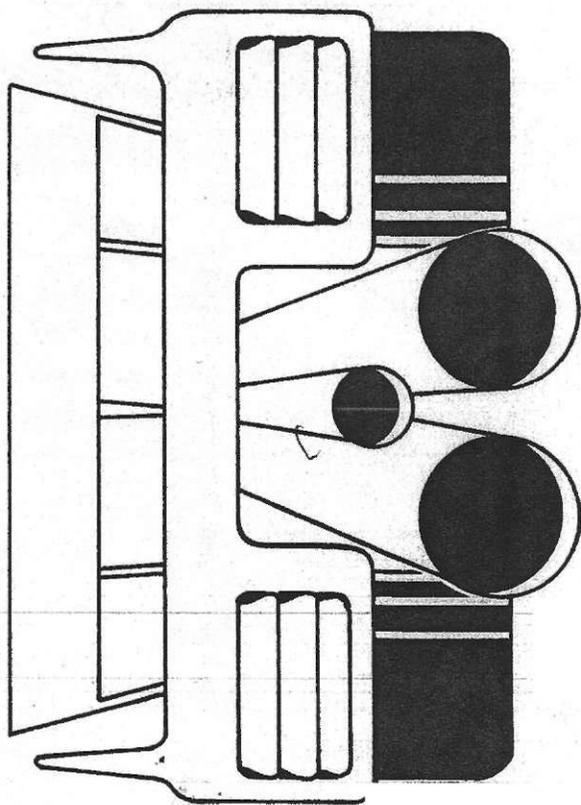


# Palmetto Pipes



**PALMETTO REGION NEWSLETTER**

**"PALMETTO PIPES"**

Volume I

Issue 3

February 1975

Burley	Smith	President
Conrad Plyler		Vice President, Activities
Bill & Jan Scheid		Vice-President, Membership
Judy Mims		Secretary
Sharon Calloway		Treasurer

**PROM THE PRESIDENT**

The Palmetto Region Porsche Club of America's first meeting was held at the home of Bernie Sher on the 24th of January, where as usual, Marilyn prepared a delightful meal for us. Attendance and enthusiasm for the coming year seemed high. There were several new faces present which we hope to see at a number of our coming meetings this year. The Palmetto Club picked up two new members that evening. Many of the anticipated plans for the year were discussed. Possibly the foremost innovation was the dividing of responsibility for the running of the club from the usual slate of officers to co-chairmen. These included a social, autocross, rally, and publicity chairman. The autocross chairman was designated as Mike Huggins, the rally chairman as Bob Baynes, the social chairman as Marilyn Sher, and the publicity chairmen as Chris Christopher and Sally O'Kelly. It was thought that this further subdivision of ideas and responsibilities would aid not only in a smoother running club but also a deeper involvement by other members rather than just the elected officials. It was further suggested that each of these chairmen would select at least two other members of the club to aid them in all projects. A schedule for the year was discussed. In this news bulletin you will find a copy of the proposed events for the year as well as tentative dates. We anticipate a good year for everyone with an interspersing of regular meetings with special events every other month. Also, I plan to coordinate our club's activities with Gold Coast, Peach State, and possibly Rocky Mountain as far as coming events so that perhaps we will have greater attendance from all the regions..

A caravan of Porsches are also to accompany the members down to Twenty-four Hours of Daytona to watch what we hope will be the annual Porsche Parade. There is a large field of Carreras entered, including many familiar faces. Approximately 15 to 25 of our members plan to be there to watch the action in person. All in all

we look forward to a very successful year, I thank you again for your votes of confidence. We will be looking for many of you at Daytona, and in the meantime keep smokey out your back glass. We look forward to a very successful, prosperous year.

Thank you again,



PROPOSED ACTIVITIES CALENDAR 1975

January	24	Dinner and meeting at the Shers'
February	16	Second annual Huggins Cyclecross
March	2	Autocross at Air Base (open) Chairman: B. Sher
	21	Meeting at the Mims' to discuss Frulingfest
	22	Sebring (IMSA)
April	13	Frulingfest
	19	Road Atlanta (IMSA)
May		rally by the Mims' **
	11	Meeting (autocross or tech talk)
	24-26	Gold Coast Region Sonnenfest
June		Autocross (open)
July	4	Economy run to Allendale (Whit Tharin's)
	19	Dinner and night rally
August	30-31	Rebel Rennfest
September	26	Meeting
October	17-19	Solo II
November	6	Dinner meeting and officer nominations Charity rally (open)
December	19	- Christmas party and installation of new officers

NOTE: Ed Smith and guests from PCA National are being asked to arrange a presentation at meetings which are now open.

## COMPETITOR OP THE YEAR

The competitor of the year award will be based on competition and events as \*\* in the calendar for 1975. In order to be eligible a competitor must work during at least one event in which he will not compete. The competitor of the year will be the member scoring the most points.

PALMETTO REGION MEETING, January 24, 1975.

The first open meeting of the year was held at the home of the Shers in Summerville. After enjoying a bit of Italy made possible by Marilyn, with lasagna, beans, and salad, the meeting was called to order by the club's new president, Burley Smith. He told the club of his plans for the year and will have a calendar prepared with help from the activities chairman, Conrad Plyler. Conrad reported on his tentative plans for the year and gave a schedule of the years activities. This will be sent to all members so they can make plans ahead to attend. Burley suggested that chairmen for rallies, autocrosses, social functions, awards, and publicity be selected to help Conrad and also to help attendance. The following members were selected by those attending:

Rallies - Bob Baynes	Social - Marilyn Sher
Autocrosses - Mike Huggins	Awards - Charlie Clark
Publicity - Chris Christooher	
Sally O'Kelly	

Burley also mentioned that a membership drive be held which included prizes or points toward the competitor of the year award to encourage new membership. Mike Huggins was selected to make up a point system for the award and also for the Red Baron Award. It was decided that \$2.50 would be the expected cost for meetings with food. Burley said the two major events for the year would be Solo II and Frulingfest and made Conrad and Bernie chairmen respectively.

There were 25 persons present, including new members Gary Lamberson and John Clark. Gary was asked to be the club counselor for the year and he accepted. After everyone introduced themselves the meeting was adjourned for coffee and a welcome home cake for Nick Ulmer.

Judy Mims

Secretary



How many times have you heard someone complain about the poor quality of service they're receiving, particularly from dealer service departments, and at the same time, are being ripped off with outlandish bills, I know I've sung that song and I'm certain you have too. Of course, there are a number of alternatives you have when this occurs,

1. You can bring your car back to the service department, and back, and back, ad infinitum, until the job is done correctly,

2. You can complain and work up a good ulcer--better known as "Much ado about nothing."

3. You can write your Better Business Bureau, Porsche & Audi of America, your congressman, your mother, etc,

4. You can do nothing but grin, pay and bear it--the usual response.

5. You can find and put your faith in a good independent wrench,

6. You can do it yourself--bet you knew I was getting to that

Five and six above are what I am concerning this article about (and subsequent articles) in hopes that I will save you time, frustration, stamps, and a bit of cash and possibly medical bills or a lawsuit (medical bill would result from the ulcer or the service manager being bigger than you are, the lawsuit resulting from you being bigger than the service manager--I keep telling you, you can't win!).

Before I go any further let me clarify one point, thereby saving myself the possibility of a lawsuit! This is not intended to be an indictment of dealer service departments (well, maybe one or two). There are many Porsche dealers who take great pride in their service and indeed have made their reputation by them. Then there are others-----all you need do is fill in the blanks. In any event you will still be paying the price.

For those of you who have cars under warranty you may think that you will void that warranty by having someone other than the dealer service that car during the warranty period. Nothing can be further from the truth. So long as you maintain your records of service performed and have the service record properly annotated your warranty is still valid.

Next time you have your car serviced at a dealer, scrutinize that bill you receive and gag over; see exactly where all that bread is going. Chances are that labor is running from \$14. per hour and up and you're paying an additional premium for parts and lubricants. The fact is that the dealer has to charge more. His overhead is greater; he has mechanics to pay, service advisors to pay, and service managers to pay. His rates are based on a factory flat rate manual, not on how long the job actually takes. In most cases a competent mechanic can complete a job much quicker than the flat rate manual allots and is encouraged to do so (one

reason why the job ends up coming back), however, you still pay the flat rate price.

The independent, on the other hand, doesn't have all that high priced overhead and can generally afford to charge less for labor. He usually has to be more conscientious since his reputation is more fragile than the dealers' and he will consequently try harder, charging what the job is worth.

Granted, there are advantages and disadvantages to both, but in the final analysis, a good independent is worth his weight in gold. Yours! In many cases he has been dealer/factory trained and has gone out on his own due to the pride he takes in his work.

What about alternative #6, doing it yourself? Some would say that their time is worth more--which in most cases is probably true. Others may say they don't have the expertise, the Porsche is too complicated, they don't have the tools, etc. All these "arguments are valid and apply to everyone under certain circumstances. Hell, even a mechanic who works at it for a living may have his own car serviced somewhere else if his own shop is backed up with "must" type jobs. The point is that for those with a genuine interest in the Porsche, who find themselves with occasional free time, the knowledge gained by performing some routine maintenance can broaden your knowledge, get you to appreciate your car more, and save you a couple of bucks to boot. Besides, you'll be able to throw around big words like engine, spark plugs, etc., and appear very smug about it!

That's about it in the way of an introduction. In part two I intend to get a bit more technical so in the meantime pull out your owner's manual and find out where the engine and spark plugs are located.

ta taj



#### '74 ELECTIONS AND AWARDS

1974 went out with a couple of good parties for Palmetto PCA'ers. First was a great Christmas party at the Funkes' and then the New Year's eve bash at Burley's Beach Bungalow. Having attended both parties but only being able to remember one, I will refrain my comments to the Christmas Party. The party was the usual PCA shindig with more food and booze than could be consumed by a group double our size. This party was different in one respect however, in that it did have its serious side with the installation of new officers for 1975, the presentation of the Red Baron Award, and the presentation of the 1st annual Bob and Helen Furnans Competitor of the Year Award,

The new officers for the year, as has been duly noted on the first page of the newsletter are: President Burley Smith, Vice

President of Activities Conrad Plyler, Vice President of Membership Jan and Bill Scheid, Secretary Judy Mims, and Treasurer Sharon Calloway.

The second annual Red Baron Award was given to Mike Huggins for the most dedication and service to the club. Mike, who makes the award himself, must have had some inkling he might receive it since it was nicer than the award he made last year. Seriously, Mike is deserving for his many efforts during 1974. There were some other standouts in the "esprit de corps" department with Bob and Sue Mason also receiving recognition for their dedication to the club as family of the year.

A word on the Bob and Helen Furnans Competitor of the Year Award for those who have not been as active in club activities as we would like to see. The award, presented this past year for the first time, has been named after Bob and Helen Furnans who were instrumental in forming the Palmetto Region of PGA and worked diligently to insure its continued success. Bob and Helen have recently moved to Jacksonville, Florida where Bob is selling Porsches long distance. We wish them much success.

Chris Christopher was the #1 competitor of the year and the first to have her name inscribed on the new plaque. It was a blow to male chauvinism having the weaker sex strongest in the standings. But if you know Chris you'll have to admit she does have a couple of things going for her. Also to run against my chauvinistic grain was Sue Mason's second place finish, in a competition that went right to the wire.

Congratulations All!

PorScheid

#### FACT & FANTASY—WORDS OF WISDOM FROM A RECENT MEETING

Wise old men (and young ladies) from Palmetto PCA held forth recently with some pearls—some fact, some fantasy, some just plain useless. Here's the gossip!

On your neighborhood fuzz--a tip from our newest legal eagle: If you've been caught in the sauce and you know you're loaded, don't take the breathalyzer test. You'll only get 3 months drivers license suspension for refusing, whereas if you take the test and fail it you loose your license for 6 months. "Carlos" wants to paint his Porsche with clear paint so he'll be invisible. Discussing yellow lights and the passing through thereof—the cops can't catch you if you slide through. Maybe a non-reflective paint would help, but who wants a flat back Porsche??!! Given a choice from the County Mountie between a breath analysis and a urine analysis, the urine test is less definite and provides more relief. Burley says the rascals will follow you slap into your garage to give you a "coupon",

Dudley Do-Right, local Sullivan's Isle police, nailed a victim of Barley's party for "driving wall-to-wall" even when he explained he was too drunk to walk.

As committee persons were suggested and introduced, one female was designated as an avid "Porsche Pusher" and Sally "Toadstool" O'Kelly was included as one who was also a pusher—in fact, she got arrested for it last week. Even though Sharon Calloway's date was a black 911j. named Charles, things are looking up.... .  
Keep on Pushin'.

01' Blue



YOUR ARTICLE

COULD HAVE BEEN HERE!!

Borrowed from  
A Picture History of the Automobile



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

# 914 S

Now, in addition to all of these 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.

The new 914S

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

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

# Super Porsche

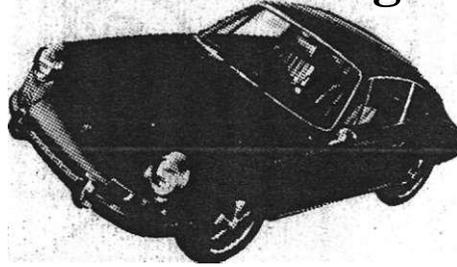
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