

# PALMETTO PIPES

PALMETTO REGION

PCA

JULY 1992



## PRESIDENTS CORNER

We have just completed our Autocross series. There appears to be a real interest in continuing these events. A special committee will look into an alternate autocross site as well as recruiting volunteers to help tech cars and work the course. I'd like to thank all of the people who worked so hard to make our Autocross series a success. **GOOD JOB!!!**

Up coming events include our car show in September at James Island County Park and our Rally series for this fall. I plan to attend Rennfest in Atlanta for the zone 3 presidents meeting. Hopefully Dave Lumpkin - our zone 3 representative will be able to shed some light on PCA Club racing as well as what took place at the Parade in San Diego. Our next meeting will be at Josie Joes on Shem Creek. Hope to see you there.



Al Trego  
President

## YOUR INVITED

## JULY PCA MEETING

Our July PCA meeting will be held on Tuesday July 14th at 7:00pm at Josie Joe's on Shem Creek in Mt. Pleasant. Look for us in a Cabanna.

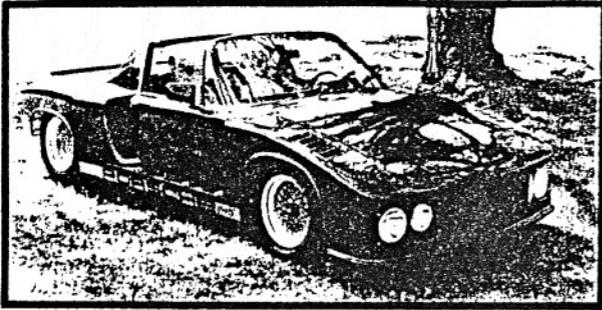
Fran and I will host a zone party in San Diego in our room on Sunday, July 19th, following the Parade Welcome Party. We picked Sunday, the night before the Concours, because we know that members show up for the Concours that are not entrants and that will not stay for the rest of the Parade. Check with the main desk near the Hotel Circle Rd. at the West Tower to find exactly where were located. If you are going to be in Sand Diego on Sunday evening please give us a call or drop us a post card. (919) 855-3132  
4602 Highberry Rd.  
Greensboro, NC 27410.

Dave Lumpkin  
Zone 3 Representative

## PALMETTO REGIONAL OFFICERS

PRESIDENT:	AL TREGO	- 571-5674
V. PRES.:	GORDON FRIEDMAN	- 763-6740
SEC./TRES.:	TUGGY MATHISEN	- 556-1627
MEMBERSHIP:	TOM DOUGHERTY	- 886-5627
EDITOR:	JEAN TRAIL	- 767-2801
ADVERTISING:	CAROL MATHISEN	- 556-1627

## INSEARCH OF AN ENGINE



1973 IMSA 914 - 2.0 EURO P&C, Webers, trick heads by Competition Engineering, counter-weighted crank, titanium wristpins, SS heater boxes & brake lines, Garrettson brake proportioning valve, F-265-50/15 - 7" wheels, R- 295-50/15 - 10" wheels, garnet metallic / tan sheepskins w/red leather trim, many other options and special touches. Interesting/ reasonable offers considered. Call and let's talk.  
David Schenck - (615) 472-7023 TN.



I have owned this red 1967 Targa 912 for the past 5 years. The car was delivered in Munich, Germany. I do not know when it came to the United States. I know the car had major engine work in Florida, Georgia and Alabama before I became the owner. The present engine was assembled about 6 years ago from a combination of a failed engine and a 1963 engine. The failed engine is of unknown vintage and type. I don't have any other car history to assist me in my engine search.

The Palmetto Pipes is looking for anyone who would be interested in taking over the Editor's position. Earl and I were in hopes that this would be our last move, but the Navy has surprised us again. Anyone interested please call me in the evenings at 767-2801.

It is currently listed in the May 1992 issue of Porsche Panorama as follows: "912 engine #836679, type 616/36 needed to match chassis. Cash or trade. Shipping paid. Running or no

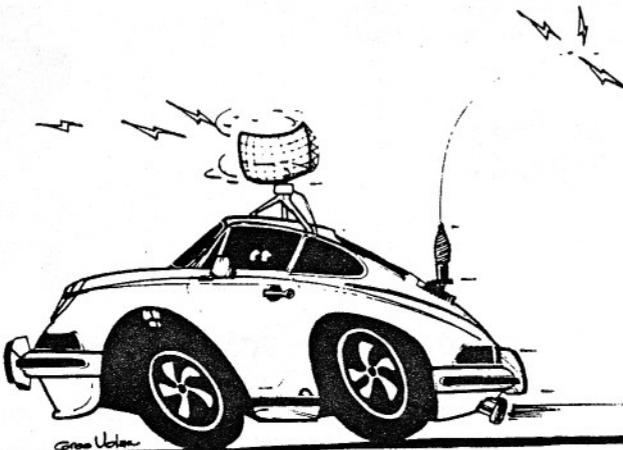


James M. Cox Sr.  
10139 North Blaney Ave.,  
Cupertino, CA 95014.  
408-252-4554."

I am also asking for you ideas about places to look in my search. Have you ever heard of anyone finding the engine?

Thank you for your help.

Mr. James Cox Sr.



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SECOND FASTEST QUALIFIER AT MIAMI FEBRUARY 1992

## It Was Summit Point

by  
Dave Lumpkin

If the sound of a Porsche engine reaching the upper limits of revs increases your pulse rate, then you ought to hear fifteen or twenty all close together and all following the same rev pattern. There was the action, the color, the sounds and smells; cars that accelerated out of a turn, passed a flagging station, and then shot up a hill disappearing from sight. It was the culmination of several years of dedicated planning, and except for an event in Denver the week before, it would have been the very first PCA Club Race - it was Summit Point.

For an activity that was so new, I was surprised at the number of cars that turned up. There were about seventy all told, and they were well spread out between cars that might best be described as mildly street prepared to cars that were obviously built for only one purpose. Well over half of the cars still carried license plates, but as we all know a heavy dose of preparation can be applied to a car and still have it street legal.

Activity started on Friday with practice, observation for license purposes, and I suspect for dividing into performance oriented run groups. I was not able to be there on Friday, so my comment is based on conversation that I had with others. Fran and I did arrive on sight Saturday morning just in time to see the first group start its warm-up laps. There were only a few warm-up laps and by my observation quite a bit was learned at the Friday practice. Organization appeared to run smoothly and the four classes were soon finished with warm-up. The warm-up laps were quickly followed by two qualification races with two classes running in each race. The qualification races were to determine starting position for the afternoon races.

The lunch break was a rather extended affair that was long enough to get the SCCA workers in and let them go through the lunch line and have a relaxed meal before going out on station again. Following lunch there was a request for help in Timing and Scoring, so Fran and I volunteered and spent the rest of the afternoon with stopwatches and lap time cards for the cars that we were assigned to follow.

There were two races of 14 laps each, or about 20 minutes, that were run with starting positions as determined in the morning qualification races. There are several observations that I was able to make because of working in Timing and Scoring. First, the cars are very evenly matched. From a very broad brush point of view, the cars in the front generally finished in front. The cars in the middle of the pack finished in the middle of the pack, and the cars at the back finished there. That is not to say that there wasn't position swapping throughout, but I was not aware of any really wholesale position change. Next, as you would expect, it was very evident that those people who had a lot of driver ed experience at Summit Point had far and away a distinct advantage. There was obvious competition out there with the lead swapping almost with each lap between two cars in the second race. Finally the 13/13 rule borrowed from vintage racing seemed to work well. One person had to pack up from an incident that was very minor and involved only that single car.

Is there interest? You bet! There were even two entrants that drove their cars to Denver the week before, drove them home, and drove them to Summit Point for this event. Seventy cars is a good turnout, especially for a second event.

(Time for the soapbox) I think that PCA made a very good administrative decision in deciding to endorse club racing. Now that I've seen it, I am sure that time will cause the doubts to melt away. PCA club racing fills a very real void that will attract a large number of drivers that do not wish to participate in either vintage or SCCA racing. If you think that club racing could be your bag and you have been waiting, wait no longer; get a copy of the rules. This could be your thing!

