

# Palmetto Pipes

PCA Palmetto Region  
www.pcapalmetto.org

November 2010



## Oktoberfest 2010

By: Beth Knobe

I want to start off by thanking the Myrtle Beach Porsche Group for their wonderful hospitality. It all started with a nice drive from Charleston to The Hilton Beach Resort located right on the beach, we would stay there for the night. Our room was great with an ocean view. We met a little later in the parking lot to line up for the first event, the Poker Run. It was neat to see all the Porsches lined up. We left in 3 min intervals. We were off. We had to stop at convenience stores to get our cards. It was so scenic on the ride I did not think they had such beautiful back roads up there. We made it back to the hotel; our poker hand put us in first place. It was getting late and were wondering where our friends Jackie and Ken were, well come to find out they had



gone 40 miles out of the way and realized they were wrong when they saw a sign saying Welcome to South Carolina...Jackie then made record time back to the hotel. Well their hand was better then ours so they took 1<sup>st</sup> place and we got 3<sup>rd</sup> place. All in all we had a blast!

Later that night, we met in the lobby of the hotel to be bused to our dinner location. We ate a German Restaurant called Horst Gasthaus. German Food and all the German Beer you could drink and you didn't have to worry about driving back to the hotel. Josh and the others got their money worth that night. When we got back to the hotel we headed out to the Tiki Bar. What a wonderful way to end the night.

The next morning we headed brunch at Long Beards, all of us driving together. What a beautiful sight to see all 18 Porsches together. Josh scared the heck out of us when he proceeded to test out the 928's torque in a turn and his back end got a little loose, swerving all over, but Josh and car were ok and he seemed to have enjoyed it.

All in all it was a great weekend! Made some great new friends too!

## NOVEMBER MEETING/OYSTER ROAST

Gordon King has graciously offered to host our November meeting with an Oyster Roast. For those attending we ask that you please bring an appetizer styled dish.

Date: Saturday, November 27, 2010

Time: 4:30pm

Place: 2904 Bohicket Rd. Johns Island





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# Palmetto Pipes

## The Prez's Message,

November is here and with it the elections of yesterday. I hope every one of our members did their part to this still great Country and participated in the voting process. It is also nearly time for our elections. I'm putting my vote and approval in for Ken Dasen to be our next President. We asked at the last meeting for other members interested in becoming an officer to let us know. We need to hear from you and please take the time to e-mail the officers if you have any interest in putting some effort for the Club for 2011. Ken presently is Vice President and there will be that void to fill. Jennifer Mills is someone I think could fill that seat well and there are others I know could too. Tuggy and I had also discussed the start up [we used to have one] of an events committee. As I've stated before most of the planning for the year is done by a very few and there load is great. Please send us an e-mail or call us if you would like to put in just a little of your spare time to be a part of planning before and during 2011.

Don't forget to remember our Veterans and the sacrifices they've made this Coming Nov. 11<sup>th</sup>. November 27<sup>th</sup> will be our monthly meeting and post Thanksgiving Oyster Roast at Gordon King's. I hope those in town from the Holiday can make it. Gordon's place is something special to see and I'm very grateful he has allowed us to come over for a perfect fall event. Hopefully we may have a special guest for this event as well so make it if you can.

I also hope some of you made it down to Hutchinson Island last weekend for the HSR races by the Westin. This is the 3<sup>rd</sup> year of this event and it was the best yet. Put it on your calendar for next year if you didn't as it is really a lot of fun. The parade laps at lunch on the track are worth it alone. I also managed to grab some hot laps with Hurley Haywood in a new 911. It was a treat to meet Leh Keen's new boss and chat about Grand Am racing for next year while he smoothly ran us around the track at speed. If you don't know or keep up with Porsche's racing side Brumos Porsche Racing is run by Hurley. They are going back to their roots and running a 2011 911 GT car next year starting at Daytona. Leh and Andrew Davis will be the team drivers. Leh of course won the Championship in 2009 with the now defunct Farnbacher-Loles team in a 911. Let's hope Porsche does well against the tube frame competitors it will run against and bring Brumos many victories. I also hope to see our local Autometrics team at the 24 hours and more events next year and hitting the podium too.

Lastly our Christmas Party is in the planning stages and a date is on the calendar and location should be soon too.

Enjoy the free air conditioning and take your Porsche out to enjoy it too,  
Scott Hornsby

## GERMAN RECIPE

### “Semmelknodel”

(By: Jennifer McGavin, About.com Guide – About German Food)

A Bavarian specialty that is surprisingly simple to make. With egg and milk, they are related to other savory bread puddings such as stuffing, and indeed are served at Christmas time with goose. They are excellent in vegetarian entrees such as creamed Chanterellas, or with any meat dish that has gravy. Saute the leftovers the next day in butter.

Prep Time: 25 minutes    Cook Time: 20 minutes    Total Time: 45 minutes  
Serves 2, recipe doubles easily

#### Ingredients:

6 oz day-old bread (3 rolls)	1/3-2/3 cup milk
2 tsp butter	¼ cup onion, minced
2 T. parsley, minced or 1 T. dried	¼ tsp dried marjoram
Freshly grated nutmeg (1/4 tsp ground)	1 egg

#### Preparation:

Cut or tear the rolls into small bits. Pour 1/3 cup milk over the bread and let it sit 5 minutes. Test it and see if it needs more milk. The bread should be softened but not dripping wet. Add enough milk to achieve this consistency.

Saute the onion, parsley and marjoram in one or two teaspoons of butter.

Stir the egg and nutmeg with the bread crumbs, then add the onions and mix. Let the mixture rest for 10 minutes, then mix again briefly, taste and add more spices if necessary. The dough should be firm, with pieces of the crust still visible.

With wet hands, form 4 Knodel (round dumplings) and cook 15-20 minutes in simmering water. Do not let the water boil. You can make Knodel in any size, just adjust the cooking time accordingly.

NOTE: The amount of milk you need depends on how dry the bread or rolls are and how big they are. Normal sized rolls weigh about 2 ounces. If the dough is too wet to hold together, add some bread crumbs, either from the package, or day-old.

#### Making Semmelknodel



**Serviettenknodel** are long, sausage-shaped dumplings that are cooked in hot water and then sliced. Traditionally rolled into a log shape on clean kitchen linen, which is tied at both ends then submerged, you may also roll them in plastic wrap and boil them. You may use this recipe but Serviettenknodel usually have whipped egg whites folded into them.



## THOUGHTS AND PRAYERS

Thoughts and prayers are extended to Al Trego in the loss of his mother and to Gordon King in the loss of his son Derek.

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## Members Corner

New Members:

David Arias \_\_\_\_\_ 2006 Cayman  
Payne Barnette \_\_\_\_\_ 2011 GT3 RS  
Stephen Lullmann \_\_\_\_\_ 2000 Boxster  
Mark Perry \_\_\_\_\_ 2006 Cayman

A warm Low country welcome to you !!!  
We look forward to seeing you at our next outing.

## THANKS MYRTLE BEACH GROUP

By: Jackie Dasen

Once again the Myrtle Beach Group put on an awesome Oktoberfest. If you missed it this year make plans to attend next year. An extra big thank you goes out to Chuck, Randy, Rocky, Todd and Jill for all their hard work. I'd also like to thank Eugene for once again getting us a really nice discounted rate on great rooms.

It was such a pleasure waking up Saturday morning, opening the sliding glass door and gazing out at the beach and ocean. There's something to say about the calming affect the ocean has on ones soul. Though I'd say it might have calmed me just a tad too much as I had way too much fun "scooterpooting" around the back roads around the North Myrtle Beach area. Though I'd rather not have taken our side trip to NC during the rally.

Although Myrtle Beach is technically in the Hurricane Region many of the Porsche owners living in the Myrtle Beach area are Palmetto Region members. And since we've designated the weekend events hosted by the Myrtle Beach group as our official Oktoberfest celebration we helped out this year by providing the funds for the dinner shuttle bus.

What better way to top of a great day then to be bused to dinner and being able to drink your fill of good ole German beer and not have to worry about getting your beloved car back to the hotel.

This years Oktoberfest did have a little bit of extra excitement, as many of our events this past year have had, with Josh giving us a demonstration of just how well a Porsche handles on the turns. Having witnessed his fishtailing demo I'd definitely say it rated an A+.

All in all the weekend was fantastic. Beth Knobe did up a nice recap of the event so I'll forgo with all the particulars of the weekend.



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## SOMETHING GERMAN “Ancient Rome and Germany”

Trier many very well be the oldest city in Germany. The reasoning behind this belief is due to the scattering of Roman ruins throughout it. Founded in 16 BC by Emperor Augusta the city was called Augusta Treverorum. It was later called Trier. During the third century when the region began developing into an early Christian center, Emperor Diocletian made Treviri (called Trier) a Roman imperial residence. Diocletian also made Trier the capital of the Western Roman Empire.

One of several Roman structures still standing today is the Porta Nigra, a massive Roman gate and fortification. In the Middle Ages it was called the black gate because of the color of the weathered stone. A similar structure would've been found at the town's southern entrance as well. The Porta Nigra is 118 ft long, 70.5 ft wide and 27 ft high. Two gateways lead to a small inner courtyard and there are two tiers of defense galleries with large open windows. Two towers flank the gate, a four-story western tower and a three-story unfinished eastern tower. Both are made of huge blocks of sandstone.

The Kaiserthermen are the remains of the imperial baths. These baths were built in the early 4<sup>th</sup> century during the reign of Emperor Constantine. It was the third largest bath complex in the Roman world. What remains of the walls and foundation is a good indicator of its former layout. The best preserved section of the structure is the hot water pool room, or *caldarium*. The round *tepidarium* (warm bath) room was next to it. Cold baths were taken in the spacious *frigidarium*. A considerable sized *palaestra* (outdoor exercise area) was also part of the baths.

Not far from the imperial baths are the remains of a Roman Amphitheater dating from the 1<sup>st</sup> century AD. Gladiatorial and animal fights would've been fought here. The entire structure was an elliptical arena with a stepped auditorium, surrounded by a high wall that was divided into individual stories by colonnaded arcades. The Amphitheater was designed to hold up to 20,000 people. In the 5<sup>th</sup> century the inhabitants of Trier used the structure as a place of refuge from increasingly frequent raids by Germanic tribes.

Another small bath complex dating from the 2<sup>nd</sup> Century AD and not far from the Roman bridge over the Mosel River is the Barbaratherme. Though there isn't much to view above ground the extensive system of underground heating channels, *bypocaustum* give a clear view of the baths original size. Patrician and aristocratic families transformed the public bath complex into their residences. During the 17<sup>th</sup> century Jesuit Monks dismantled what remained of the structure and used the material to construct their college.

In 1994 excavations were completed of the Viehmarthermen Roman baths, the Medieval refuse pits along with the cellars of the Capucin monastery. Those remains are now on public display beneath a large canopy of glass. For around 6.20 you can purchase a Eintrittspreis Kombiticket (better known as a Roman Ticket), allowing you entrance to all the Roman attractions. Tickets can be purchased at the Tourist Information office at the Porta Nigra.

The best time to visit these Roman antiquities is during the off-season. By mid-June the ruins are being prepared for the outdoor performance season, including all the modern metalwork needed for the performances.

Besides the ancient Roman ruins to tour and view in Trier you'll find plenty of other interesting historical places and museums. Trier is a must stop at location for those interested in ancient history.



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### Saturday Breakfast

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Come and Join us.....

## Making more of a Boxster S than a Spyder

By: Scott Hornsby

This project started in May of this year with the sale of my highly modified 1988 911 Carrera. I'd hoped to go back to one vehicle to do daily driving and all chores with. This was going to leave me though without a Porsche of my own. The only Porsche to fit that bill is the Cayenne and I did not want an SUV even if it is a Porsche. My wife owns an 01 911 which she claims and said as much with the idea that I [President of the Palmetto Region] would not have my own Porsche any longer. So I quickly set my eyes on Porsche of Hilton Heads web pages to see what Wally and the gang had down there.



I also did not want nor could afford a whopping payment on a newer model. As well I've finally given up on wanting any older models in our climate [just too hot for too long]. I saw in their list a beautiful 2005 987 Boxster S. The miles were fairly low. It was a darker color than I really wanted, but was beautiful none the less. It already sported over 4000.00 in sweet BBS 19" rims shod with almost new Michelin Sport pilot tires. 235's up front and 265's in the rear. As well it had full leather interior and heated seats. Coming from 911's and the girlie car mentality on boxster's this was a big change. I called Wally and asked about the car and sight unseen said I'd buy it. I had done homework on the performance and handling of the 987 S series so I knew it would be a great car to drive.

After my wheeling and dealing with Wally and Roy and Chip I left with this Boxster S and the thought that I now had to find the daily driver again.

Within a month I really was enjoying the new car a lot. I was also already bugging Don in service and my friends at Autometrics locally about what upgrades could be done to the car. The list became exhaust first. Intake and suspension and reflash of the computer next. Not long after I got a call from Don about a Cayman or Boxster coming in to be CPO'd that had a Borla exhaust needing a home. I'd already been doing research on the exhaust and found it was going to be the best for dollar per dollar. This is by sound and performance levels. I drove down on a Saturday morning to have George put the slightly used Borla on the car. With the hour and a half drive the exhaust was way hot for George to start removing. As we know Porsche of Hilton Head is not a bad place to wait around at. Parked out front was a brand new Porsche Boxster Spyder. The same one Car and Driver just named the best handling sports car to be had for less than 100,000.00 dollars period. Roy Stine was kind enough to let me test drive it so I could get a feel for the difference between it and what I have. I can say without a doubt it is superb in its abilities and did feel slightly tighter and more wound up than my S. Once back from the jaunt I began asking George about the differences and went out to measure the sway bars to find them the same diameter. The ride height was obviously lower on the Spyder and it's a little less than 200 pounds lighter. As George was finishing up the exhaust I let Wally know we had dyno'd the car a few weeks back. The spec S 05 which has a 3.2 liter motor put down 238 H.P. to the wheels from a spec of 280 B.H.P. I paid my bill and cranked up the car to hear a whole new sound. My first comment was why doesn't Porsche put this exhaust on as stock on all S models and offer the very expensive on/off sport one as a silly upgrade.



As I drove away and home the sound of the note from the Borla had me totally enchanted with this car. I now knew the other mods had to come soon. I got with Autometrics at home about doing the other mods since they are my friends and are in my neighborhood. I wanted a dyno run done again to see what the exhaust did on its own and one after the intake and reflash for the final result. We had issues getting a hold of the H&R sport springs for the lowering until I found a web sales place called Grip Motorsports. They said they deal directly with H&R and drop ship the product and they were available. This was 180 degrees from the constant backorder status at Tire Rack

....continued next page....

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## Porsche Trivia Fun

October: Who was the German Prince that started Oktoberfest?

September question: How many German Mennonite families purchased 43000 acres of land and founded Germantown, 6 miles north of Philadelphia?

Answer - 13

I took the chance and gave them a card and lo and behold they showed up. With that and the intake in from Evolution Motorsports the car was off to the boys to begin the transformation. First it was dyno'd for the exhaust results. By the way the day I drove up their doors were down. I slapped the throttle a few times before going in. They thought a GT3 had pulled up. On the dyno it now pulled 251 H.P. to the wheels for a huge gain of 13 H.P. This is on the mark of Borlas claimed 18-21 brake H.P. The intake was installed and then the hard work of dropping the suspension. Moving it and pulling the brakes and all away to swap springs was a lot more work than on other Porsche's. When Travis was done it was time for Cory to do the alignment. He knows

what I like in a street able alignment that is as close to track as you can get. Once done he told me what he had done to get it there. It's a science I don't fully understand, but he compared it to a GT3 and said simply [it's now more aggressive than the Spyder and yet should be fine on the streets].

Adam then went to task with GIAC to get the reflash down loaded and installed in the car. I'd had a prior 02 911 done before and was astounded at how much better the GIAC programs let the car behave. You wind up with more power, better throttle response across a wider band and better mileage to boot. The only thing we didn't do was a plenum chamber change since it costs and only a mild HP gain is supposed to be achieved. They put the car on the dyno a final time at the end of the day right after the reflash. Final Tally, with the computer probably still working in the reflash, was 260 H.P. to the wheels. This is in line with the current to the wheels H.P. for the 3.4 liter 320 H.P. motor in the Spyder. The lowering equaled the ride height of the Spyder in the rear and is a half an inch lower in the front than the Spyders ride height.

The Tail of the Dragon run for our Club a few weeks back was the testing ground for my car and its upgrades. Friday and Saturday I ran some serious roads very hard quite often scaring my navigator to death. I can honestly say it is as good as or better than the Spyder I drove at Hilton Head that day and even with modifications cost less than half as much. It also still has an electrical top that can be put up while driving at speeds up to 30 M.P.H. You won't see any Spyder owners doing that. I can also honestly say this is the best handling car I've ever owned or driven hands down. It's not the fastest, but it is plenty fast. The exhaust is not excessive on the street or highway yet when you want to hear what you have it gives it to you with a beautiful wail. The comfort level of driving is better than my wife's 01 or my old 02 996. There was more than enough room for a long weekend of luggage and goodies. You can get one hell of a Porsche by doing what I did and not break the bank doing it. If you look at 987 05-06 prices there are great deals out there just like 01 thru 04 911's. The best thing off all is that in the Low Country you can feel comfortable quickly with a flick of the finger even on the most miserably dog days of summer. As well this particular 987S has been running a steady 175 on the thermostat in all weather and even in [warm weather] hard mountain road driving akin to track use. People are always talking of needing to add a cooler for additional effect. This one does not seem to need it. This has been a really fun project that with the price of the car and all modifications has been under 34,000.00 dollars.



## 2010 Palmetto PCA Christmas Part

December 11, 2010 at Comfort Suites,  
2080 Savannah Hwy Charleston SC (I526 and  
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Christmas party will be \$20 per person with  
further info on our website

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## Does your portfolio perform as well as your Porsche?

If not, you may need a tune-up. When the markets turn as volatile and confusing as they have over the past year, even the most patient investors may come to question the wisdom of the investment plan that they've been following. Please contact us for a second opinion.



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## TYPICAL PORSCHE DRIVER PROFILE

While searching for this month's newsletter I came across this interesting article on PorschePurists.com. Though it only considers the newer Porsche's it is still quite interesting. Entitled "Different Porsches for Different Drivers".

For those that don't not much about cars the name Porsche still brings to mind luxury and prestige. Because of Porsche's reputation, if you drive one, many people will associate you with these qualities. Though many of us drive our beautiful Porsche's without concern for what others think. But you may be curious to know what the typical driver profile is for your Porsche of choice.

For the 911 the typical driver is a male between the ages of 46-65 with an average age of 52. His annual income is probably between \$310-\$390,000 and chances are he is very successful, ambitious and determined. The 911 is known for its solid build, classic styling and excellent materials. Many 911 owners will tell you that they've wanted the car since they were a kid.

The typical Boxster driver is 47 years old with an annual income of around \$243,000. Boxster owners are usually high-paid professionals whose success has enabled them to buy the cars of their childhood dreams. Experiencing that exhilarating driving experience makes all the hard work and responsibility seem worth the sacrifice. The thrill of this fast car, seeming like a toy for big kids, inspires them to keep striving for success.

Porsche's most controversial vehicle when it first came out the Cayenne is a popular choice amongst the ladies. Most sports cars are driven by males but the ladies like Porsche's too. The Cayenne is a luxury 4x4 with a sharp, sporty drive. The high driving position, versatility and feeling of safety are what makes it popular with the female driver.

The environmentally conscious driver will seek out the new Porsche 918 Spyder. This Parallel Hybrid Supercar is an eco-friendly Porsche.

There is no one Porsche for everyone. The luxury and power of Porsche maintains an alluring and wide range of motoring to enthusiasts. So if you've got the money a new Porsche with a big red bow on top of it sitting in the driveway on December 25<sup>th</sup> will make an extra nice gift. If you don't want to spend that much consider a Christmas gift voucher to the Porsche Driving Experience.

Driving a Porsche is something everyone should get to experience. It's a thrill that will last a lifetime. And when you own one you not only get the experience of one of the worlds greatest sports cars but you get a whole new family. Because it truly is the people that own the Porsche that makes the car so special.



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## *Upcoming Events*

### November

- 6<sup>th</sup> Hilton Head Concours d'Elegance
- 14<sup>th</sup> Myrtle Beach drive to the Tavern in the Forest
- 25<sup>th</sup> Happy Thanksgiving
- 27<sup>th</sup> Monthly Meeting at Gordon King's

### December

- 11<sup>th</sup> Christmas party
- 25<sup>th</sup> MERRY CHRISTMAS (unwrap that new Porsche)



## *Palmetto Pipes*

Jackie Dasen, Newsletter Editor  
215 Oak Circle  
Walterboro, SC 29488



### *Monthly Meeting*

November 27th at 4:30 pm  
Gordon King's Home  
2904 Bohicket Rd. Johns Island