



Palmetto Pipes



May 2026 Edition

www.pcapalmetto.org



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More than just a car—it's a passion.

What's your Porsche story?

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EXPLORE PAST ISSUES



Cover: Porsche #46 at Amelia Island
2018

Photo: Josh Stolarz

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AN EVENING WITH DEREK & JUSTIN BELL

LIVE IN CHARLESTON
ONE NIGHT ONLY

08 MAY | 5:00 PM

The Grand at 81 Mary Street



TWO GENERATIONS. ONE LEGENDARY BRAND.

★ THE LEGENDS

An intimate evening with Derek Bell & Justin Bell

★ THE EXPERIENCE

Lowcountry dinner + premium open bar

★ THE ACCESS

VIP tiers including meet-and-greet opportunities

Friday, May 8

The Grand at 81 Mary Street

Charleston, SC

5:00 PM – Intimate Experience

6:00–9:00 PM – Dinner



SCAN FOR TICKETS &
DETAILS

www.pcapalmetto.org

Includes optional small-group
experience

Limited Seating | Advance Purchase
Required



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UPCOMING EVENTS

CLICK ON UNDERLINED WORDING BELOW FOR MORE DETAILS

**MAY
8TH**

Friday, 6:00pm:

An Exclusive Evening with Derek & Justin Bell

Experience a rare "behind-the-visor" look at the golden age of motorsport. Join five-time Le Mans winner Derek Bell and FIA GT World Champion Justin Bell for an intimate night.

**MAY
9TH**

Saturday, 9am:

Cars & Coffee and drive to Seabrook

Join us after the Bell event for some Cars & Coffee and a drive to the Salty Dog on Seabrook Island

**MAY
9TH**

Saturday, 9am:

Grand Strand Breakfast on Pawleys Island

Join fellow Grand Strand Porschephiles for breakfast every other month at the Millstone Biscuit Company on Pawleys Island.

**MAY
12TH**

Tuesday, 6:30pm:

Monthly Palmetto Social

Join us at Locals Sushi & Sports Pub on James Island for our May dinner.

**MAY
24TH**

Sunday 11am:

Ale and Octane Car Show

Every 4th Sunday at New Realm Brewery on Daniel Island. Informal Ale and Octane Car Show.

**MAY
31ST**

Sunday, 9:00am:

Women's Drive to Edisto

Ladies, join us as we make our way to Edisto Island for a leisurely lunch, fellowship and plenty of conversation!



Presidents Column

Momentum is building across Palmetto Region — and May 8th is shaping up to be something special.

Dear Palmetto Region Members,

I'd like to start by thanking everyone who purchased tickets for our upcoming Savannah Bananas outing. While the event itself is still a couple of months away, tickets are already nearly sold out — a great reflection of the enthusiasm within our club. This was a fantastic idea led by Lola, and her planning and execution really show.

I also want to recognize and thank Jennifer Mims for stepping into the role of Grand Strand Area Director and doing an outstanding job engaging our members in that region. With recurring monthly breakfasts, upcoming drives, a new member event, and involvement in Tommy's 10th anniversary car show at the Dunes Golf Resort, it's great to see the Grand Strand community so active and well represented.

I'd also like to thank Nicci Morelli for designing a beautiful invitation for our May 8 event. We had 500 printed and have been distributing them throughout the community — all to invite fellow enthusiasts to what promises to be a very special evening.

I'm very grateful to the members who purchased tickets early — especially VIP access — for May 8. Your support has made a meaningful difference. If you haven't secured your ticket yet, please do so soon. We are finalizing plans with the venue, and accurate headcounts are critical. For those looking to enhance the experience, I highly recommend the VIP Happy Hour from 5:00 to 6:00.

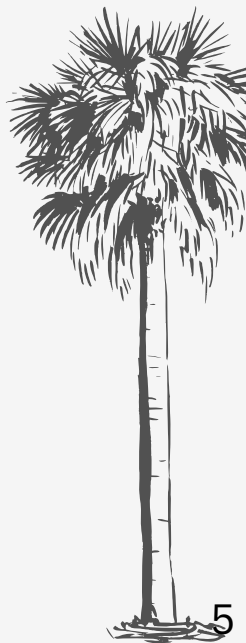
Thank you as well for responding to RSVP requests for our monthly dinners. This has been extremely helpful as we continue to grow and allows us to secure better space, service, and private rooms. Please keep it up — it makes a real difference.

Thank you all for your continued engagement and support. The momentum across the club is exciting, and I look forward to seeing many of you — especially on May 8.

Warm regards,

Keith Kirwin

President, Palmetto Region PCA



Membership Update

PCA National Membership: 170,043

Palmetto Region: 842 Members

Primary: 552 | Affiliate: 290 | Test Drive: 6

Welcome New Members!

Raymond L. Bonds

2013 911 Carrera S Cabriolet

Michael D. Comer

2014 Panamera

James R. Devito

2000 911 Carrera Cabriolet

Thomas Bruce Horton

2016 Cayman

Clark Jordan

2022 911 Carrera

Josh Lewis

2007 911 Carrera S

Craig Munson

2026 Macan

Leon Powell

2024 911 Carrera S

Anthony Todd Watts

2026 911 Turbo S

William D. Zielke

2016 Cayman GT4

Transfers In

A William Caiazza

2009 911 Carrera S Cabriolet 2

From: Hurricane

Nick Madarasz

2024 911 Carrera T

From: Carolinas

Stephen P. O'Reilly

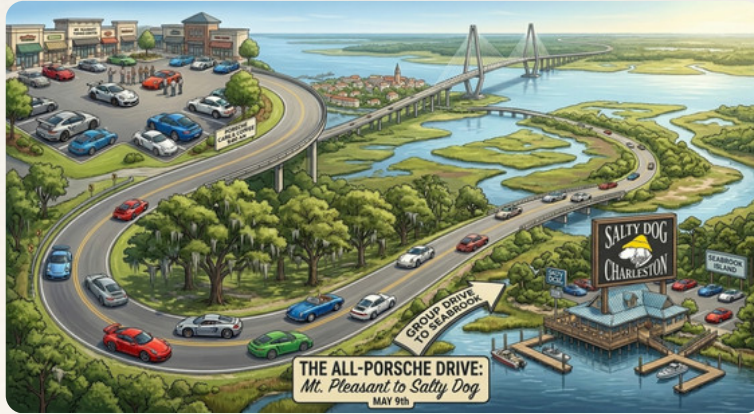
1978 911 SC

From: Carolinas



One Month Behind

The Lowcountry Loop: Cars, Coffee & Coastal Cruising



Saturday, May 9th | Mt. Pleasant to Seabrook Island

Keep the high-octane energy going! Following our incredible evening with Justin and Derek Bell, we're hitting the road for a scenic Saturday morning trek. Whether you're showing off your daily driver or bringing out the weekend showpiece, join us for a morning of Cars & Coffee, salt air, and great company.

The Itinerary

- 09:00 AM | Cars & Coffee
 - Location: Mt. Pleasant Towne Center (Near Mens Warehouse)
 - Kick off the morning with a Cars & Coffee gathering.
- 10:00 AM | The Departure
 - We'll pull out of Towne Center for a curated group drive through the Lowcountry, heading toward the coast.
- 11:00 AM | Early Lunch at Salty Dog Cafe
 - Location: Bohicket Marina/Seabrook Island
 - We'll wrap up the morning with an early lunch on the water.

Register Today...

May 31st Edisto Women's Drive

Ladies, don't miss this Women's Drive

Sunshine, salt air, and Southern charm—Stuttgart style! Ladies, join our fleet as we make our way to Edisto Island for a leisurely lunch, fellowship and plenty of conversation!

Register online today....



The Ghost of Gmünd: The Second Life and Resurrection of Chassis 063

Story: The Duke

Standing in the paddock at Laguna Seca during the 2015 Rennsport Reunion, it's easy to get overwhelmed by the sheer volume of silver paint and Porsche pedigree. But amidst the sea of 917s and modern GT3s, one car stopped me in my tracks: a small, understated silver coupe wearing the number 46.

To the casual observer, it was just an old 356. To those who know the story of Chassis 356/2-063, it was a miracle on wheels. Seeing it in the California sun, it was hard to believe that for over 50 years, this car was "missing".

In our last issue, we covered Porsche's gritty class victory at the 1951 24 Hours of Le Mans. But while that race put Porsche on the map, the car itself chassis 356/2-063 embarked on a journey after the checkered flag that sounds more like a cold-case mystery than a factory racing history.



The #46 356 SL Gmünd Coupé mid restoration at Rennsport Reunion 2015

The California "Haircut"

After its triumph in France, Chassis 063 was imported to the U.S. by Max Hoffman. It eventually landed in the hands of the legendary John von Neumann, the man responsible for fueling the Porsche craze in Southern California.



The #46 Porsche 356 SL Gmünd Coupé in 1952 in Torrey Pines, CA.

In the early 1950s, these aluminum Gmünd coupes were viewed as tools, not treasures. John von Neumann, wanting to be more competitive in the sun-drenched California circuit, took a literal saw to the historic winner. He chopped off the aluminum roof to shed weight and lower the center of gravity, turning the Le Mans champion into a red roadster. To the purists of the time, its identity was effectively erased. To the world, the first Porsche to win at Le Mans had simply vanished.

The Missing Link: A Speedster is Born

However, this "sacrilegious" modification sparked a revolution. When the legendary importer Max Hoffman saw von Neumann's roofless 063, he didn't see a ruined race car—he saw a business opportunity. Hoffman took photos of the chopped-down 356 and personally presented them to Ferry Porsche in Zuffenhausen.

Hoffman's pitch was simple: Americans wanted a stripped-down, lightweight, open-air Porsche that could beat MGs and Triumphs on the weekends and drive to the office on Mondays. He famously told Ferry, "If you build a factory version of this, I can sell it for under \$3,000." This direct line of influence led to the America Roadster and, eventually, the iconic 1954 356 Speedster. It's a staggering thought: if Chassis 063 hadn't been "ruined" by a hacksaw in California, the Speedster silhouette—one of the most recognizable shapes in automotive history—might never have existed.

Erased Identity

For decades, Chassis 063 lived a double life. It passed through various owners, appearing at vintage races and club events as a quirky, roofless Gmünd roadster. Because it had been so heavily modified, its true pedigree was hidden in plain sight. To the untrained eye, it was just a "mutilated" 356. The fact that this was the very car that started Porsche's Le Mans legacy was a secret buried under layers of red paint and decades of amnesia.

Forensic Restoration: Finding the Truth

The resurrection began when Porsche enthusiast Cameron Healy acquired the car. While many suspected it was an early Gmünd, the "Roadster" configuration made it hard to verify. Healy teamed up with Rod Emory, whose name is synonymous with 356 perfection, to perform a digital autopsy.

The detective work was grueling:

- **Archival Overlays:** They compared period photographs from the 1951 race—specifically looking at imperfections in the hand-beaten aluminum—to the surviving tub.
- **The "Smoking Gun":** Small, unique weld marks and specific repair points on the inner chassis matched internal Porsche factory notes from 1951.
- **The Roof Rebirth:** Since the original roof was lost to a scrap heap in the 50s, Emory's team had to scan a sister Gmünd coupe to create a 3D wooden buck. They then hand-hammered a new aluminum skin to 1951 specifications.



The #46 Porsche in later years at local CA vintage races.

The Return of a Legend

The restoration wasn't just about paint and leather; it was about reversing a 70-year-old mistake. The team chose to finish the car exactly as it looked on the morning of the 1951 race—complete with its narrow tires, fender skirts, and the iconic "46" racing numbers.

In a poetic conclusion to its 70-year odyssey, Healy didn't just put the car in a museum. In 2023, he and Emory drove Chassis 063 from Stuttgart to Le Mans on its original 1951 route, returning it to the Circuit de la Sarthe for the Le Mans Centenary performing an honorary parade lap. It was a triumphant homecoming for a car that had survived being "erased" by history. It later stayed as a guest of honor at the Le Mans Classic race where I got to see it once again.

A Full-Circle Moment

Seeing Chassis 063 in person was a reminder of why we obsess over these machines. It wasn't just about the flawless silver paint or the period-correct fender skirts; it was the knowledge of what that metal had endured. It had survived the rain of Le Mans, the hacksaws of California, and fifty years of anonymity.

When you see a car like 063 in person, you aren't just looking at a restoration. You're looking at a 70-year-old survivor that refused to stay lost. It's a testament to the fact that in the Porsche world, true pedigree—no matter how many times it's painted over or cut away—always finds its way back to the light.



youtu.be/ox6jDa0j40o?si=uiJZSU3OCx8U8HCL

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SPELLING BEE



RALLY

Are you ready for the Palmetto Region Spelling Bee Rally?

You might be wondering—what exactly is a Spelling Bee Rally? Let us tell you: it's a fun and unique adventure in your Porsche designed to be enjoyed at your own pace (you have until the end of November to finish it), whether you're going solo or with friends.

What is a Spelling Bee Rally?

The Spelling Bee Rally is an exciting tour where participants visit towns and cities of their choice, covering a required number of locations. Here's the twist: you'll be given a special phrase, and for each letter in that phrase, you must visit a town or city whose name starts with the corresponding letter.

For example, if the phrase contains the letter "S," you'd visit a town like Summerville. You'll take a photo as proof of your arrival—it's as simple as that!

Whether you're looking for a relaxing drive or a creative challenge, this rally has something for everyone.



**Palmetto
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BEE RALLY**

Ready to get creative?
'Flair' points are
awarded for the most
unique photos!

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2ND GRAND PRIZE: 2026
911 CARRERA
+ \$40,000 CASH PRIZE



Scan code or
see website
for more details
and official rules:
www.pca.org

ENTRY DEADLINE: June 1, 2026
WINNER ANNOUNCED: July 31, 2026
Multiple winners anticipated

Additional prizes after first grand prize
are based upon number of entries
as outlined in OFFICIAL RAFFLE RULES

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Porsches in the Sky: The Post War Revival And the 911 Gets Its Wings - Part 2

Story: Gary Becroft

After WW2 the sky over Germany was silent for ten long years. But in 1955, the Allied ban on powered flight was finally lifted. Ferry Porsche, who is now running the company recognizes the potential in the field of sports aircraft and realizes he didn't need to go back to the drawing board to meet the moment. He already had the perfect heart for a plane sitting right under the bonnet of his favorite sports car: the air-cooled flat-four.

Flying with the flat engine

The Porsche 356 is achieving magnificent sales – and is equipped with a powerful and efficient air-cooled four-cylinder flat engine, also known as a boxer-four. Porsche soon develops this into the first post-war German aircraft engine, with the Type 678 ranging from 65 to 75 hp. It is used in aircraft such as the Rheinflug RW-3, the first German small aircraft to go into production after the Second World War. The Smithsonian National Air and Space museum has a Type 678 engine in Washington DC.

Rheinflug RW-3

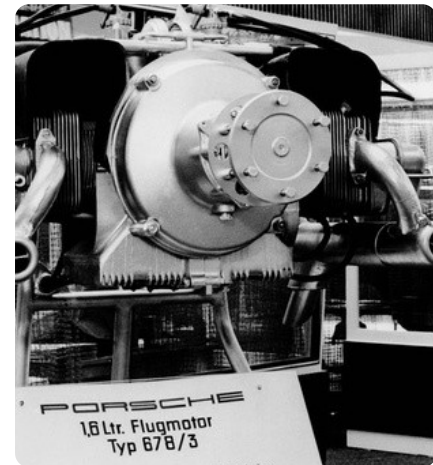


A Side Note

The 356 motor that was used in the RW-3 was a Type 678 that was dual ignition systems and other reliability modifications.

There was also a Type 616 which was the Industrial 356 engine. These Type 616's were widely used to power portable water pumps for fire departments, mobile electrical generators, agricultural equipment, and perhaps most famously, ski lifts in the Swiss and Austrian Alps.

Because they didn't have radiators, they couldn't freeze in the harsh alpine winters. You could start a Porsche-powered ski lift in sub-zero temperatures with absolute confidence. Today, finding a surviving Porsche Industrie-Motor (often found in its original industrial mounting frame) is a holy grail for 356 restorers, as they were often run at constant, low RPMs and have pristine internal parts.



Porsche Type 678 engine

Turbo Power for James Bond

In 1976, the British company Airship Developments designed the SkyShip 500 and in 1981 it makes its maiden flight. The ship is powered by the Porsche 911 Turbo – two Type 930 engines are on board. You likely saw this blimp in the James Bond: A View To A Kill movie.,



SkyShip 500 in James Bond: A View To A Kill



SkyShip 500 - Powered by Two 930 Turbo engines

The 911 takes off

Over the years pilots and amateur engineers have tested the compact, powerful sports car engines from the 911 models in sports aircraft. Its reliability and air cooling mean that the muscular flat engine of the 911 is ideally suited as an aircraft engine. It additionally produces a high output with a comparatively low consumption of premium fuel.

At the beginning of the 1980s, the creative minds at the development center in Weissach set to work: they transform the sports car engine of the 911 into an aircraft engine with dual ignition, a second alternator, a spur gear drive for the camshaft and other modifications to the details. In 1984, the Porsche PFM 3200 engine receives approval from the German authorities, and in 1985 from their American counterparts the FAA. The Mooney M20L PFM was the only model available in the US and entered service in 1988. It was billed as a 911 with wings.



Mooney M20L PFM once owned by a PCA member



A Mooney M20L PFM Still Flying in 2024

The PFM 3200 design had unique qualities. There was a muffler installed that made it much quieter than other engines. It was better on fuel consumption than contemporary engines and it also had a “Single Lever Control (SLC)” which was revolutionary because it automatically adjusted the throttle, propeller pitch and mixture control making engine operation simpler than competitor engines. Alas development came at the wrong time. The plan was ne would be used mostly in the US and noise concerns there hadn’t yet become as critical as in Europe. Fuel prices were dropping, negating another one of the engines advantages. The PFM 3200 was also heavier than other Lycoming and Continental engines and it made its debut just as small aircraft sales were stagnating. All these factors combined to make the upgrading of airframes with these modern engines not economical.

In all, only 41 Mooneys were delivered in the U.S. Due to the fear of US liability laws, Porsche later bought up most of the PFM 3200-powered aircraft and either converted them to alternate manufacturers' engines or destroyed them along with the spare parts. Only a handful of Porsche-powered aircraft are still airworthy today, meticulously maintained by a small, dedicated cult following of pilot-enthusiasts. When factoring the massive research and development costs sunk into the project against the tiny number of units actually sold, it's reported that the program ended up costing Porsche about a million dollars per engine! Today, Porsche is officially out of the aircraft engine business.

An Impressive Endurance/Test Flight

To prove the engine's mettle following its initial certifications in 1984 and 1985 , Porsche embarked on a grueling, globe-trotting public relations test flight. On 16 January 1986, after more than six months, 300 take-offs and landings, and 600 flying hours, Michael Schultz and Hans Kampik landed back at their small airfield in Donaueschingen. They embarked on this flight to showcase the absolute reliability and performance of their Porsche-powered aircraft. The 3.2-litre Porsche PFM 3200 aircraft engine has used 23,000 litres of premium fuel and 30 litres of oil, defied heat and cold and negotiated 100,000 kilometres in the air without complaint.

The two links below are to stories about the planes in the above pictures that were owned by Porsche aficionados. Note the registration number on the red plane.

<https://www.pca.org/news/porsche-powered-airplane-the-story-of-my-mooney-porsche-pfm>
<https://newsroom.porsche.com/en/2024/history/porsche-aircraft-engine-pfm-mooney-35243.html>

Automobiles to Aircraft

Many of the European automotive manufacturers in business prior to WW2 were involved in the aviation engine field. Companies like BMW, Daimler-Benz, and Rolls-Royce—along with legendary engineers like Ferdinand Porsche —were key to the development of lightweight, reliable, and increasingly powerful engines. The Rolls-Royce Merlin in the WW2-era Spitfire and P-51 Mustang is considered one of the greatest piston engines of all time, closely matched by the Daimler-Benz DB 601/605 used in the formidable Messerschmitt Bf 109. Today, Rolls-Royce remains one of the largest aircraft engine manufacturers in the world.

A Legacy of Engineering Hubris and Brilliance

While Porsche ultimately retreated to the automotive market where it had dominated competition, its aviation chapters prove the company's fearless engineering spirit. The same obsession with air-cooled reliability and flat-six power that made Porsche a legend on the Nürburgring briefly made it a marvel in the clouds. We will need to wait and see whether Porsche will have a third aviation adventure in a future era.

CLIFF'S CORNER

AUTOMOTIVE TECHNICIAN LICENSING - PART 3

By Cliff Hudson

This month I wrap up the subject of automotive technician licensing which, since most states do not require licensing, is actually articles about how to select a technician (or shop) for your vehicle. And noteworthy is that the majority of my articles are not Porsche specific but rather, pertain to the automotive repair industry in general. The majority of Porsche owners already know the handful of shops that have Porsche knowledge.

When a customer has to move away, they will often ask me how to find a reputable shop in the area where they are relocating. Obviously, word of mouth is the best advertising that any business can have and today, a lot of that word of mouth is on the internet in the form of reviews. However, one still must be careful because there are companies who work to influence or even “buy” good reviews from their customer.

What I do is ask the customer to send me the link to any shop they are considering. If the first thing that I read on the company's web site is “FREE A/C CHECK, FREE BRAKE INSPECTION” etc. or “CHEAPEST OIL CHANGE IN TOWN!”, that shop is not going to be my pick for my customer. Those are marketing gimmicks dangled in front of the public to entice business to their door, and the talented professionals in my industry do not need to beg for business. They are often booked out for days, if not weeks.

What I do look for is how the business represents itself and primarily, if they are specialists in a brand or a model. For example, a shop or technician that does all Porsche as opposed to a one that does only air-cooled. While not an absolute, it is a possibility that the shop or technician who only does air-cooled may be best for a vintage 911, while yet another shop or technician may be the best for a Cayman.

Now that's not to say that there aren't some talented technicians working at shops that do multiple brands. If a shop that does all things German or European has the best Porsche technician in town that's great, because a fabulous Porsche technician could be employed by a shop whose BMW technician is not as talented. This is where talking with people who have experience with a shop or technician is beneficial and specifically, determining how pleased they are with the service they are receiving for the brand or model that they drive. This generally takes time and/or connections and why involvement in a car club like the PCA is always a benefit.



Passport-Free in the Lowcountry: The 2026 Scandinavian Expedition Recap

Who knew you could tour Northern Europe and still be home in time for dinner? On Saturday, March 28th, over 40 members proved that a full tank of gas and a Porsche are all you really need to cross borders—provided those borders are within the scenic back roads of South Carolina.

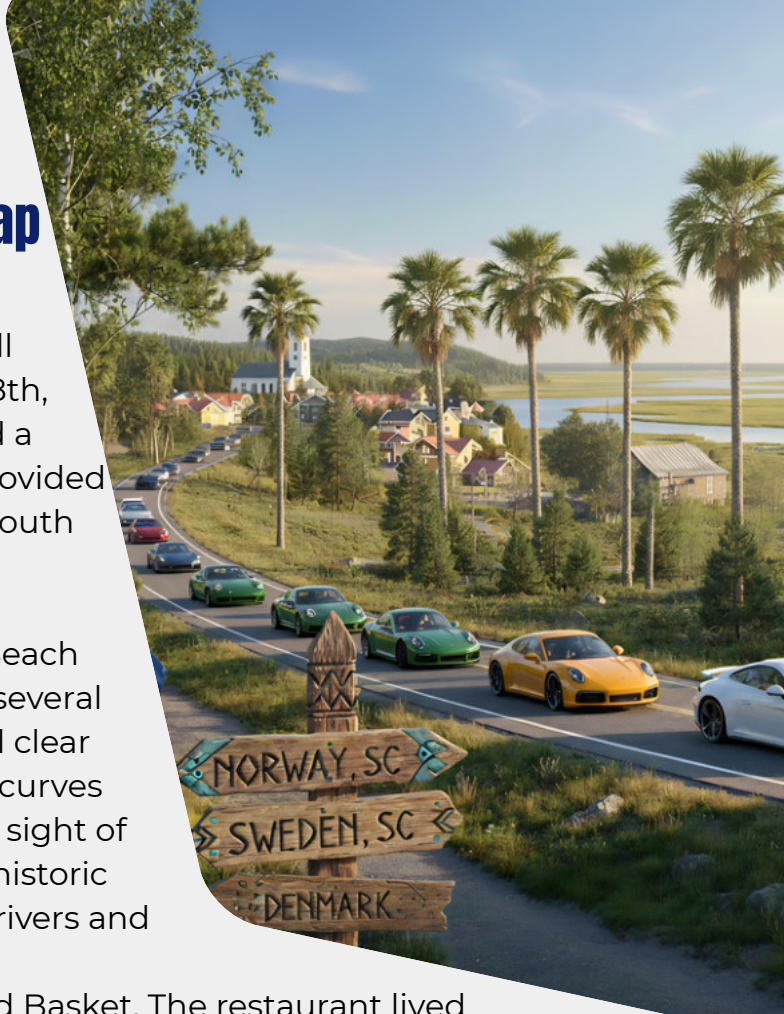
The "Scandinavian Expedition" brought together a fantastic turnout from the Charleston and Myrtle Beach areas, and we were especially pleased to welcome several friends from the Three Rivers Region. Under crystal clear skies, our convoy set out to navigate the charming curves of Norway, Sweden, Finland, and Denmark, SC. The sight of nearly three dozen Porsches winding through the historic cotton town of Cope was a highlight for both the drivers and the locals.

The journey concluded in Blackville at Miller's Bread Basket. The restaurant lived up to its legendary reputation, providing the perfect setting to refuel with some incredible home-cooked food and great conversation. After lunch, a handful of us took a short detour to the historic God's Acre Healing Springs to experience the "healing waters" and take a moment to enjoy the afternoon sun before heading home.

It was a perfect day of driving, dining, and camaraderie—proving once again that while the cars bring us together, it's the people (and perhaps the shared search for great food) that keep us coming back.

Missed the drive? If you couldn't make it out or simply want to revisit the "Old Country" at your own pace, you can download the full route details and itinerary here: [\[Link to Route & Details PDF\]](#)

View the Event Gallery Check out all the photos from our international trek through the Lowcountry: [\[Link to Photo Album\]](#)



Luft Wasser 2026

Also posted in our photo album are a few pictures from this year's Luft Wasser event the Appalachian Region puts on every year in Brevard NC. Make sure to add it to your calendar for next year, it's a great weekend away, even if you're just spectating.

Luft Wasser Photos: <https://www.pcapalmetto.org/photos/album/272/>



Brought to you by Rusty



While this is not a Porsche only event [The Highlands Motoring Festival](#) is for you if you are into classic American and European cars (pre-1990). Held the second weekend of June the multi-faceted gathering includes driving tours, “Classics in the Park” car show, a dinner featuring Wayne Carini all set at +4,100 feet in elevation in the charming western North Carolina town of Highlands. If you are considering going book your lodging now along with dinner reservations.



YouTube is a non-invasive (meaning they don't reach out to you and you can remain totally private if you want) source of great content on basically everything including tons of Porsche related information and entertainment. The Porsche Club of America has many, many videos available on a broad range of topics and events. You can check them out on YouTube at www.youtube.com/@PorscheClubofAmerica

Ever looked at the “**Wanted**” section in the back pages of “The Mart” (last pages in your monthly copy of Pano magazine) or online at mart.pca.org? If you have a specific Porsche related item or a hard to find vehicle you are interested in obtaining you can list your request here and reach out to our +170,000 members for a response.



What is the **Nurburgring Nordschleife** and why is it so famous? Want to find out more than you really want to know about the Nurburgring (The Green Hell) and why it is such a big deal? Read the most interesting article in the [April Pano \(p. 50\)](#), very well written plus only a few big words.

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