

Palmetto Pipes

NEWSLETTER OF THE PCA PALMETTO REGION

SUMMER MOUNTAIN TRIP

SUMMER MOUNTAIN TRIP:

Event Dates:

June 21- 23, 2013

Event Place:

Helen, Georgia
and

Wolf Mountain Vineyards
Event Accommodations:
Country Inn & Suites
877 Edelweiss Strasse,
Helen, George
706-878-9000

Room Rates:\$109 per
night (standard room w/2
Queen bed's) + tax

This year for our mountain trip we'll head to Helen, Georgia. This beautiful Alpine Bavarian inspired village is nestled in the Blue Ridge Mountains on the Chattahoochee River. The town also has a rich history that is linked to the Cherokee Indians. Early English settlers came to the area in the 1900's to mine for gold and cut virgin timber for a thriving timber industry.

We will depart on Friday. With over 200 specialty and import shops there will be some time before dinner for a little shopping or just browsing. We'll plan on a restaurant for dinner but of course you are welcome to go to any restaurant you choose. We have a few more options then when we go to the Tail.

Saturday morning we will depart our host hotel and take approximately an hour and half scenic driving tour through a national forest before arriving at Wolf Mountain Vineyards. We have reservations for a touring and tasting at this PCA owned and operat-

ed winery for 11 am on Saturday. Lunch will follow at the winery. Departing the winery we'll head back to Helen via a different route, taking us through a little more of the local national forest. Returning to Helen you will have the afternoon free to engage in whatever activities you would like. Being along the Chattahoochee River there are tubing and various other water and nature activities available. Or you can peruse the village shops again. We will have a group dinner at another select restaurant and of course you are free to go where you choose.

Because we will be going during the "in-season" we only have a 10 room block available to us at the below rate, available till May 21, 2013 at the Country Inn & Suites. They do provide a full hot breakfast in the mornings and you will need to pay the first nights deposit. Be sure to let them know that you are with the PCA

Palmetto group. You do not have to stay at the host hotel. Just because there is a 10 room block does not mean that the event is limited to that number of couples/ individuals/cars attending. But please remember it is "IN SEASON" there during our trip and rates are higher and rooms book up quickly.

PLEASE RSVP to me (Jackie Dasen) when you book your room. Also please let me know if you will be attending the Friday evening and Saturday evening dinners with the group. I will have to make RSVP's with the restaurants.

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HAVE YOU EVER BEEN TO A PORSCHE SWAP MEET?

(BY: JENNIFER MILLS)

Florida Crown Region PCA & Brumos host an annual Swap Meet & Concours. The date for 2013 is April 6. The booth spot for the Swap Meet is free (or \$10 per table if we want Brumos to provide). The Concours is \$20 per car using Parade scoring without looking under the cars, not People's Choice. Swap Meet Participants can set up starting at 8 am, Concours parking opens at 8:30 am. The event will be over approximately 2-3 pm. During the day, there will be

live music, seminars, tech sessions, and hot dogs/hamburgers sold by the Boy Scouts. The downside for this year is that the race team will be on the road, so no driving simulator or sessions by the team.

A few of us were talking about having one trailer go down from the Palmetto Region PCA so the rest of us can drive our cars. We could caravan on Friday if the timing worked, but plan to spend Friday and potentially

Saturday night in the Jacksonville area. I think it's safe to say there'd be at least one meal with your Porsche friends in there. Would this be something you are interested in? Please let Jennifer know as we work out logis-



PELICAN TECHNICAL ARTICLE:: VALVE ADJUSTMENT

[Wayne R. Dempsey](#)

One of the most common and expensive maintenance tasks on the 911 is the adjustment of the valves. I recommended that the valves be adjusted about every 10,000 miles on the later model 911s (1978 on), and about every 6,000 miles for cars manufactured prior to 1978. If your valve clearances are too tight, then your valves might not be closing all the way, and you will not obtain optimum performance. Likewise, if the clearances are too loose, your valves will not open all the way, and you will also have a very noisy valve train.

Before adjusting the valves, make sure the engine is stone cold. Adjusting the valves on even a warm engine will result in inaccurate settings. Don't start the engine for four hours before adjusting the valves; letting it sit overnight is better. The first step in the valve adjustment process is to disconnect the spark plug wires, and remove the distributor cap. You don't need to disconnect the plug wires from the distributor cap. I also recommend that you remove the spark plugs during the process and replace them with new ones when you're finished. You may need a deep spark plug socket to get at all of the plugs. See Project 22 for more details. Now, remove the valve covers from both the top and the bottom of the engine. You may need some extensions to get to all of the nuts: it gets pretty tight both on the top and the bottom. I recommend emptying the oil out of the engine before you remove the lower valve co-

vers. If you don't then you might have a slight mess on your hands.

After the valve covers are removed, you need to set the engine at Top Dead Center (TDC) for piston number one. This corresponds to the point where the Z1 mark on the crankshaft engine pulley lines up with the split in the case, and the rotor on the distributor is pointing at the little notch in its housing. You can rotate the engine by placing a 24mm socket on the fan pulley nut and turning the engine clockwise. Make sure that you don't turn the engine counter-clockwise, as that may end up damaging some of the chain tensioner parts. If the engine doesn't turn and the belt slips, then you might have to replace or retighten your fan belt ([Pelican Technical Article: Fan Belt Replacement](#)). Removing the spark plugs and placing the transmission in neutral will help to ease the amount of force required to turn the engine.

When the engine is at TDC for piston #1, it's time to adjust the valves for that cylinder. Both the intake and the exhaust valves can be adjusted at the same time. The intake valves are located on the top of the engine inside the engine compartment, and the exhaust valves are located underneath the engine. For each valve, loosen the 13mm retaining nut around the adjustment screw, and turn the screw back counter clockwise. Now, place the valve adjustment tool in-between the valve and the swivel-foot screw, and tighten down

the screw. A light coat of engine oil on the feeler gauge blade helps you feel when the adjustment is correct. When the feeler gauge has been tightened down upon, tighten up the retaining screw while holding the adjustment screw steady using a screwdriver. Recheck the clearance after

you tighten up the screws, as they have a tendency to move when the retaining nut is retightened.

Now, rotate the engine crankshaft 120 degrees using the fan pulley. There is a mark on the crankshaft engine pulley that will indicate the 120 degree position. Now, repeat the adjustment procedure for cylinder number six. When finished, rotate the engine another 120 degrees, and adjust the valves for cylinder number 2. Repeat the rotation and adjustment procedures for the remaining valves following the engine firing order 1-6-2-4-3-5.

When you are finished, rotate the engine back to TDC for cylinder number one, and the rotor on the distributor should be pointing at the notch in the housing. Now, go back through the rotation procedure and check the clearance of all the valves using the feeler gauge. If any feel too tight or too loose, then repeat the adjustment procedure for that valve.

When the whole process is complete, replace the valve covers and tighten them to about 8 ft-lbs (10.8 Nm). Make sure that you use new valve cover gaskets and mounting hardware when you are replacing them. Following the valve adjustment procedure, you might feel a significant increase in power, and a significant decrease in the valve train noise.

www.pelicanparts.com



W·A·T·E·R·C·O·L·O·R·S

GERMAN RECIPE

Frashingskrapfen nach Tiroler Art (Tirolean Fasching Donuts)

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

It is a different kind of yeast dough, made with white wine and grappa, for adult tastes. The schnapps is important, because it gives an extra rise to the dough when fried. The alcohol evaporates during the process. This recipe stems from Austria, near the Italian border.

Prep Time: 1 hr, 30 min Cook Time: 8 min Total Time: 1 hr, 38 min

Yield: 1 ½ dozen donuts

INGREDIENTS:

1 c. white wine	3 T butter
1-package active dry yeast dissolved in 2 T warm water	1 tsp. sugar
3-4 c flour	1 tsp lemon zest
¼ tsp ground nutmeg	½ tsp salt
4 T grappa or clear schnapps such as kirschwasser or vodka	oil for
Powdered sugar for dusting	
deep frying	

PREPARATION:

Heat wine and butter together until butter melts. Cool to 100 F. Place 3 cups of flour in a bowl and create a hollow in the middle.

Pour wine into the hollow. Add the dissolved yeast, salt, sugar, lemon and spices. Mix until crumbly, then add the grappa and mix until a smooth dough forms. Knead for 3 minutes, adding flour if necessary to create a soft dough.

Form dough into a ball. Cover, and let rise in a warm spot until doubled in bulk, about 1 hour.

Start heating at least 3 inches of oil in a pan or deep fat fryer. Allow another 3-inches headroom in fryer for foaming and the donuts. You will want your thermometer to read 365F when you are frying.

Roll dough out on a floured board ½ to ¾ inch thickness. Cut circles out using a biscuit cutter. Let the dough rest for 10-20 minutes on the board and then fry in hot oil (365F) for 7-8 minutes, turning once.

Drain on paper towels and dust with powdered sugar or cinnamon and sugar.






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J O H N S / J A M E S I S L A N D G I M M I C K R A L L Y

On Saturday the 23rd we will be holding a gimmick rally around Johns and James Island and end at a BBQ spot on James Island. We will start out at the Publix on 17 at Noon and have a staggered start so everyone isn't bunched up.

What is a gimmick rally? It's all about fun, nothing serious. You will be given a sheet of directions to follow and a randomly ordered list of questions you need to answer along the way,

like how many churches did you pass. It will all be explained for those of you that have never done one.

I did add a few tricks to the rally to make it interesting, so it should be pretty fun..



Photo of the Month by Jackie Dasen

C H A R L E S T O N W A L K I N G R A L L Y

Sunday, February 24th several members participated in a walking rally in downtown Charleston. The weather was perfect and made for a very pleasant walk through historic Charleston. There is so much to see that is so close to us and rarely do any of us go and see it. This rally provided an

opportunity to see historic homes, sights and learn some local history.

At the conclusion of the rally we all headed to a small gelato/ice cream store and enjoyed some refreshments before parting ways. We hope to do another walking rally. Thanks Tuggy for a fun filled day.

C A R S A N D C O F F E E

Saturday, March 16th is the weekend we will be heading to the Cars and Coffee breakfast as a group in Mount Pleasant. There has been talk of a new location for the event. PLEASE CHECK THE WEBSITE FOR LOCA-

TION INFORMATION.

Our sponsor Pleasant Details will be hosting us after the Cars and Coffee event. At this time I do not have the details on what the event will entail other than I can pretty much assure you

it will have some basis on car detailing (yeah, I know you are all saying really, Jackie?) So please CHECK THE WEBSITE, any further details we get will be posted in the Forum.



<http://www.facebook.com/pages/Charleston-Cars-Coffee/198336256874223>

THE CHRONICLES OF SIR STUTTGART

BY SIR "STUIE" STUTTGART DASEN



Hi Porsche Peeps! Yup, it's me once again. You're favorite German dog. This month's chronicle, how to wire a hot tub. First you connect the white wire to the blue one; no wait the white one goes with the red one. Or is it the blue one goes with the red

one. Where does the green one go? Hold on a minute I think I got it. The blue goes with the green, the white goes with the red one and, Geeze, I still got a black one. Okay so, this is really confusing. I think I need directions. I fill it up with water and turn it on if the jets shoot the water out then I think I got it. Well, that didn't work. I guess it's best to call an electrician. So I'm figuring that wiring a hot tub is not something a dog should be doing. Geeze, I just wanted to help.

So that adventure didn't work out the way it was suppose. At least I didn't burn down the house or blow up the new hot tub. I just hope there was enough of each wire left for the guy to wire it right. I nibbled off the

ends of each when it didn't fit. There sure isn't a whole lot of each wire left. I'm really thinking that I need to stick to chasing lizards, bugs, squirrels and building squirrel houses and lizard condos. This adventure was a little too complicated for a dog of my intelligence. Maybe I can practice on the wiring in dad's 928. At least that would give me some experience for the next time.

Anyway, that's this month's adventure. I'm still waiting for a ride in a Porsche, Mr. Steve Kemp? Enjoy your Porsche's and I love everyone.

Members Corner

New members:

Christian Valiquette
2012 Cayenne
Philip Wollcott
1996 911 Turbo

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



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SOMETHING GERMAN

Kehlsteinhaus

(BY: WIKIPEDIA, THE FREE ENCYCLOPEDIA)

The Kehlsteinhaus (known as the Eagle's Nest in English-speaking countries) is a chalet-style structure erected on a sub-peak of the Hoher Goll known as the Kehlstein. It was built as an extension of the Obersalzberg complex erected in the mountains above Berchtesgaden. The Kehlsteinhaus was intended as a 50th birthday present for Adolf Hitler to serve as a retreat, and a place for him to entertain visiting dignitaries.

The Kehlsteinhaus was commissioned by Martin Bormann, with construction proceeding over a 13-month period. It was completed in the summer of 1938, prior to its formal presentation to Hitler on his 50th birthday on April 20, 1939. It is situated on a ridge at the top of the Kehlstein mountains and it is reached by a 4 mile long road that cost 30 million to build (about 15 million Euros in 2007, adjusted in line with inflation) it includes 5 tunnels but only one hairpin turn and climbs 2,600 feet.

The last 407 feet up to the Kehlsteinhaus are reached by an elevator bored straight down through the mountain and linked via a tunnel through the granite below that is 407 feet long. The inside of the large elevator car is surfaced with polished brass, Venetian mirrors and green leather. The elevator is still used daily.

The main reception room is dominated by a fireplace of red Italian marble, presented by Mussolini, which was damaged by Allied soldiers chipping off pieces as souvenirs. Much of the furniture was designed by Paul Laszlo.

A significant event held at the Kehlsteinhaus

was the wedding reception that followed the marriage of Eva Braun's sister Gretl to Hermann Fegelein on June 3, 1944. The building is often mistakenly referred to as a "tea house", a corruption of its abbreviated name, "D-Haus", short for "Diplomatic Reception Haus". Resulting in it frequently being confused with the actual tea house at Hitler's *Berghof*, the Mooslahnerkopf Teehaus that he visited daily after lunch.

Although on the same mountain as the Berghof, Hitler rarely visited the property. It has been suggested he only visited the Kehlsteinhaus around 10 times, and most times for no more than 30 minutes. He did receive Andre Francois-Poncet (the departing French ambassador to Germany) there on October 18, 1938. As a result of the lack of close association with Hitler the property was saved from demolition at the end of the war.

Supreme Commander of the Allied Forces in Europe and later President of the US, Dwight D. Eisenhower wrote that the US Army's 3rd Infantry Division was the first to take the Eagle's Nest. In his interview with the Library of Congress, Herman Louis Finnell of the 3rd Division, 7th Regiment, Company I, stated that he and his ammo carrier, Pfc. Fungerburg, were the first to enter the Eagle's nest, as well as the secret passages below the structure. Finnell stated that the hallway below the structure had rooms on either side filled with destroyed paintings, evening gowns, destroyed medical equipment and a wine cellar. Photographs and newsreel footage show 3rd Infantry soldiers relaxing on the Eagle's Nest patio, "drinking Hitler's wine", affirming they were

present at the house in May 1945.

Other groups claiming to be the first there include Easy Company of the 2nd Battalion 506th Regiment, US 101st Airborne Division and the French 9th Armored Company. The Kehlsteinhaus' museum states that it was captured by a member unit of the US 101st Airborne Division and includes a picture of the unit's shoulder sleeve insignia.

The Kehlsteinhaus was subsequently used by the Allies as a military command post until 1960, when it was handed back to the State of Bavaria. After the return of Kehlsteinhaus to German hands, an information center was built on the foot of the hill to remind the public of Hitler and his regime. The Kehlsteinhaus itself does not mention much about its past. Today the building is owned by a charitable trust, and serves as a restaurant. The restaurant features an indoor dining area and an outdoor beer garden. It is a popular tourist attraction to those who are attracted by the historical significance of the "Eagle's Nest". The house can be reached on foot (two



The Eagle's Nest at Obersalzberg in Berchtesgaden

hours of walking) or by bus from Obersalzberg, the road having been closed to private vehicles in 1952.

Informal tours of the Kehlsteinhaus are available to be booked through the official website. Due to concern about neo-Nazis and post-war Nazi sympathizers no external guides are permitted to conduct tours.

The lower rooms are not part of the restaurant but can be visited with a guide. They offer views of the building's past through plate-glass windows. Graffiti left by Allied troops is still clearly visible in the surrounding woodwork. A large fireplace in the restaurant itself shows severe damage along its lower edges where soldiers have smashed off small shards of the marble as souvenirs. Hitler's small study is now a store room for the cafeteria.

A trail leads above the Kehlsteinhaus towards the Mannlgrat ridge reaching from the Kehlstein to the summit of the Hoher Goll. The route, which is served by Kletterseil, is regarded as the easiest to the top.

Source:
<http://en.wikipedia.org/wiki/Kehlsteinhaus>

After 50 years of running, how the Porsche 911 remains the world's sports car

By Marco R. della Cava / [Motoramic](#) – Fri, Feb 15, 2013 4:28 PM EST

In the fall of 1963, a small group of Porsche employees arrived at the International Auto Show in Frankfurt to present the company's vision for the future. Due to replace the Volkswagen-derived four-cylinder 356 was a new model called the 901, which featured both a refined version of the 356's bathtub silhouette as well as two more cylinders. Initially, the biggest controversy was over the model's name; Peugeot pressed its rights to three-digit appellations where the middle number was zero. So the 901 became the [911](#), and Porsche became *Porsche*.

"The 911 changed everything for the company, so it's rightly the icon," says Pete Stout, editor-in-chief of *Panorama*, the magazine of the Porsche Club of America. "When you fire up a 911 and hear that overhead cam flat-six with its cooling fan whirring, that's Porsche's unique sound. The 911 has stayed true to itself, which is a rear-engined car that delivers more from less."

Porsche is marking the 911's 50th anniversary in a variety of ways, including sending a 1967 model on a five-continent tour stopping at a range of high-profile automotive events and races. There's also a "50 Years of the Porsche 911" exhibit at the company's gleaming museum in Zuffenhausen, near Stuttgart, as well as a forthcoming factory-published book called "911 x 911."

The celebration seems warranted. Fifty years is a long time to keep a single automotive line going, especially in an age when innovation rules and customers, trained by the insta-upgrades of the tech world, shun the old and demand the new. Yet here we are in 2013 and, 820,000 911s later, the car remains not only a staggering benchmark in a field crowded with high-displacement offerings, but it also represents the core DNA of a company now offering five models ranging from mid-engined roadsters to turbocharged SUVs. To drive a new Panamera sedan is to taste that fabled rear-

wheel-drive 911 experience. And to drive a 911 is to enter into a relationship between car and driver that is demanding, engaging and never boring.

"So many modern sports cars allow you to drive at 10/10ths right away, but the 911 requires you to know a little more about the car and your own skills so it actually develops you as a driver," says Jeff Zwart, who has both raced to victory in a 911 at the grueling Pikes Peak hill climb and explored the marque in many commercials produced by his company, Radical Media.

Zwart learned to drive in Southern California at the wheel of his father's very early 911, a 1964 sporting chassis number 35 good for 130 hp. Today he runs around in a monstrous 4-liter, 500-hp 911 RS. Yet each time he sits down in his modern rocketship, Zwart still feels the same visceral thrill that gripped him as a teenager.

"The 911 is the most developed sports car in history," he says. "It broke a lot of rules, and it's still here today."

The biggest of those shattered taboos was that engines should be placed in front of the rear axle. Yet Porsche put its air-cooled "boxer" (a word that refers to the banks of cylinders boxing at each other) powerplant close to the rear tail lights.

The effects were immediate. Careless motorists in slick weather could find their 911 swapping ends with aggressive stabs of the accelerator or brakes. But those who took the time to master their car's dynamics were rewarded with knife-like precision into, and blistering acceleration out of, turns. This feature wasn't lost on amateur and pro drivers alike; the 911 has notched some 30,000 race victories to date. Says Zwart: "When I'm flying into a hairpin turn at Pikes Peak at 100 mph with no guard rails, it's just an amazing feeling to shift down into first and feel the weight set on those drive wheels. The trac-



tion is just unbelievable."

Stout calls Porsche's far-rear engine design "a vice that became a virtue," while Zwart insists that racers trained on 911s develop an acute sense of car dynamics that make them better drivers. But despite such properties, this venerable car almost didn't make it to middle age. In the early '80s, Porsche was in financial difficulty and word began circulating that the 911 would soon be replaced by the front-engined V8-powered 928. In the end, it was Porsche's only American CEO, Peter Schutz, who decided the latter's birth shouldn't mean the former's death.

"Our cars are meant to be driven, not polished."
-Ferry Porsche



Befitting a model that's been around a half-century, fans of the 911 have

.....Continued next page



Continued....After 50 years of running, how the Porsche 911 remains the world's sports car

varied allegiances. Some are smitten by the spartan feel of '70s cars, while others love the bullet-proof build quality of the '80s SCs and Carreras. Among air-cooled purists, there is perhaps no more adored modern 911 than the last of that series, the 993, which in 1999 gave way to Porsche's new series of water-cooled engines. Although the 993 featured a new rear suspension design that helped curb the 911's tail-happy nature, it was really the car's looks — a sensuous shape that drew heavily from the company's 959 supercar — that seduced, so much so that its hallmark oval headlights and pinched rear tail-lights now infuse the latest 911 iteration, the 991.

"My RS is a beast of a car, but then they make the 991 and wouldn't you know it, this new car is faster around the Nurburgring than the last genera-

tion GT3," says Zwart. "The fact that Porsche can keep improving the 911 like this gives you hope it'll always stay around."

Adds Stout: "In the '80s, a major American car magazine said the 911 would die because there was simply no way it could be improved further. It's hard to imagine it disappearing now."

Not when there remain legions of sports car fans for whom a Porsche 911 remains a childhood fantasy. Scott Dixon, a Bay Area real estate investor, remembers growing up with modest means in Los Angeles fantasizing about the 911. Last year, he finally treated himself to a 2009 black-over-tan 911 Cabriolet.

"I call it my bucket list car because as a kid I had the Matchbox version of the 911, and of course anyone who was cool seemed to drive one," Dixon says of a model whose fans and owners include the likes of comedian Jerry Seinfeld, rapper Jay-Z and actor/racer Patrick Dempsey. "I test drove a Ferrari, but frankly the car scared me. This car gives me confidence as well as reliability and comfort. It's the best of all worlds.

"My only regret is I didn't get it sooner."

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Calendar: Upcoming Events in our Region and Beyond

For more information and event listings go to: <http://www.pcapalmetto.org/index.php>

	Fri, Mar 01	Sun, Mar 03	PCA Club Race & Sole DE at Roebling	Roebling Road, FL Crown Region PCA
	The Driver's Education program provides a safe, structured, and controlled learning environment for your high performance auto. Track near Savannah, GA. Register at www.clubregistration.net .			
	Sat, Mar 02	Sun, Mar 03	Buccaneer Region SCCA AutoX, Test & Tune	Hutchinson Island, near Savannah, GA
	Autocross is the sport of navigating your car through a defined course of cones in a large parking lot, allowing you to find the limits of your car. Info here: http://buccaneerregion.org/soloevents.html			
	Fri, Mar 08	Sun, Mar 10	Amelia Island Concours D'Elegance	Ritz-Carlton, Amelia Island, Florida
	Anyone can submit a vehicle for consideration, but entrance is by invitation only. Tickets are \$55. Info here: http://www.ameliaconcours.org/ . The Porsche Driving Experience is sold out.			
	Sat, Mar 09	Sun, Mar 10	Carolinas Region PCA DE	Carolina Motorsports Park
	The PCA Driver's Education program provides a safe, structured, and controlled learning environment with your high performance auto. Track near Kershaw, SC. Register at www.clubregistration.net .			
	Tue, Mar 12	7:00 PM	Monthly Social	Logan's Roadhouse, Summerville
	Join us at Logan's Roadhouse (211 Azalea Square Blvd, Summerville) for updates from the officers, to talk about upcoming events, and to socialize with your fellow Porsche enthusiasts.			
	Wed, Mar 13	Sat, Mar 16	12 Hours of Sebring	Sebring International Raceway
	The 61st Annual Mobil 1 Twelve Hours of Sebring, gates open Wed, March 13 and remain open 24 hours a day through Saturday. Porsche Corral tickets here: http://sebringraceway.com/hosp_corrals.lasso			
	Sat, Mar 16	8 am - 10 am	Cars & Coffee	Brookgreen Town Center, Mt. P. (Check Website to Confirm)
	While this gathering occurs every Saturday, let's attend as a club and see how many Porsches we can have show up. Brookgreen Town Center at 730 Coleman Blvd. Starbucks and Mozzo Deli nearby have breakfast. Activities to follow at Pleasant Details. More info to come.			
	Sun, Mar 17	11:30 AM	Drive & Dine	Molly Darcy, North Myrtle Beach
	Monthly Drive & Dine in the Myrtle Beach Area. We will gather at Ollie Bargain Outlet, Carolina Forest (2100 Oakheart Rd, Myrtle Beach) at 11:30, drive starts at noon.			
	Sat, Mar 23	12:00 PM	Gimmick Rally	Johns Island/James Island, SC
	Mark your calendars for a fun run around Johns and James Island's. Webmaster, Josh Stolarz, has put together a Gimmick Rally for our entertainment. We'll leave the Publix at Main Road/Hwy 17 at Noon and end up on James Island for a late lunch.			
	Fri, Apr 05	Sat, Apr 06	Brumos Spring Swap Meet & Concours	Jacksonville, Florida
	Florida Crown Region PCA & Brumos annual Swap Meet & Concours. Swap Meet is free, Concours is \$20 per car. Live music, seminars, tech sessions, and hot dogs/hamburgers sold by the Boy Scouts. Downside for this year is that the race team will be on the road, so no driving simulator or sessions by the team. A group will be leaving West Ashley early afternoon on Friday, April 5, group dinner Friday evening, after the event on Saturday, up to you if you hang out in Jacksonville or return to Charleston. If you have items you want to sell, please contact Herman Porter to arrange for trailer space. And please let Herman or Jennifer know if you plan to attend. No room block, but St. Johns Town Center Residence Inn is \$89/night (904.996.8900).			
	Sat, Apr 06	10 AM - 4 PM	Walterboro Wings-n-Wheels	Lowcountry Regional Airport
	Annual Walterboro Wings-n-Wheels, a FREE family-friendly event focused on fun! We will be showcasing over one hundred aircraft and show cars, displaying some of the most amazing craftsmanship, designs, and innovation the Lowcountry has to offer. Admission is free, showing your car is free, \$5 parking donation to benefit the Wounded Warrior Project. http://walterborowingsandwheels.com/ .			
	Tue, Apr 09	7:00 PM	Monthly Social	Tentative: Baker Motors
	Will be firming up in March, but looks like Palmetto Region PCA will get to build a club Cayman to be sold by Baker. Also, typical Monthly Social stuff: talking about events & socializing.			
	Sat, Apr 20	Sun, Apr 21	Driver's Education at Roebling Road	FL Crown Region PCA
	The Driver's Education program provides a safe, structured, and controlled learning environment for your high performance auto. Track near Savannah, GA. Register at www.clubregistration.net .			
	Sun, Apr 21	11:30 AM	Drive & Dine	2nd Avenue Pier, Myrtle Beach
	Monthly Drive & Dine in the Myrtle Beach Area. We will gather at Ollie Bargain Outlet, Carolina Forest (2100 Oakheart Rd, Myrtle Beach) at 11:30, drive starts at noon.			
	Fri, Apr 26	Sun, Apr 28	Smoky Mtn Region PCA Spring Thing	Townsend, TN
	Smoky Mountain Region invites you to Spring Thing. The event will include a Top only CONCOURS (and FRENCH CONCOURS), TSD RALLYE, event banquet, and AUTOCROSS is scheduled on Sunday. More info here: http://smtppca.org/			
	Sat, Apr 27	10:00 AM	Spring Spin-Off Car Show	Trident Tech, North Charleston
	Trident Technical College 21st Annual Spring Spin-Off Car Show to benefit Auto Program Scholarship Fund. This is a SHINE AND SHOW for a good cause. Cost is \$20 before April 15, \$25 day of. Porsches will have their own class IF we have 6 cars pre-register. On-line registration is found here: http://www.tridenttech.edu/3971_car_show.htm			
	Tue, Apr 30	5-7:30 pm	Cayman Launch Event	Porsche of Hilton Head
	Porsche Cayman Launch Event at Porsche of Hilton Head, New River Auto Mall. Formal invitation to come.			
	Sat, May 11	10:00 AM	Veterans Victory House Car Show	Walterboro, SC
	6th Annual Veterans' Victory House Charity Car Show sponsored by the Walterboro Cruisers. \$15 pre-registration, \$20 day-of. Porsche vs. Corvette Challenge continues. It's time to reclaim the trophy!			
	Sat, May 18	Sun, May 19	Carolinas Region PCA DE	Atlanta Motorsports Park
	The PCA Driver's Education program provides a safe, structured, and controlled learning environment with your high performance auto. Track near Atlanta, GA. Register at www.clubregistration.net .			
	Sun, May 26	Tue, May 28	Carolinas Region Sommerfest	Columbia, SC
	Registration is open for this Memorial Day weekend event. Marriott, Downtown Columbia has special rates until 5/22, use group code PORPORA. Concours, rally, autocross, socials, banquet. Info here: http://www.carolinas-pca.com/			
	Fri, Jun 21	Sun, Jun 23	Palmetto Region Summer Mountain Trip	Helen, GA
	Save the date! How about a summer mountain trip to get away from the Charleston heat? Newsletter Editor, Jackie Dasen, is planning a trip for us to Helen, GA. We'll be visiting a Wolfcreek Winery on Saturday and enjoying many curvy roads. More details to follow.			

Breakfast with Dr. Bob, Sunflower Café, West Ashley, 8 am.

Monthly Social, Second Tuesday of each Month, Location TBD. Check website for details.

Note: Calendar events in bold type earn points toward the Palmetto Region Competitor of the Year Award.For additional information and events outside of the Palmetto Region go to: <http://www.pcapalmetto.org/calendar/>



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NEWSLETTER OF THE
PCA PALMETTO
REGION



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“ it's not just the cars, it's the people...”

F I N A L T H O U G H T S F R O M T H E P R E Z . . .

Hope February was good to you and your P-car. Personally, we had a nice non-car related vacation, and still managed to surf the web for opportunities to add to the garage. No purchases made, but it's always fun to look. And there are certain folks in the group that will tempt you by sending links! J Back to the club... After days of rain, we had a nice walking rally downtown on a beautiful Sunday afternoon. Congrats to Joe Mills, the Porter's, and the Dasen's for best following directions and answering the challenging tie breaker questions. Thanks to Tug and Josh for planning. In March, I plan to see you on Tuesday, March 12 at the Logan's in

Summerville for the monthly social. On Saturday the 16th, we'll be hanging out with one of our sponsors, Pleasant Details. The Myrtle Beach D&D is in honor of St. Patty's Day on the 17th. A Gimmick Rally is planned for Saturday, the 23rd. Make your reservations and let Herman or me know if you're planning to go to the Brumos Swap Meet April 5-6. And pencil in on your calendars the Trident Show on April 27, Veteran's Victory House on May 11, and the Helen GA Mountain trip the weekend of June 21-23. As for the DE crowd, I hear some Palmetto members have already signed up for the Roebling event April 20-21, although you can hit



CMP or VIR in March if you need a fix before that – check each track's website for details. See you at an event soon!