under new business Bernie Sher and Bob Bains presented info on a closed rally for the club on Dec 2nd. The rally will start from Old Fort Dorchester and will be a relatively simple time and distance type. Much was learned at Rennefest and in hopes of doing better there next year and also providing an alternative to autocrossing a series of rallies will be planned, hopefully, one a quarter next year.

The nominating committee presented the following names for next year's offices: Pres: Fred Funke; VP (Activities): Bernie Sher; VP (Membership): Herb Hendricks; Sec: Helen Furnans; Tres: Charlie Calloway;. Mary Huggins moved to accept the nominations as presented and the motion passed. Notification of the slate of nominees will be made on the same note sent to members about the Christmas party. Discussion was introduced about our participation in the Sports Car Council which has lapsed over the last few months and efforts will be made to make future council meetings.

Lastly, but not least a fine tribute was made to Mike and Mary Huggins for their many long hours and unending efforts in behalf of the region this year. Fred and his friendly oysters were calling so with the business accomplished the meeting was quickly adjourned.

Respectfully submitted,

  
HANK MAC QUEEN

Secretary

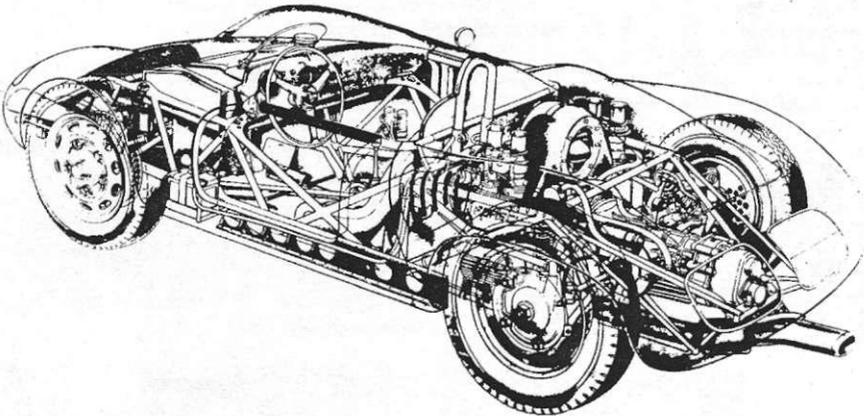
## BASIC SAFETY KIT FOR YOUR PORSCHE

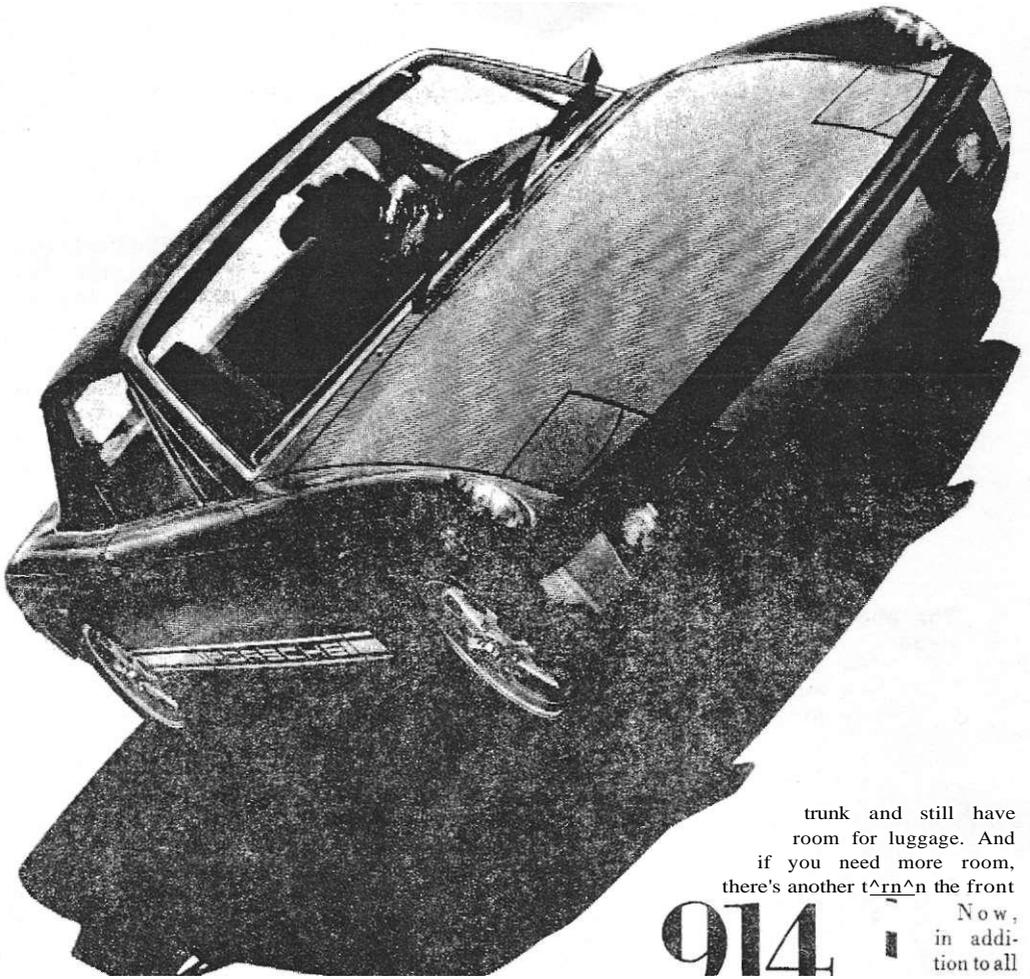
1. Flashlight with spare batteries and bulbs
2. Flares- 15 minute flares, 3 per package, 2 packages
3. Fire Extinguisher
4. Blanket and reflectors
5. First Aid Kit
  - 12 4x4 gauze bandages
  - small bottle of iodine
  - 4 rolls of 2" roll gauze bandages
  - \*Benadryl capsules- 12-in vial for allergy reaction
  - \*Mild analgesic- 12 capsules or tablets- complementary samples available
  - roll of 2" tape
  - \*\*oral airway- for an adult and for a child
  - ^Topical antibiotic ointment
  - Knife or scissors
  - \*\*\*Instruction pamphlet in CR resusatater
  - Rubber tubing to use as a tourniquet

The above first aid kit may be packed in a cigar box if bought separately or if purchased as a kit, comes in a case.

- \*- available by prescription from any MD in our club
- \*\* - available at most drug stores
- available free from a PCA MD.

By Burly Smith





trunk and still have room for luggage. And if you need more room, there's another <sup>trunk</sup> in the front

**914** Now, in addition to all

The <sup>new</sup> 914S is even quicker and more responsive than the quick, responsive 914. Because the Porsche 914S has a fuel injected 2-liter mid-engine. A bigger engine that the Porsche engineers spent a year

# The

# Super

# Porsche

and a half developing.

But there's much more to the 914S than a bigger engine.

To begin with, it has all the great features of the 914. Like rack-and-pinion steering, four-wheel disc brakes,

a five-speed gearbox and a built-in roll bar.

There's also a fiber glass roof that you can take off and store in the rear

features, the 914S has bigger forged alloy wheels, heavy duty radial tires and fog lights.

Between the seats there's a deluxe console, which includes a voltmeter and an oil pressure gauge. There's velour carpeting on the floor and a two-toned horn. And, of course, that brand new fuel injected 2-liter mid-engine.

The Porsche 914S, a brilliantly engineered and beautifully designed car. A car very different from other cars. The Super Porsche.

MURDAUGH PORSCHE - AUDI

1080 MORRISON DRIVE

CHARLESTON, SOUTH CAROLINA

723-7861

PALMETTO REGION OFFICERS

PRESIDENT - Mike Huggins  
229 Norris Avenue  
Charleston, S. C. 29407

VICE PRESIDENT ACTIVITIES - Harry Harter, 797-1796  
VICE PRESIDENT MEMBERSHIP - Don Stark, 553-6858  
SECRETARY - Hank MacQueen, 884-3551  
TREASURER - Charlie Calloway, 554-1133