

Palmetto Pipes

Jan/Feb 2002

Newsletter of the Porsche Club of America
Palmetto Region



*What it is and...
what you missed!*



President's Letter

Happy New Year! I hope that everyone had a safe and happy holiday season and 2002 will be prosperous for all. As our focus shifts to the future, it is time to plan our Porsche activities for 2002.

With this in mind, the board met on January 8 and worked out a preliminary calendar for 2002. The minutes of the board meeting and the preliminary calendar are in this newsletter. The Palmetto region has always faced a challenge of finding the right balance of activities when planning club events. Some members prefer more competitive activities, while others prefer more social activities. The survey we did last year points out this challenge. We hope that you will be able to attend the next chapter meeting on February 12 at Al Trego's house. The 2002 calendar is preliminary, and if we need to make changes now is the time. We are planning to beat the heat and take off the months of July and August, but the rest of the year is going to be busy.

We will really be busy in April, when the 356 East Coast Holiday comes to Charleston. Lots of volunteers will be needed, so please be ready to pitch in and help when asked. The details will be forthcoming.

Dolly and I hope to see all of you soon!

Happy motoring,

Mike Brown

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Mission Statement

PalmettoPipes is the Porsche Palmetto's region newsletter. We are committed to reporting latest events, club happenings and info to make your Porsche experience better. (Is that possible?)

Please submit articles, photos to:

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or email: dollmbrown@aol.com

Minutes—we've got minutes— Palmetto Region, pca

January 8, 2002 Board Meeting

Attendees: Mavis Greenwood, Dolly Brown, Ben Mieh, Cap Prescott, Al Trego, Bob Woodman, Mike Duck, Mike Brown

The current checking account balance is \$1,291.85. No bills are outstanding from 2001.

The chapter has not filed the annual report for 2001 with PCA national. Mavis and Mike Brown will coordinate the report filing.

The board authorized Mike Brown to talk with Kerry Koon and determine what actions will be required to incorporate the Palmetto Chapter as a non-profit entity. The president will report to the board before any actions are taken. Mavis made the motion, which was seconded by Al Trego, and the vote was unanimous.

Dolly Brown will be acting as interim newsletter editor. Jackie Trivison has agreed to provide the basic layout each month with editorial content. An effort will be made to distribute the newsletter electronically to members who agree.

The Chapter will need to send a letter to the parks commission by the end of January in order to obtain a spot at no cost (as a non profit organization) for the concours in October.

Mike Duck gave an update on the 356 East Coast Holiday, which is scheduled to occur in Charleston April 11-14, 2002. A planning session will be held on January 19. Palmetto Chapter members will be encouraged to volunteer to assist. In order to be a participant in the event (other than as a volunteer), one must own a 356 or be a member of the 356 registry, and register prior to the event. Approximately 500 bathtubs are expected. Technically, this is not a PCA or Palmetto Chapter event.

The majority of the meeting was spent developing the region calendar for 2002. Chapter meetings will be held on the second Tuesday of each month, with the exception of January, July, and August, in which no chapter meeting will be held. The Christmas party will be held on December 7 in lieu of the regular chapter meeting. Also, the September meeting may occur on the 11th instead of the 10th. The February 12 meeting will be at Al Trego's house. Two rallies, four autocrosses, the concours are tentatively scheduled. Bob Woodman is determining the feasibility of a drivers education at Carolinas Motorsport Park (Kershaw). A tentative calendar accompanies these minutes.

—Mike Brown
January 9, 2002

Next Chapter meeting

February 13, 2002 • 7:00 pm

Al Trego's House - 2963 Doncaster Drive Charleston, SC

Directions: From Highway 526, take Highway 61 North towards Summerville

Turn left onto B's Ferry Road - Go about 1 mile

Turn right into Hickory Hill subdivision

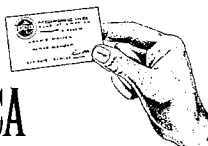
Take first left onto Hepplewhite

Turn right on Doncaster

Al's house is #2963



Welcome to the Palmetto Region of PCA



Whether you are a new member, a renewal or transferred in, we just want you to know that we are happy to have you onboard, and we hope to see you at our meetings and future events. Don't be shy—drive your Porsche and participate.

Richard Brownard

Mt Pleasant
2000 996 C4

Michael Chase

Charleston
1999 Boxster

Tim Culp

Summerville
1977 911 Targa

Andrew Moden

Mt Pleasant
1966 911

P.S. To our very newest members who names do not appear on this list—don't worry, when PCA National passes the word to us—then we will make sure your name appears here

The Origin of the Porsche Crest

by Terry Lovett, PORSCHE CLUB OF CANBERRA, AUSTRALIA

THE CREST: In 1951 Porsche was finalizing plans for its move from the war time sanctuary of Gmund back to Stuttgart. Importers and agents selling his product made it clear that customers wanted some sort of trademark or badge to identify their vehicles, which till then only carried the word "Porsche" on the bodywork. In 1952, Professor Porsche had devised the basic design of the crest. Folklore has it that he sketched it on a serviette during a luncheon. Whether true or not, it was Messrs. Lepper and Riemspies of the publicity and design studios who carefully finalized the design.

There are three components: the family name, of course, is positioned at the top, while the other two components reflect Porsche's gratitude for the rebirth of the company in the Stuttgart area. The red and black bars with the antlers are from the coat of arms of the State of Wurttemberg, and the horse is from the coat of arms of Stuttgart,

capital of Wurttemberg. The origins of Stuttgart developed from the royal patronage given in historical times to the area. A fine horse stud developed here. So (Stud Garden) Stutt Garten and Stuttgart.



The crest first appeared on a Porsche in 1953, but was limited to the interior of the car on the horn button. It was not until 1957 that the crest joined the word Porsche on the front bonnet of a 356 Coupe.

THE COLOR: Maroon or claret has appeared on the driver's handbooks, service manuals and official letterheads since 1951. The choice of color was due to necessity rather than any romantic design consideration. After the second World War, colored inks were in very short supply and colored papers were only just being reintroduced. It was in this environment that the first handbooks were produced. To maintain an attractive design within the shortages of the period, black ink and colored stock was chosen. The small printer Glauner happened to have some colored

paper in maroon. It was a case of no alternatives. No one could imagine the precedent that this would set.

Today, all official stationery, driver's wallets and even the exterior color schemes of the new factory building in Stuttgart utilize bold stripes of these colors.

THE SCRIPT: The Porsche script has undergone a number of evolutionary phases since it appeared on Porsche No. 1 at Gmund in June 1948. From the outset, the square shape of the letters was apparent. Initially, letters were placed individually in a curved pattern on the front of the cars. In 1950, a horizontal underlining bar joined all the

letters into a single unit. In 1952, the letters became more squat (extended.) This design remained unchanged for the remaining life of the 356 series. In 1963-64, the 911 came on the scene. The word Porsche reverted to a series of individual letters of a thinner and more open shape. In 1974, the metal letters were no longer used. Instead they were depicted on the reflective panel separating the tail lights of the 911. To end, I quote Tony Lapine, head of styling studio: "More than any emblem or logo, Professor Porsche himself represents the bond between tradition and progressive technology that makes Porsche such a unique company."

What's This "Club Racing?"

by Bruce Pickering, MID-OHIO REGION NEWSLETTER, DIE OFFENE STRASSE

You probably have noticed the ads and articles in Pano the last three years about "Club Racing" or have seen the neat PCA Club Racing logo, which has been popping up more and more frequently. Have you wondered what it is all about? Well, you might say it's the birthmark of a whole new PCA "subculture." The Club Racing program had a modest start in 1992 with only four races and blossomed into twelve events for 1994. This may only be the tip of the iceberg, as twenty events are currently planned for 1995, with many eager organizers and racers wanting to put many more events together. Why is

Club Racing growing so rapidly? I believe it is because it is truly an affordable form of amateur racing that is supported by the largest and finest single marque car club in the world, the Porsche Club of America, and because of Porsche, the greatest marque.

To Porsche people, "Club Racing" refers to "PCA Club Racing," which is comprised of races that are sanctioned by PCA and are exclusively for Porsche cars and PCA members. The race itself is not the metal-crunching kind of race you may think of when you visualize wheel-to-wheel racing. Neither is it like "SCCA Club Racing" where contact between cars is not uncommon. Instead, it is much like vintage racing,

(continued next page)

(continued from page 5)



where there are severe penalties for contact between cars or for damage resulting from an off-course excursion. As a matter of fact, PCA Club Racing uses the "13/13" rule, which originated with vintage racing. As explained by the chairman of the Club Racing Committee, Alan Friedman, "The basic philosophy is to drive in such a way that you don't endanger your car or anyone else's car."

In the past, autocrossing was the only low cost form of racing where you could run a basically "stock" Porsche, where classes were closely matched and where you didn't have to worry much about damaging your Porsche. With Club Racing, we now have an additional legal venue which offers you the opportunity to even more fully explore the capabilities of a Porsche. A Porsche is one of only a few cars that you can take straight from the showroom to the track and compete in a safe and enjoyable manner. Of the eighteen Club Racing classes, eight are stock classes where all you need are a few safety related components. In fact, you don't even need to make modifications which can't be removed without a significant cost, plus they won't leave "scars" on your Porsche. You can also drive to a track, compete, and drive home again in the same car you drive every day to work. Sure, there are the fifty-foot custom racing rigs which roll in and unload two cars along with a pit crew, but racing in a stock class may provide the most fun as well as the closest competition.

Club Racing is also a way that you can get your automotive "fix" in various ways without driving. You can get your highs through crewing, working the event (corner workers, timing and scoring, paddock marshaling, etc.), building or preparing the cars, or just hanging around and helping out wherever you can at these events. Many vendors of parts and services are also

getting excited about filling the needs of racers who want to build or modify cars for Club Racing.

Getting involved in Club Racing is quite easy. If you want to be a helper at an event, just call any region hosting a Club Racing event in 1995. If you want to be a competitor, you need to call the PCA National Office (703.922.9300) and ask for the free packet of information on Club Racing. In this packet you will receive a set of rules, an application for a competition license, a physical examination form, a list of race dates, information on car prep, and a list of car classes. You will then need to fill out the application, have your doctor complete your physical form and submit this information to the PCA Club Racing office along with your check. You will then be put on the Club Racing newsletter mailing list and be sent information for upcoming events.

If you do not have a current competition license from a recognized road racing sanctioning organization, you will need to do a few things to get a club racing license, depending on your level of experience in road racing. If you have completed eight or more days of racetrack driving, you will need to get your region's chief instructor to certify your experience and skills with respect to high speed driving. With these requirements fulfilled, you will be granted a PCA Club Racing novice permit and will be accepted at a four to six hour "Club Racing School." Upon completion of this school, a rookie status license will be granted which after successful completion of two events, the rookie status will be deleted. If you have a current competition license you will automatically be given a provisional license which, after two events, will be upgraded to full license status.

We are very fortunate to have PCA and all the talents and resources which it attracts. Its members are not only very talented but also are activists who make things happen! Club Racing is just another example.



Photo: Donn Rodenroth, Rodenroth Photography

The Green Group waiting patiently for their time on the track

Florida Crown Region at Roebeling Road Raceway December 1-2, 2001

by Jackie Trivison, Coastal Empire Region, PCA

Friday, November 30th.



Porsche people from all over the United States started gathering at Roebeling Road Raceway for Gordon Friedman/Autometrics' Test and Tune.

We watched as Porsches in all shapes and sizes plotted their course around the track, and sized up the competition, for the next day was the start of Florida Crown Region's 3rd Annual Club Race.

At 7pm, we all made it to the Hospitality Suite (set up by Mr. Hospitality himself, Byron Von Dwyer) and listened to the strategies of the

drivers. Overall, it was to be that Saturday would be a calm driving day, and Sunday, would be an "anything" goes, kind of a day. It was an early turn in, because everyone was expected out at the raceway between 7 and 8am.

Saturday, December 1st.

At 8am, a Driver Meeting was held. David Rodenroth introduced us to the National Steward, Axel Shield (is that not a great name), National Scrutineer #1 Harry Hall, #2 Lance Weeks and Timing/Scoring Kathy Wagner.



The volunteers were everywhere—shining in the sun in their bright yellow t-shirts

Al and I were assigned the plush job of “Scoring and Timing.” It sounds difficult, but really, its all in the computer programming. As volunteers, we received bright yellow t-shirts for Saturday, and bright lime-green t-shirts for Sunday. (FCR really wanted the volunteers to stand out.) I offered to shave seconds off of driver times for very large bribes, but had no takers. David

December 1-2 2001 / Florida Crown Region Club Race / Official Results				
Car#	Name	Car	Class	Time
Red Group				
17	William Miller	73 / 914	GT5S	1:21:282
31	Thomas Welsh	S 78 / 911	G	1:24:995
59	Peter Mansolil	S 87 / 924	I	1:26:008
27	Rick Tomlinson	P 83 / 944	H	1:27:178
Yellow Group				
47	Dennis O'Keefe	S 95 / 993	D	1:21:3
37	Karl Poeltl	S 90 / 944 S2	F	1:22:4
101	Marty Flaska	S 01/ 966 Turbo	B	1:22:8
161	Matthew Hapgood	S 89 / 944 Turbo	E	1:22:5
811	Alan Friedman	S 81 / 924 GTS	C	1:22:2
Green Group				
84	Andy McNeil	73 / 914-6	GT3R	1:11:033
8	Stewart Tetre	911 Turbo	GT1R	1:14:336
07	Bob Mahoney	01 / 996 GT3 RS	GT2R	1:14:393
24	Henderikus Wiske	98 / GT3 Cup	GTC	1:16:744
30	Wal Jarvis	70 / 911	GT2S	1:17:540
47	Dean Strjka	74 / 911	GT3S	1:17:301

Photo: Donn Rodenroth, Rodenroth Photography

Rodenroth was very happy hearing that the drivers only wanted their true times.

So off to the tower. Al was given the window, along with Frank Stanton. There they'd watch who came onto the track, and what car number they had. Then Kathy was in control of computer #1, and I on computer #2. We would watch as cars went to the checkered line, and found a few that did not have their transponders on, or transponders would go by, and we didn't have their cars in the database. (My favorite transponder was #32—a real phantom. Favorite mistake in the database—Car #65, was really Car #56, Favorite facial expression, watching Kathy Black from Utah, watch each car in a run group get weighed in. “I've heard about these scales, but I've never been to a race-way that has one. We normally bring our own scales and hand select a few cars. This is fast, this is marvelous.”

This club race had three groups running, a Red, Green and Yellow. (And no, this is not like a Driver Education, contrary to popular belief—Greens are not the rookies here!) Depending on the car you drove, and what modifications were made, determines which group you run with. In each group, are different categories, so you may hear there was more than one winner in a group—and there was! Being a volunteer also means you get fed. The Roebling Road Concession stand was open, (aka the Gourmet Concession stand among all Raceways), and lunchtime was already upon us. After lunch, the rest of the day was ours. We watched the three “fun” races. One thing I'd like to take moment



Checkered flag waving — it's over!

Photo: Donn Rodenroth, Rodenroth Photography

to write about—was the friendliness and comradery of the folks from Florida Crown when they put on an event. They make everyone seemed welcomed. It really comes across. The attitude is, if you are here, then we are all here to enjoy yourself. That night, Richard and Kaye McCloy served up a barbeque of Ribs and Chicken and for dessert, home-made brownies with vanilla ice cream. George de la Bruyere was on hand heading up tech, but later was on hand with a bottle of private-stock Merlot. (Merci, Frenchy.) The drivers were happy with a beer wagon that pulled in after all cars were off the track. After dinner, Al and I snuck away, and went to sleep—for the day was that long.

Sunday, December 2nd.

Up once again, to be at the track before 8am, and get to our assigned posts. Up to the tower to time the practice runs. The difference this morning, every driver was accounted for, and everything ran smooth (hmmm, just like a Porsche on a good day).

Mandatory Quiet Time is every Sunday at Roebing between 11am-noon. The drivers ate, and waited with nervous anticipation for lunch to be over and the races to begin.

AND THEY'RE OFF!

First the Red Group went out. Forty-five minutes of intense driving, watching cars pass every which way.

As they ran, the grid was filling up with members of the Yellow Group. I learned that most of race-prepared cars had no fans. So all engines are off while they wait, for fear they would overheat if left running. (Makes sense to me.)

Then Red was off, Yellow was on and Green was in the waiting area.

Then Yellow was off, and Green was on.

And after all that running—only three cars lost it. But all human beings were fine!

Those of us who stayed (and did not drive off after the results were posted) had a small celebration at the concession stands. Awards were given out to the winners, and door prizes (anything from a tire gauge to a full-set of racing tires) were presented.

Favorite moment: David Rodenroth announcing the name of the volunteer who did the most to help make the Club Race a success—and made a special presentation to Alan Shirley. (Who spent countless hours registering the racers.) WTG!

Editor's note: Want to see more of the Club Race? Visit: www.Rodenroth.Photorelect.com. Thank you, Donn Rodenroth for sharing your images with us.

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Autometrics Motorsports 3.8 RSR. Finished 23rd overall at 2001 Rolex 24 at Daytona. Extremely fast and reliable. Ready for PCA, POC, SCCA Pro or Grand-Am. Recently freshened and upgraded, very low hours. Pictures and Information available at: www.autometricsmotorsports.com. or call Gordon Friedman at (888)767-6269 or gordonf@awod.com

2001 Boxster S, lapis blue, sport package, power seats with memory, 18" Turbo look wheels, painted crests. Excellent condition! Must sell, baby on the way. \$50,000. William Reinecke at 843.763.0071 or email: william.reinecke@robertmondavi.com

1990 / 911 Cabriolet Blk/Blk, 47,000 miles, excellent condition, \$35,000 call James Sherman 843.363.6770 or email: ehsher-man@aol.com

MISC. FOR SALE:

FOR SALE: 30th Anniversary T-Shirts. Just 6 left. Contact Cap Prescott @ 843.881.3581 to find out what sizes are still available. Price is only a mere \$15.00 (\$12.50 plus \$2.50 postage and handling.) Order today!

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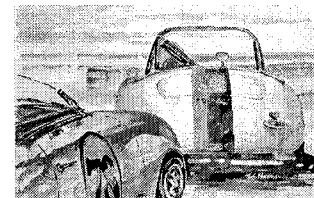
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www.geocities.com/pcapalmetto/
www.pca.org

Palmetto Region PCA - 2002 Calendar

Date	Event	Location
February 12	Chapter Meeting	Al Trego's House
February 24	Autocross	North Charleston Coliseum
March 12	Chapter Meeting	Sticky Fingers Downtown
March 24	Autocross	North Charleston Coliseum
April 9	Chapter Meeting	Dolly Brown's House
April 21	Autocross	North Charleston Coliseum
May 14	Chapter Meeting	Mike Duck's House
May 20	Rallye	Top Secret
June 11	Chapter Meeting	Autometrics
September 10 (11?)	Chapter Meeting	Special - TBA
October 8	Chapter Meeting	Bob Woodman Tires
October 13	Car Show/Concours	TBA
November 12	Chapter Meeting	TBA
November 16	Rallye	Top Secret
November 24	Autocross	North Charleston Coliseum
December 7	Christmas Party	TBA

Other Events of Interest:

Feb 2-3 **24 Hours of Daytona**, Daytona, FL

The world's greatest sports cars at Daytona International Speedway in the 40th annual Rolex 24. Ticket Office: (386) 253-7223 Office Phone Hours 9am - 9pm daily (Special for Porsches only parking, courtesy of Florida Crown Region)

Feb 16 **Tour do Jekyll** (Coastal Empire's First Rallye) Join in, Starting on Hutchinson Island, and taking the "fun" rallye route to Jekyll Island. \$20 per car (PCA member) and \$25 for non-PCAers. Info: Rallye Master: Brian Dooley (912) 355-8305 email: mr-crane@mind-spring.com. (Dinner & Overnight accommodations available)

Apr 11-14 **356 Registry East Coast Holiday**, Charleston, SC for more information: <http://www.eastcoastholiday.com/> or call Mike Duck

Apr 26-28 **The Visit 2.0 • Porsche at the National Corvette Museum**
350 Corvette Drive; Bowling Green, KY - Call: 800.53VETTE