

# Palmetto Pipes

PALMETTO REGION

PORSCHE CLUB OF AMERICA

AUGUST 1989

## RED BARON STRIKES AGAIN!

The competition will soon be underway for the fiercely coveted Red Baron Award given annually by the Palmetto Region PCA. The award, presented at the Christmas banquet, goes to the Palmetto Region PCA member with the highest point standing for Red Baron events. Currently, the club has secured the use of the Cummins Diesel parking lots to stage these challenging autocross courses.

Classes will be offered for all Porsches according to the table below, and participants will be competing on a timed course, marked by pylons. An autocross class will be offered for competitors driving non-Porsches.

Each participant will have at least three timed runs and points will be awarded based upon each participant's fastest time. A driving school for novice drivers, or

experienced drivers wishing to hone their driving skills, will be conducted prior to the actual timed runs at the upcoming August 20th event. The use of a helmet is mandatory during each run and participants should check the air pressure in their tires before the autocross. Trophies will be awarded for first place finishers in each class and for FTD (Fastest Time for the Day) at each autocross event.

Points for the Red Baron competition will be awarded to each entrant on the basis of their finish in their class. Palmetto Region PCA will also be awarding a Competitor of the Year trophy. For more details on these and other upcoming events, you may contact the club's Activities Chairman, Mr. Tom Dougherty, or watch future issues of the Palmetto Pipes.

### AUTOCROSS CLASSES

#### I. STOCK

- Class A: 356 all; 924
- Class B: 914 1.7 and 1.8; 912; 912E
- Class C: 944, 944S; 924S; 944 Turbo; 928
- Class D: 911 65-68; 911L, 911R 69;  
911T 72-73;  
914 2.0 (4 & 6 cylinder)
- Class E: 911S 67-77; 911R 70-77; 911 74;
- Class F: 911SC and Carrera 78 and up;  
930 all; 911 Turbo

#### II. MODIFIED

- Class Mu: 2000 cc or less
- Class Mo: over 2000 cc

#### III. X CLASS - Other than Porsche

# KELLY'S



by Sam Kelly



# OR N E R

It's that time of year again, time to get serious about AUTO CROSSING, time to hone our skills at getting around those little rubber pylons. For those interested there is the COMPETITOR OF THE YEAR trophy and the RED BARON award to be presented to deserving individuals at the end of the year. As a one time winner, I can't convey the high that I had after receiving one of these trophies a couple of years ago! Point standings for all members competing for these awards will be published in future copies of the newsletter.

## EDITORIAL

Here it is, hot off the press, the recently revived Palmetto Pipes! Welcome, readers! We've worked hard to get you this first issue. Now it's your turn. Let us hear from you.

Heard any good Porsche jokes lately?.. send them to us. A funny thing happened on the way to work yesterday?.. tell us about it. Can't figure out how to keep your automatic antennae clean?.. just ask us for technical advice. Are you, too, a Porsche-widow?.. let us tell the world your story. Looking for the latest results in the Red Baron Autocross points standings?.. you'll find them only in the Pipes. Is your Porsche lovesick/homesick?.. just write to Portia Dearie for advice.

Readers' submissions for articles, technical and/or anecdotal, artwork, puzzles, on-the spot news coverage, all are invited and welcomed! Our purpose is to inform and entertain you and to provide you with a forum for your questions and comments. So please, let us hear from you!

ENJOY!

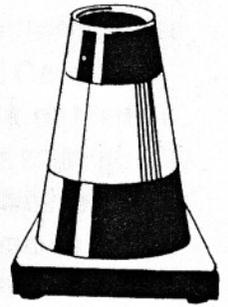
The Editors

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# KALENDAR

| DATE    | EVENT                                     |
|---------|---|
| AUG 20  | AUTOCROSS--CUMMINS DIESEL ENGINE PLANT    |
| SEPT 6  | MEMBERSHIP MEETING--OH BRIANS             |
| SEPT 10 | AUTOCROSS--CUMMINS DIESEL ENGINE PLANT    |
| SEPT 30 | TOUR OF CHARLESTON P. C. N. A. FACILITIES |
| OCT 1   | AUTOCROSS--CUMMINS DIESEL ENGINE PLANT    |
| OCT 4   | MEMBERSHIP MEETING--OH BRIANS             |
| OCT 25  | AUTOCROSS--CUMMINS DIESEL ENGINE PLANT    |
| NOV 1   | MEMBERSHIP MEETING--OH BRIANS             |



## PHANTOM AUTOCROSSERS

We were there, where were you? Sam Kelly, Fred Cooper and myself were at the parking lot of the old Cummins Engine plant on Leeds Avenue for our first autocross of 1989. What an autocross we could have had! There are three parking lots connected by a long straight away that must be at least 1/4 mile. In addition to the autocross, we were going to hold a drivers' school for those of you who have never autocrossed before. What a perfect chance for you Porsche car owners to learn the basics of car handling for performance cars, basics that can be used in every day driving. If you own a car that could be worth 30K+, it might be a good idea to learn what threshold braking is or how to handle a decreasing radius or an offset!

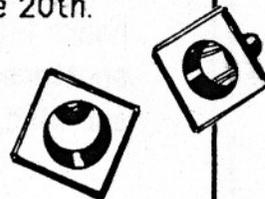
This is the 20th anniversary of the Palmetto Region and we will be having a special event weekend on September 30 and October 1. As of now, we plan to have a tour of the PCNA facility out at the airport,

followed by a hospitality room and then dinner at one of the local nightclubs and an autocross on Sunday. More details about this fun weekend later in the next issue.

So that everyone can come prepared for this great weekend, we will hold another drivers' school and autocross on Sunday, August 20th, at the old Cummins Engine plant at 2301 Leeds Avenue. Drivers' school will start at 10:00 a.m. and autocross at 1:00 p.m. The cost for the drivers' school and autocross together will be \$8 or \$5 each if you don't do both. This is the time for some of you big bucks Porsche drivers to learn how to drive those great cars and save some money if you do both.

If you would like more information, call me at 886- 5627 days or 886-5629 evenings. Look forward to seeing you on the 20th.

Your Autocross Chairman  
Tom Dougherty



## SPRECHEN SIE PORSCHE?

I first discovered my husband Fred was afflicted with Porsche fever in the summer of '75, one month after our wedding. By then, it was too late to trade him in. The only cure was a very used black and white 914 and I had the impossible task of convincing my very practical father that the function of a car was not just to get from Point A to Point B, but to do so with the maximum enjoyment, regardless of cost, and that (how-do-you-pronounce-that-again?) Porsche was indeed a two-syllable word. On the other hand, I never attempted to explain to my mother why I suddenly became jealous of a car. When Fred began arriving home five minutes, then ten, then thirty minutes late from work in the evenings, I never had to wonder about the "other woman." The "other woman" came home and sat patiently in the drive-way all night, wearing the little black Colgan bra Fred had bought her.

"I'm just trying to find a better route to work," he would explain innocently, unaware I had seen the look on his face when he stroked her fenders each evening or the gleam in his eye when he surreptitiously checked out her little mid-engine each morning.

Toward the end of the summer, the day came when he was several hours late getting home. The Porsche sputtered lamely into the driveway and died, the door actually slammed,

and Fred walked in, grease-stained and dirty. I have never before or never since looked upon car trouble with such elation, for this I knew heralded the beginning of the end of the affair. Fred drove the Plymouth Duster to work the rest of that week and spent the weekend in agonizing contortions over and under that once-beloved little mid-engine.

Just as familiarity breeds contempt in many relationships, so it went with the Porsche. A flat tire in five o'clock rush hour traffic led to the dis-heartening discovery that the windshield washers operate from and deplete the air pressure in the spare tire. The first sub-freezing day of winter was the day the heat exchangers, indispensable in heating the passenger compartment, burnt out -- the first time. We replaced them at a painful cost of \$200, and still ended up wearing extra coats and blankets in the car before spring finally arrived.

Ah, spring! the time for moonlit drives with the top off, and transmission trouble. Ours occurred about 1:00 a.m. Saturday morning, in three lanes of drunken traffic. The light turned green, Fred put it in first, nothing happened. He tried second, nothing happened again. Honking horns and a plethora of impractical suggestions came at us from all sides. Even in the cool breeze, tiny beads of sweat appeared on Fred's brow as he clutched again

and eased her into third. The engine roared, but the little Porsche stood still. By now, I could hear him muttering part of the Porsche Owner's Prayer, "Oh God, please let there be fourth", as he clutched and shifted again.

Eventually, with Fred pushing and me steering, we navigated the intersection and parked the Porsche in the lot of a near-by fast food restaurant. The manager good-naturedly agreed to let us leave the car there overnight and to call a taxi for us only if we each bought an "Ollie-burger". Our misery was only compounded by the false assumption that "Ollie-burgers" were edible.

Saturday afternoon we drove the Duster down to the Porsche garage to get the news. The mechanic greeted us with a greasy smile and a tiny, twisted piece of metal in his hand.

"It's only a broken cotter pin," he assured us, holding out a metal fragment for our inspection. "Funny how that little piece of metal can cause so much trouble!" he laughed.

We were not amused.

Fred grimaced and asked, "How much?"

"The part only costs nineteen cents," the mechanic replied, "but we

have to special order it from International Harvester, and they're out on strike right now."

Fred grimaced wider and asked, "How long?"

"It'll only be a couple of weeks," came the re-assurance. "Boy, the labor costs on replacing one of these little buggers is phenomenal!"

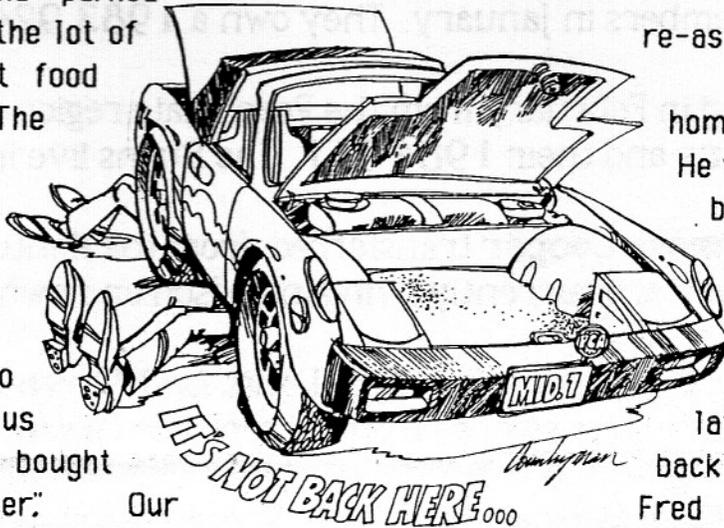
We were not re-assured.

I drove Fred home in the Duster. He went straight to bed and didn't get up until Monday morning.

Two weeks later the 914 was back on the road, and Fred was himself once again.

They say that breaking up is hard to do, but I was beginning to think this affair would never end, until one hot sweltering Saturday I took the Porsche for my bi-weekly trip to the grocery. With sixty dollars worth of perishables under the hood, she made the fatal mistake of snapping her hood release cable. I noticed a look of immense satisfaction on Fred's face, when after only five minutes of patient fumbling with the latch, he got the crowbar out of the trunk of the Duster and started toward the hood of the 914.

by T. B. Cooper





**INTRODUCING**

## OUR NEW MEMBERS

**Gordon and Karen Friedman** of Charleston joined our region as new members in January. They own a **1983 924 Turbo**.

Transferring in February from the Peachstate region are **J. C. and Judith Burns** and their **1984 911**. The Burns live in Greenwood.

**Fred and Teresa Cooper** transferred from the Kentucky region in February. They are currently living in Ladson and own a **1984 944**.

Owners of a **1955 Porsche 356**, **Louis and Steve Muzekari** of Sullivan's Island transferred from Riesentoter region in February.

**Rocco Quintana** owns a **1987 911**. Rocco lives in Mt. Pleasant and joined our region as a new member in March.

**Charles W. Coker, Jr.** of Hartsville joined our region as a new member in April. He is the owner of a **1964 Porsche 356**.

Isle of Palms residents **Thomas Dougherty and Marianne Truss** transferred in from the Ohio Valley region in May.  
They own a **1984 911**.

Joining the club in June was **Dr. James Lee** of Georgetown with his **1988 Porsche 911**.

**Welcome to the Palmetto Region, new members !**

## UP-MIXEN DER PORSCHE

Unscramble the four "up-mixed" words to make four words describing Porsche parts. Arrange the letters in high-lighted boxes to form the answer suggested by the "car-toon".

□ □ □ □ □

SLAFER

□ □ □ □ □

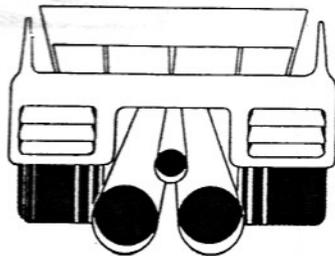
ALSEX

□ □ □ □ □

BROUT

□ □ □ □ □ □

AHDEER



IF YOU TRY TO FOLLOW A 962 YOU WILL PROBABLY GET...

□ □ □ □ □ □ □ □

(SOLUTION IN NEXT MONTH'S ISSUE)

### \*\*\*\*CLASSIFIEDS\*\*\*\*

Classified advertising will be available at no cost to members of the Palmetto Region, one ad per member per issue. Rates are available for business advertisers. Please contact the Editors.

### \*\*\*ADVICE\*\*\*

Gentle Racers:  
Gutten tag. The question has been blushinglly asked, "What do you do when your Porsche backfires?" Well, Gentle Racers, the most polite solution to this embarrassing dilema seems to be to simply say "bitte, ich fahrt", along with, of course, the appropriate hand gestures, and then proceed as though nothing had happened. Well, ta ta for now,  
Portia Dearie, Mis-manners

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