JULY 73

Mike's Meanderings

Solo II, Rennefest, wine tasting party, rally, monthly meetings, a beach party, a beach house, a trip to the mountains, lots of social activities, autocrosses, a long list of things to do. But what about the people to plan and execute these great ideas? Where are they? We can always take the same small group of hard core workers and plan and execute some of this. Lots of you come to some of the more exciting events but when it comes to taking responsibility- wow, there's not a soul around! Many thanks to those of you who devote spare time hours to the club. We all appreciate the work you do. But this is to you out there who means to help but just hasn't gotten around to it. Hey, you! IT'S YOUR TURN. Get on your phone and line up a beach cottage for us or something.

Helen Furnans made it through a rather critical period lately and is just up and around again. She's doing fine and we're all glad. Make it a boy, Helen!

Don't forget you only have a month, until August 31st, that is, to get your photographs ready for the contest. The three divisions are: competition, humor and esthetic (artistic). The pictures must have been taken since April 12th this year. The judges will be non members and professionals. Winning pictures are the property of the club. Color prints only are eligible, and they must be 5 x 7 or larger. I can't wait to see the humorous ones. And remember all you potential blackmailers that I have been carrying my camera all summer, too.

We have a man with real talent in our group. Charlie Tiller can handle a guiter as if it is part of him. How about a contest to see who can write the best verse that Charlie can play for us? For example:

Down in the valley, the valley so low,
Hear a Porsche coming, where did it go?

You don't, like that? How about this:

Little blue Porsche come blow your horn,
The party has started and we've got the corn.

Ouch. But maybe you get the idea, and I'm sure you can improve on the above.

Twenty nine people attended the cook out and swap party (no, we didn't swap wives), at Don and Janet Stark's house. Look elsewhere in this issue to see about other plans for activities this month.

Mike Huggins

Attention

The next general membership meeting will be this Wednesday, August 15 at 7:00. Were planning a little something different this time. Meet at the FIRST FEDERAL building on the corner of Rivers Ave and Cosgrove(they have a room the public can use ofr this purpose.) After business there'11 be a distance ralley to a pizza and beer place. Don, Nick and Herb made up directions you won't believe so better bring your wife or date to help get you there. See you Wednesday.

August 19s Open time and distance rally leaving Miller's West at 10:00. Be sure to bring a picnic lunch and your bathing suit. Guess where we're ending up!?

Sept 16: Instead of our usual open autocross, we will have a closed autocross school (for PCA members only). This is the time for the novice or the perfectionist to polish his skills.

PALMETTO REGION BOARD AND GENERAL MEMBERSHIP MEETING 17-18 JULY 73

The Board meeting was called to order at Don Stark's home on 17 July. Mike Higgins, Don Stark, Hank Mac Queen, and Janet Stark acting as Harry Harter's proxy were in attendance. The first topic of discussion was the region's tax exempt status. Mike expressed concern that we may have waited too long, since the original conversation with the IRS was some months ago. The legal question as to whether we must charge more for non- PCA participants of our money making ventures (read autocrosses) was brought up. An article in the PANORAMA had stated that this was a requirement in order to be covered by the national body's insurance. Fred Funke was delegated to call Robert Cornell, PCA's legal advisor, about the matter, and further action on applying for tax exempt status would be delayed until this question was cleared up. Mike stressed that all members should read thoroughly the proposed bylaw changes in the July PANO and be sure to send in their ballot prior to 10 Aug. Palmetto Region paid its share of the combined clubs' picnic costs for the event that was held at Givens State Park on 1 July. Murdaughs donated about 20 watermelons and all that was needed were a few more PCAers to eat our share. Future activities were next on the agenda. There seems to be more than enough enthusiasm for a weekend trip into the high country of the northwestern part of the state of North Carolina. Concrete plans will be developed as soon as a few of us make it up to scout for lodging and roads worthy of our Stuggart Stallions. Saturday, 4 August is the date for dinner and a swap meet at Don Stark's. Janet will be calling the girls to let them know what to bring, and everyone is encouraged to bring all their old rusty parts and anything else they want to sell or trade. The general membership meeting in August will begin with a rally and end with dinner and the meeting. Also upcoming - a rally to a beach party (Aug 19th), a tech session, and Rennefest. The meeting closed at 11 PM.

The General membership meeting was held the next day at the Sandbar, and again there were vast amounts of friendship, seafood and good times to be had. The crowd was almost as big as the previous month's with Les Stabler and Jim Jones down from Columbia, and Page Sawyer and his girlfriend speedstering down from Georgetown. All reports were accepted and El Presidente Mike ran down the aforementioned list of coming activities. Mike encouraged everyone who was interested in going to Rebel Rennefest to get their applications in early as entries will be limited to 100 this year and they were going fast. The main attraction of the night was Bob and Fred's magical, mystical slide show of Road Atlanta CAN AM. Let it suffice to say there were many good looking bodies, some racing, some racey. But there was no argument that the best was Steve's build-it-yourself Carrera!!!!!!!!!!11!!

RESPECTFULLY SUBMITTED
HANK MAC QUEEN, SECRETARY

REGISTRATION FORM

NAME OF ENTRANT _____

ADDRESS _____

PORSCHE, YEAR & MODEL _____

P. C. A. REGION (if any) _____

ENGINE TYPE and/or MODIFICATIONS

Price $15.00 per entrant. Make checks to Palmetto Region, Porsche Club of America. Send check to:

K. C. Koerbacher
Apt. #115
867 South Colony Dr.
Charleston, S.C. 29407

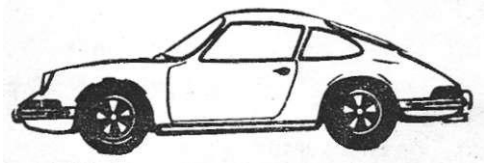
SOLO II 73

OCT 13,14

SCHEDULE OF EVENTS

8:30	**Saturday Morning - Registration and tech. inspection**
10:00	**Course open for touring and practice**
11:30-12:30	**Lunch Break**
12:30-6:00	**Course open for practice**
7:00	**Cocktails at DeSoto Hilton**
8:30	**Sunday morning - Registration and tech. for latecomers**
9:30	**Drivers meeting and practice for latecomers**
12:00	**Course open for timed runs**
5:00	**Course closed**
	Trophy Presentation

LIMITED TO 50 DRIVERS - REGISTER EARLY



Tom Hoyle newest member, has (or more accuretely had) a 1960 1600S coupe. He is presently selling if for parts: everything from engine to door handles. So if you're looking for a particular part for your 356, chances are Tom has it. Here is just a partial list:

Super engine 1600 s rebuilt 10,000 miles ago	$550
Transmission, excellent condition	$175
Insturments	$ 25 each
Blaupunk Am/Fm/m	$ 35
Five wheels	$ 10 each
Hubcaps	$ 7 each
Gas tank	$ 25
One head light assy	$12
Tail light assy	$ 5 each

For further information call Tom at 744-6234

New Members

Dave Laffitte is from Belvedere, S.C. He is presently the owner of a 1961 356B Mormal roadster, "in need of a little work" so Dave says. His main interest is in SCCA rallying. This year he's running five nationals and 6 divisionals- from New Orleans to West Palm Beach. However, he says his 356 is his "Sunday car" so he rallies in a Datsun 5l0. What I can't figure out is how he does so well in a Datsun!!?? I won't make the mistake of saying Dave's married only to his car (John Fenili replied that there was not only his car but a motor cycle and an empty pocket book sharing his apartment). Dave's an engineer for Dupont at the Savannah River plant near Aiken. We're all looking forward to meeting you, Dave, and hope you can make it to Charleston soon.

Tom and Julie Hoyle: These two great people are former neighbors of mine. Tom's in the nuclear Navy but right now looking forward to getting out next July and going back to school. Home for Tom and Julie is Utah. They have a four month old daughter, Michelle.

Latest Arrival

Jennifer Diane Bohler was born to her proud parents, Nancy and Bob, on July 14th. She weighed 8 pounds 7 1/2 oz and 20 1/2 inches long. All our best wishes and CONGRATULATIONS.

OVER-AHD-UNDERSTEKR

Illustrations one and two demonstrate the conditions called over and understeer in cars on a test pad at maximum corner speeds. The understeering vehicle pushes over its front wheels towards the outside of the curve so that you must use a large angle of lock to keep it on the chosen path. The angle of lock is greater than the curve radius would require. An oversteering vehicle on the other hand breaks away at the rear-so you have to counter-steer with the front wheels. The angle of lock is thus smaller than the radius line of the curve. You might even have to steer slightly right or left opposite the direction of turn. In "neutral" behavior the vehicle pushes sideways toward the outside of a curve with front wheels at moderate lock angle towards the direction of travel.

In general one speaks of such qualities as inherent behavior since a road vehicle does not run on tracks, but is fitted with airfilled and thus soft tires. Lateral forces occur in a corner which must be absorbed as the so-called lateral moments by the tires. A pneumatic tire has a tendency however, to wander somewhat off its path when lateral forces are applied. It thus runs at the so-called oblique angle, at a tangent to the direction prescribed by the rim and the tire. This oblique course is greater the larger the force(meaning cornering speed) as in illustration 3, until a point where the lateral force decreases again while the oblique angle increases sharply. The car breaks away.

Tire characteristics are dependent on many parameters such as wheel load, tire dimensions, mixture, design, pressure, rim width, camber, temperature, road conditions, wear and others. Yet it is just the quality of a tire in conjunction with vehicle design which is decisive for driving behavior. Thus it is understandable when we consider the tire not an accessory, but a design element. Rear-engined cars wsre formerly considered to be tail-happy while front-drive cars were strong understeerers. To simplify we can imagine the vehicle with both front or rear wheels considered to be a single wheel upon which relevant axle pressures apply. Since the rear-engined car with engine as its heaviest component has more load on the rear axle than the front, lateral forces in a curve will be greater in back. In illustration 5 tire characteristics for corresponding wheel load3 are noted qualitatively along side lateral forces. This gives a greater oblique angle for the rear axle. With even greater lateral force the rear axle will break away and the vehicle oversteer. We see this in illustration 4 showing an oversteering car.

In a front-drive car with engine in the nose front wheels carry the greater load. In this case the oblique angle will be greater in the front and the car will want to push outward over its front wheels. In addition there is the fact that a portion of the absorptive power of a tire goes into forward motion rather than lateral moments- taking on the forces which hold a car at speed or accelerate it.

The designer thus attempts to keep axle load differential small. This led to the idea of the mid-engined car (Porsche 914 and modern racers).

However we noted above that tire characteristics can be influenced. To diminish potential over-or understeer, depending on axle load distribution the task becomes one of giving the axle with the greater load improved lateral control. This may be done trough tire pressures, negative wheel camber, wider rims or tires, softer rubber mixtures and in othe ways. Some of these measures are not possible in production cars of course though customary for racing cars.

In illustration 4 the car was visualized with single wheels front and rear for clarity. Due to the fact cars normally have four wheels there are other means of influencing the inherent steering qualities available.

Outside wheels are additionally loaded in a corner and those on the inside somewhat unweighted. Since the tire characteristic line is a curve not a straight line, oblique axle angles increase as a function of wheel load distribution. At the same time part of the potential lateral control of the whole axle is lost. Basically wheel loading redistribution will be small when the center of a vehicle's gravity is low and the track widened. Thus we recognize further points of view which the engineer must keep in mind when building a car with high cornering speed potential. Trough appropriate distribution of wheel loads we have another means for influencing inherent steering behavior.

The transverse stabilizer should be mentioned as one example. It not only reduces lean, but also increases wheel load distribution and thus oblique angle of the axle to which it is attached with a corresponding diminution at the other axle. The same effect may be produced through the springs.

Thus we know the means for turning an oversteering vehicle into an understeering one:

Rear Axle:	Wider track	And/or at the front axle:	Stiffer stabilizer
	No stabilizer or a soft one		Stiffer springs
	Softer springs		Toe-in, toe-in changes
	Equalizing spring		
	Toe-in or toe-in changes		

.....Normally our cars display just the opposite: namely understeer in tight and oversteer in fast corners.....

HELMUT FLEGL * CHRISTOPHORUS**

METHODS OF SPEED DETECTION UTILIZED IN S.C.

#1 The most common device used to measure your speed is the calibrated speedometer of a patrol car. This unit accounts for 65% of all speeding tickets. The unmarked cars are more dangerous and harder to spot, but their rather austere styling allows most of us to recognize them. The standard car being a Ford Fairlane-stripped of any decoration and with a moveable blue light. Remember at night any car is hard to spot and the standard patrol car is just as dangerous as an unmarked car.

#2 Going to a more exotic form of speed detection device- the next most common one is radar. This works on a simple doppler like effect of a reflected beam. There is no way to effectively jam this device, so early detection is your best bet. Most patrolmen allow a 5 mph leeway so the max safe margin is 5 mph greater than the posted speed. The radar detectors generally available can give a potential warning 2 times the distance you can be read. Another in our favor- a small or sports car is not picked up at as great a range as a standard car or truck. To properly utilize a detection device you must be alert and react immediately on hearing the warning. I have in personal tests with friends on the highway patrol under ideal situations been able to detect a radar unit at 80 mph and slow to under 60 before I was clocked- then at a legal speed. These ideal conditions don't usually exist on the open road. They include a car mounted vs hand held unit on a long open straight stretch. The more usual placement is just over a hill, or in a curve, or off on a side road. Another point to remember- a unit aimed in one direction can clock you as you pass into its beam as two county patrolmen and I can attest to. Thus the prime areas of use are the long open roads of interstate or dual lane highways. The maximun speed excess is about 15 mph to prevent a ticket, however if you exceed this and are caught while slowing down- you may reduce the ticket from reckless driving to simple speeding- so even here it is of a potential use. Other areas where these detection devices are useful are city streets and suburbs. The hilly or curving roads are not places you should expect help from them, except to beep and notify you of your being caught. Those of us who do use these units believe in them for good reasons.

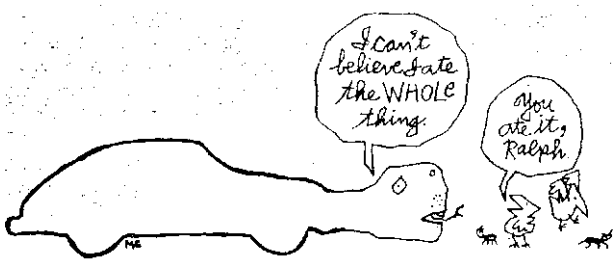
#3 Vascar is still another speed detection device used in S.C. In reality it is the oldest form of speed measuring...speed= distance/time. This unit depends on two reference points with a measured distance between them. Your speed then is a mathematical computation of the time it takes your car to travel the distance. Most vascar units carry 2 patrolmen in them. These patrolmen undergo a rather vigorous training period to qualify them to use vascar and periodic recertification is also used. There is no detection device to spot them, especially in an unmarked car.

With vascar you can be clocked in 20 situations, with the patrol car moving toward, away from, or at an angle to your car. I can clock you passing another car or the patrol car may be stopped having pre measured a given distance and clock your time to travel said distance. It is not infallible as inclement weather can by fog or rain or mist obliterate the reference points and negate its use. At this time most counties have 1-4 vascar units.

#4 Finally, the most exotic of the sophisticated units in our state for speed detection is a device called orbis III. This unit takes a picture of high detail of the car front with license plate and the occupants with a posted title to include time of day, road #, county, the posted speed and your speed. Currently it operates out of an inconspicuous van parked by the road. It operates at night using an infra red strobe unit which can't be detected by the human eye but with a film sensitive to that spectrum. In fact the night time pictures are better than the daylight pictures. It is automatically tripped by two copper sensors lying across the road..Invisible to you in a car until you cross them. To date there is one Orbis III unit in our state. Again I have had the pleasure of seeing it in operation. Its potential is terrifying to anyone who exceeds the speed limit. It is undetectable and foolproof, except they must be able to read your license plate to get you. Our bras frequently hide this- however a new unit to take pictures of speeding cars coming and going will soon negate this small advantage.

So there are the facts- speed if you choose to- but be aware of the four methods by which you may be caught.

Dr.Burley Smith



Culinary Corner

For all of you who were at the Swap Party last Saturday I need only say here's Ronalee's BEAN SALAD. And for those of you who couldn't join us here's an example of what you missed. Bonne Appetite!

1 can green beans
1 can wax beans
1 can water chestnuts
1 can bamboo shoots
1 can red kidney beans (optional)
1/2 cup red onion rings (Ronalee says white will do)

Combine and marinate at least two hours in:
1/3 cup sugar
1/3 cup vinegar
2 T oil
2T soy sauce
1/2 tsp celery salt

The Super Porsche

The new 914S is even 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 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 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.

MURDAUGH PORSCHE - AUDI

1080 MORRISON DRIVE

CHARLESTON, SOUTH CAROLINA

THE CARLING CAN-AM 1973

"I was coming down the back straight and under the bridge, just following the white line, when suddenly there just wasn't any more road left !" quipped Hurley Haywood, he walked away from his spinout during Friday's practice session at the 1973 Road Atlanta Can-Am. Haywood's 917 Porsche, bearing the Brumous name, colors, and number, sustained only minor damage to the front end.

A new track record was set earlier in the week by none other than Mark Donohue in the Sunoco Porsche with a lap time of around 1:12.2. Close behind him was newcomer Jody Scheckter who has caused a significant number of people to sit up and take notice. Eoin Young warned this writer last year that young Scheckter would be a power to contend with- and sho' 'nough, he's making his place in the racing world ! As one writer said, "Scheckter doesn't drive the car around the track- he throws it... and spends as much time going sideways as forward." From a vantage point at the middle of the start of the esses, this writer will attest to that fact, for rarely did he start that snakey trail but he first had to get the car pointed in the right direction !

Follmer drove the only surviving RC Cola Porsche in the Can-Am, Charlie Kemp being sidelined for the present with a back and leg injury sustained two weeks prior to the race near the same spot that proved so disastrous for Donohue and Hulme last year. Charlie's a fine man, the medical staff agreed. Not many people are brave enough to do a full gainer at nearly 200 mph !!

With Donohue on the pole, the first heat of the Can-Am, held on Saturday, proved to be a bit boring from a competition standpoint. Like- uh, there wasn't any. By the end of the heat, the Sunoco Porsche lacked the 12 seconds needed to lap second place man George Follmer. In third place was Jody Scheckter in the Vasak-Polak Porsche, and trailing him in fourth place was David Hobbs in the Carling Black Label car. The contro- versial UOP Shadow, driven by Jackie Oliver, not only didn't finish on Saturday, it declined to start on Sunday !

Mario Andretti must have had the worst luck of all. He arrived at the track before his car— only got in three practice laps—parked the car in the Saturday heat on turn six with a minor fire. We didn't imagine he had stopped to cook lunch when we got a call on our emergency phones to get our firetruck cranked up ! Andretti slunk back up to Pennsylvania to lick his wounds and completely ignored Sunday's heat.

After a brief conversation with Harry Ingle who was grinning ear to ear and mumbling something about "Big ducks in little ponds and little

ducks in big ponds " it was obvious that the Super-Vee race, which proceeded the Can- Am heat on Sunday was probably going to be more exciting than the Can-Am itself. Ingle, in the second car of Happenstall's, a Royale (#50), took the pole position with a time of 1:31.049. Behind him was Bertil Roos, winner of the two previous Gold Cup series races this year, and John Finger, a driver who we had figured for a major contender. (John is currently "King of the Mountain" at Chimney Rock) Well, the FSV race started off very nicely with about 38 cars gridded. McQueen dropped out out fairly early; Finger must have had to go into the pits for a bit, for after the race lap he showed up half a lap back. He, at least, did finish. Ingle has done very little driving effort in the F-5000 series. He hadn't forgotten a thing ! Roos and Ingle changed lead positions several times, but Roos eventually fell by the wayside, leaving Ingle a clear and easy path to the checkered flag by about 20 seconds ahead of the second place car. Big duck + small pond = first place in this chapter of the Gold Cup series for Formula Super Vee.

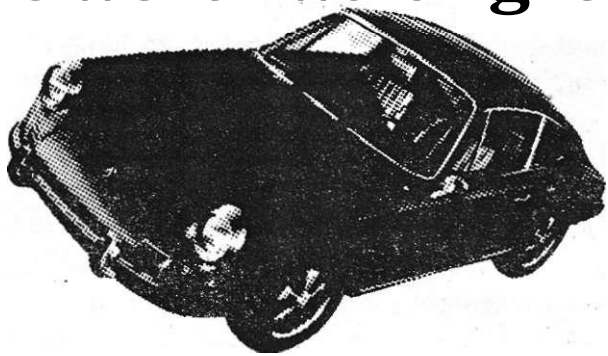
With a "ho-hum" attitude toward the afternoon Can-Am heat, a lot of people got a rude jolt out of their alcoholic stupors when Follmer not only took the lead immediately, but sustained it for a couple of laps after which Donohue disappeared for about 45 seconds. He returned half a lap down and several laps later pulled the same stunt again. Turned out that a gas cap on Donohue's car was loose and he found gas sloshing around in the cockpit with him. After a stop to get it tightened, Mark found sitting in gasoline in a car heated inside to about 130 degrees was going to burn up a lot more than his car and stopped again briefly to get doused with water !! 90 seconds down now, due to two pit stops, Donohue fought his was through traffic and, driving brilliantly, found himself in the same lap as Follmer. He'd passed Hobbs and Scheckter, but only came as close as 41 seconds to catching "Let-George-do-it Follmer". Scheckter threw his car into third place, for the second time, and Hobbs stayed at fourth. Hurley Haywood claimed fifth position as his.

FINAL RESULTS:
1. Follmer- Porsche
2. Donohue- Porsche
3. Scheckter- Porsche
4. Hobbs- McLaren
5. Haywood- Porsche
6. Nagel- Lola
7. Durst- Porsche

We didn't do too bad !! That's as it should be, of course !!

Chris Christopher

Some things in life are worth waiting for.



The Porsche 911.

NIX PORSCHE AUDI

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AREA (803) 779-3371
COLUMBIA, S. C. 29204

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