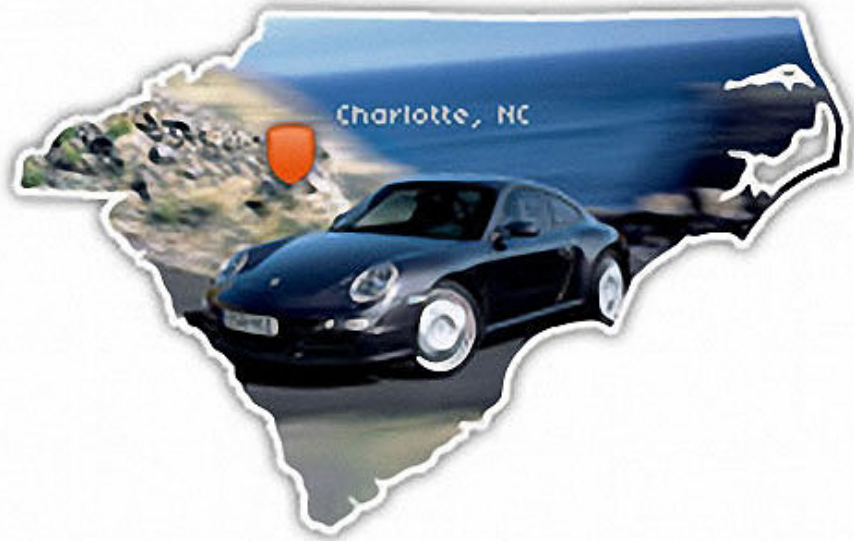
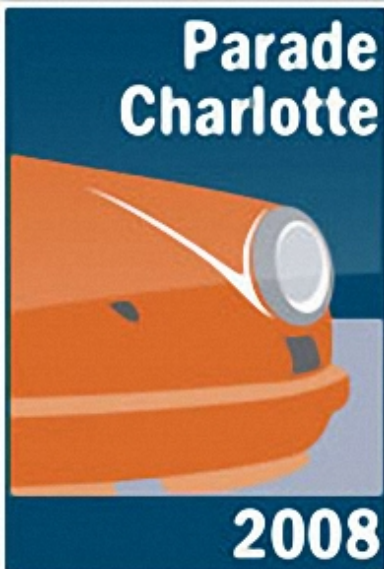


Palmetto Pipes



PCA Palmetto Region
www.pcapalmetto.org

June 2008



With the Porsche Parade only a few weeks away I thought this would be a good issue to highlight the history of our club. So when you think of PCA what comes to mind? Does it make you instantly think of The Peanut Company of Australia, the leading supplier of healthy Hi Oleic peanuts? Or maybe you think of The PCA Goat Registry where their goal is to breed for a color fiber goat, which grows a special fleece neither mohair nor cashmere. Better yet I'm guessing PCA makes you think of The Portland Cement Company based in Skokie, Illinois. Am I right?

No? Well then there could only be one correct answer, The Porsche Club of America. Now we probably benefit from the Portland Cement Company since we prefer to drive our prized Porsches on hard surfaces. And I doubt we'll ever put a goat inside one or fill it with peanuts. Though the goats might enjoy the peanuts.

So now that we got our correct answer does anyone know when and where the PCA was founded and formed? Where the first Parade was held? How about how many founding members? Or how many cars attended the first Parade? If not you'll soon have the answers. So read on.



P
O
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2008 Officers

President

Kevin Small
843-810-9956
wilke3169@yahoo.com

Vice President

Steve Kemp
843-571-6255
sekmak@aol.com

Secretary/Treasurer

Tuggy Mathisen
843-571-7174
bbtchas@aol.com

Membership Chair

Al Trego
843-270-6222
ojuice45@aol.com

Newsletter

Jackie Dasen
843-200-5125
pors928v8@yahoo.com

Webmaster

Josh Stolarz
843-571-3965
webmaster@pcapalmetto.org

Palmetto Pipes

From the Prez

Have you started packing? Parade is less than a month away now. Seems like only yesterday when we began discussing the opportunities involved in having Parade so close to PCA Palmetto. Everyone has made their plans. Concours for some, rallies for others. I'm sure there are some who will take advantage of the DE at Lowe's Motor Speedway the weekend following Parade. Whatever your pleasure, let others know so that experiences can be shared.

A big **Thank You** to John Glasgow, Richard Hungate, and staff at Baker Motors. Baker, as always, rolled out the red carpet for us at last month's meeting. A great question and answer session was conducted by service manager Victor Salgado, along with service technicians Mike Shattuck and David Fogle. Questions covered the full range from worn tops, nitrogen in tires, to how hard should I drive my Porsche. I do believe everyone's smile grew a bit when they were told the rev limiter is there for a reason, so don't be afraid to use it. As everyone knows, hosting 30+ people involves a great deal of effort. This effort includes moving countless new vehicles, allowing PCAers to park their pride and joy in plain view. All of this effort requires these staff members to extend an already long day into the night. Please join me in thanking everyone at Baker for a job well done.

Our membership numbers continue to grow. This is a result of new members joining, as well as those transferring in from other regions. Thanks to Al Trego, Membership Chairman, and everyone else who gets the word out. Also thanks to Randy Othman, Chuck Ottwell, and Dick Mgrdechian for continuing to organize drives with the Myrtle Beach group. We had another great Sunday drive with the guys up there. If anyone needs membership applications or cards listing contacts info, please let any officer know.

Drive Carefully and I will see everyone in Charlotte,
Kevin

" it's not just the cars, it's the people..."

Tuggy Mathisen
571-7174

Myrtle Beach Drive

The Myrtle Beach group hosted another drive last month. This drive happened to occur on the same weekend that Bike Week '08 was wrapping up. While having bikers everywhere was anticipated and soon became a reality, the locals quickly showed how they survive the busy Grand Strand traffic. We met at the Piggly Wiggly as usual, but after a right and a few lefts, we were driving country roads with no traffic in sight. The weather was perfect, which gave everyone the opportunity to lower tops, open sunroofs, and enjoy the day. Our destination this month was Florence, SC. You may ask "how do you get from Myrtle Beach to Florence?" My answer is, "I have no idea." My suggestion to anyone making this run is ask a local. We had a wonderful lunch at Red Bone Alley. If you ever find yourself in Florence around lunch or dinner time, I highly recommend it. Great food, nice atmosphere, and of course cold, cold beverages... June's drive, for our friends to the North, is headed to Wilmington. But, in July, we are planning a drive to meet somewhere between Charleston and Myrtle Beach. If you have a favorite driving road off of Hwy. 17 North, please share it. Also, anyone who has a suggestion for a diner off the beaten path in Georgetown or McClellanville even, please give one of the officers a call. Thanks to Chuck, Randy, and Dick for keeping the ball rolling for both Palmetto PCA and the MB area as a whole with these drives. We are looking forward to next time...



Dine and Drive to Walterboro was a good time by all.



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The Formation of the PCA

In the early 1950's Washington, DC area commercial artist Bill Sholar became an admirer of well-designed automobiles. Thus purchasing his first Porsche, a 1953 356 Coupe. Encountering other Porsches on the road Bill would blink his headlights, silently saying hello. This tradition is still done today, so remember when you see a fellow family member give a flash and say hello. By 1954 Bill decided a more personal meeting would be appropriate. What better way for the owners of these infrequently encountered marques to discuss the positive, and negative, aspects of driving these vehicles?

So, on February 8, 1955, at the Sholar home, several Porsche owners gathered for the first time. After occasionally meeting during the spring and summer it was decided that a club should be started. A brief article in the August issue of Sports Car Illustrated informed Porsche owners across the states that a club was being formed. Sholar and his friends also petitioned the Porsche factory to recognize the newly proposed club. Unofficially the group was first referred to as "the gripe group." The official title soon became the Porsche Club of America.

On September 13, 1955, Blackie's Grille in Washington, DC hosted the first PCA business meeting. Thirteen perspective club members arrived. One of those 13 was asked to leave when it was discovered the lady actually owned a Volkswagen and not a Porsche. The remaining twelve were, Bill Sholar, Karl Grimm, Peter Pearman, Ken Twigg, Frank Beckett, Gamble Mann, Fred Shulenberg, Bob Flick, Bob Elliott, Ray Pitts, Harvey Brown and Don Carr. By meetings end Sholar was elected President. The Porsche factory magazine *Christophorus* was sent a release introducing the newly formed state side club. As word spread the club quickly grew to 64 members. Having joined before January 1956 they were designated as the PCA's charter members.

Hence, our club was born and as more and more members joined from outside the Washington area Regions were formed, with the original being the Potomac. *Porsche Panorama* also saw its first publication in December 1955. As it does today the magazine kept members, near and far, informed of the latest technical information, factory news and planned events.

So remember Bill's silent hello. Blink your lights at an approaching Porsche. Or wave at a passing one. You'll make them smile. We did on our way to our first "Sharks in the Mountain's" this past weekend when we passed an older 911 on I-77 in Columbia. The newly purchased vehicle's driver had a smile on his face from ear to ear when we waved.

Porsche Trivia Fun

How many PCA members were given charter status and how many members attended the first meeting?

May's Trivia Answer
\$43,000

I'd like to know your answers so feel free to email them to me (Jackie). Thanks.



www.pcapalmetto.org
Your site for current events and photos...



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**Check out the pictures and further descriptions
of these and other classifieds on the web**

EARLY PARADE FACTS

Fifty-two years ago in early 1956 the founding Potomac Region gave us another first. Our very first Porsche Parade. A blank invitation was extended to all PCAer's and was held at the Washingtonian Motel in Gaithersburg, Maryland from August 2nd – September 1st. This Parade saw the original 64 members participate in a rally, a gymkhana and received technical tips from Porsche factory service representatives. Of course there was plenty of socializing and pit talking and I'm sure there was a lot of gawking and admiration by passing non-Porsche owners. Like several others to come, later Parades saw an actual parade of Porsches through the local Maryland streets.

By the time the second Parade arrived the PCA had grown to 550 members from 21 different Regions, though not all these members attended. Most of these regions were in the eastern US. This parade also saw the first concours d'elegance and the election of the clubs first national officers outside of the founding region.

In 1958 Parade moved for the first time from the Washington area to New York State. That same year Bill Sholar started another long running first. He introduced a trip to the Porsche factory in Stuttgart. This first Treffen group consisted of 81 members who arrived in Germany aboard a prop-driven Lufthansa Super Constellation. Along with a warm welcome by the Porsche factory several German Porsche Clubs were also on hand to welcome their American counterparts. This experience is still available today, so if you get the opportunity go.

The first Parade to move west was hosted by the Rocky Mountain Region in 1960 in Aspen, Colorado. This Parade saw another PCA first the appearance of Dr. Ferry Porsche. PCA's sixth Parade was attended by over 250 members and earning the PCA the reputation as one of the best sports car clubs in the world.

For all you Palmetto region members that are going, we'll see you there. Ken and I are looking into our own side trip up to Biltmore, driving our Porsche of course, so if you are interested in going please email me, pors928v8@yahoo.com and let me know. If we get enough members going I can call ahead to make arrangements for a group lunch and a possible group car picture in front of the house.

The month of May had several events for our club starting with our monthly meeting hosted by Baker Motors. We also had a surprise going away party for Dr. Bob. Thanks are extended to Mike Duck in luring Dr. Bob to his home and managing to keep it a surprise. Many of our members made the track to Myrtle Beach to join fellow PCAer's from there on a once a month Sunday lunch drive. Ken and I've yet to make one but I hear its lots of fun and we hope to join in on one soon. May also saw a rally, drive and dine to downtown Walterboro. Several members enjoyed dinner at our local Irish pub, then carousing around the local car clubs monthly Cruise-In car show. Though I have to say seeing all those Porsche's lined up one behind the other along the street was a great sight but I'd have to say the highlight of the evening was the wonderful story Harold Bilich told us about his Porsche experience to Mexico as a young adult.

With Parade in the beginning of July and members vacationing our only scheduled event is Parade in Charlotte. So I hope to see lots of you there. Remember July's issue will be mailed as well as being posted on the web. With Parade right at the beginning of the month look for your July to be in your mailbox the following week.

Members Corner

New Members

Scott & Janet Cracraft.....2004 911 Anniv. GT
Jeff & Hope Seignious.....1989 930

A warm Lowcountry welcome to everyone. Look forward to seeing you at our next outing.



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Porsche has disclosed photos and details for the next generation 2009 911 model series.

Four new 911 models go on sale in September in North America - the 911 Carrera Coupe, 911 Carrera Cabriolet, 911 Carrera S Coupe, and 911 Carrera S Cabriolet. All offer a higher level of performance thanks to their all-new flat-six engines displacing 3.6 and 3.8 liters respectively. And for the first time in a Porsche sports car, engines utilize direct fuel injection (DFI) and can be coupled with the new optional 7-speed double-clutch gearbox Porsche-Doppelkupplung (PDK), racing inspired technology and a Porsche first. The result of these new technologies allows Porsche to once again boost performance of the 911, yet improve fuel efficiency by up to 13 percent as measured in the European driving cycle.

Maximum output of the 911 Carrera with its 3.6-liter engine is up by 20 horsepower to 345. The 911 Carrera S with its 3.8-liter engine is equally impressive, up by 30 horsepower to 385. With this extra power, the Carrera S now offers a top speed of 188 mph. The new generation 911 is available for the first time with the new Porsche-Doppelkupplung (PDK), Porsche's double-clutch gearbox. The seven speed gearbox combines the driving comfort of an automatic transmission with the gearshift capacity of a sequential gearbox used in race cars. Since Porsche's double-clutch also boasts an automatic gearshift function, it replaces the former Porsche Tiptronic S automatic transmission on both the Carrera and Carrera S. PDK improves acceleration while reducing fuel consumption over the previous generation of Tiptronic S equipped 911s through optimized and adaptive gearshifts.

Porsche developed this gearshift principle for racing no less than 25 years ago. It features two parallel clutches to eliminate any interruption in power delivery and eliminates even the slightest break between gears. Porsche factory drivers benefiting from this technology were able to accelerate faster than their competitors and keep both hands on the wheel while shifting gears, thus avoiding even the slightest distraction. This pioneering achievement from Porsche's racing efforts now gives the new 911 Carrera and Carrera S even better performance. The Carrera equipped with PDK covers 0-60 mph in 4.5 seconds and the Carrera S reaches the same speed in 4.3 which is 0.2 seconds faster than with a manual six-speed gearbox. The customer in search of optimum driving dynamics even has the option to combine PDK with Porsche's optional Sport Chrono Plus including Launch Control. The result is high-speed acceleration free of wheel spin from a standstill and a racing shift pattern to further boost performance. The Carrera equipped with the Sport Chrono Plus accelerates from 0 to 60 mph in 4.3 seconds while the Carrera S sprints to 60 mph in an outstanding 4.1.



ing Lights on all models. In Porsche fashion, these new refinements do not change the drag coefficient of the 911 as it stays at a remarkable 0.29.

2009 911 U.S. pricing starts at \$75,600 for the Carrera Coupe, \$86,200 for the Carrera Cabriolet and the Carrera S Coupe, and the Carrera S Cabriolet is \$96,800.

The result is high-speed acceleration free of wheel spin from a standstill and a racing shift pattern to further boost performance. The Carrera equipped with the Sport Chrono Plus accelerates from 0 to 60 mph in 4.3 seconds while the Carrera S sprints to 60 mph in an outstanding 4.1.

Exterior enhancements of the new 911 stand out clearly through innovations in design and technology. The refined front bumper has larger air intakes which signal an increase in power and the newly designed dual-arm exterior mirrors give a larger field of vision to the rear of the car. LED daytime driving lights and bi-xenon headlights will be standard on all new models, as well as LED tail and brake lights. This gives the 911 an even more distinctive style and a truly unique look from the front and rear. As a further option, Porsche now also offers Dynamic Cornering

Sharks in the Mountains was June 6th—8th
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(couldn't resist a few photos from this exclusive 928 event)



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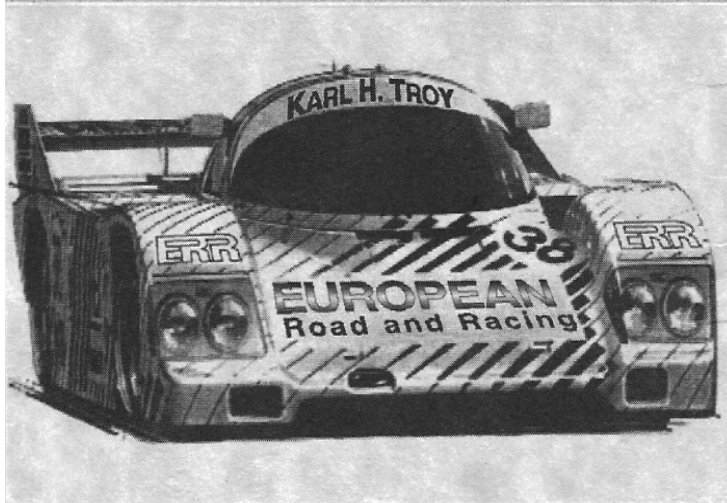
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Upcoming Events

June

28th Porsche Parade in Charlotte

July

4-5th Carolina Region DE at Lowes

5th Old Coffee House in Downtown Port
Royal—Coffee w/Coastal Empire 8am

19th Carolina Region Pool party –Spartanburg

September

12-14th Tail of the Dragon trip

Saturday Breakfast

Join the gang for Saturday breakfast -held at the
Sunflower Café on Hwy. 61 @ 8:00 (every Satur-
day). Come and Join us.....



Tail of the Dragon Trip September 12th - 14th 2008

The dates are set so mark your calendars and get your room reserved if your up for some great fun and a fantastic driving experience. As in the past Fontana will provide a PCA rate of \$85.00 per night per room so call early to ensure you get a room (**Special rate ends July 31st**). Our traditional Friday night social will be held outside in the pool area this year. The cost of the event other than room and meals is a \$15.00 administration fee. This fee also enters you in Saturday night's raffle, held at the conclusion of the group dinner.

[More info is available online.](#)

Monthly Meeting

June 2008

**No meeting due to upcoming
Porsche Parade**