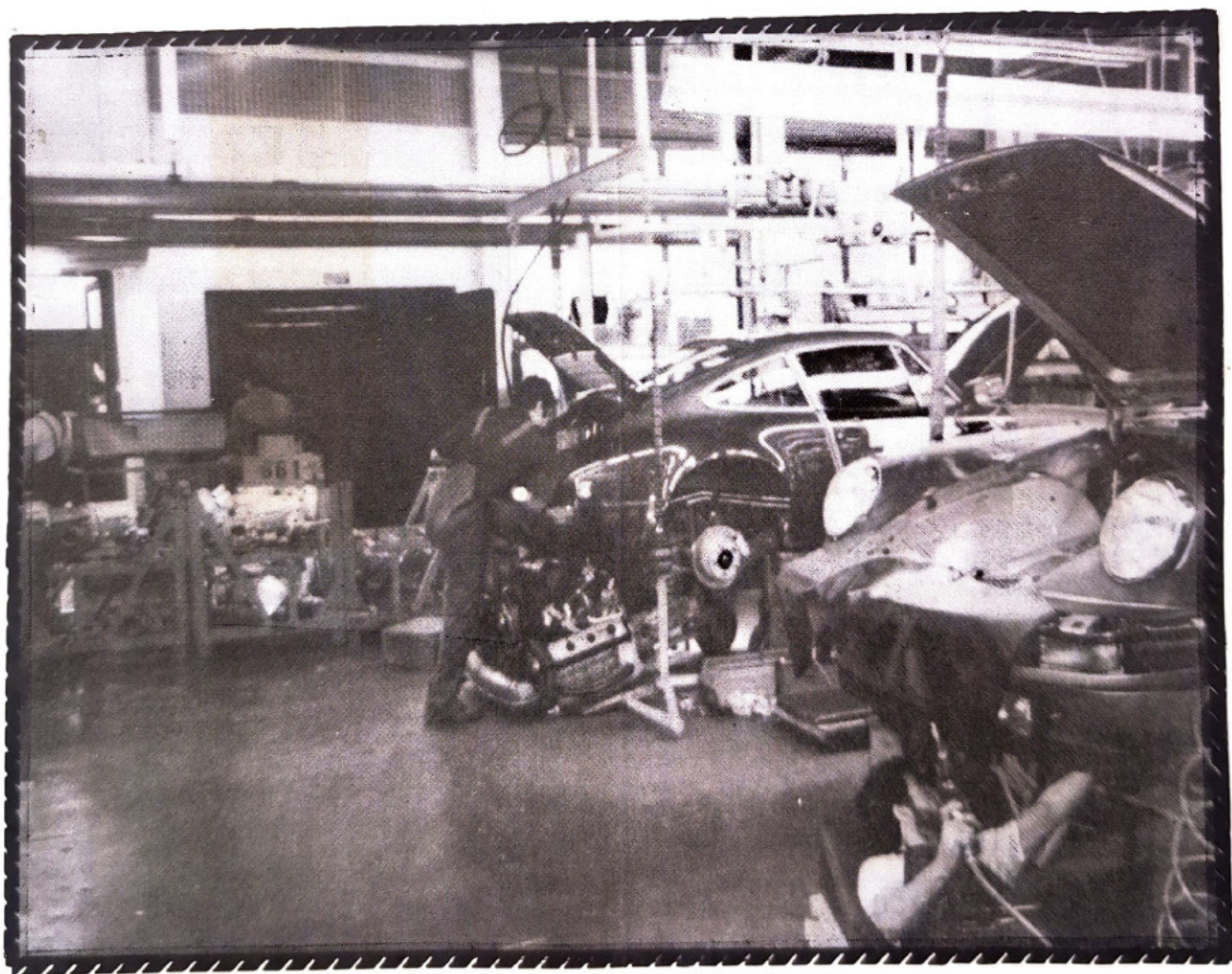


# PALMETTO PIPES



**February**  
1982



### PRESIDENTIAL PERSPECTIVES

*Friends, Brethren, Countrymen, Ladies, Gentlemen, and Those of You Whose Hands I Have Not Shaken, and Whose Babies I Have Not Kissed, allow me this fleeting moment to thank each of you for your support during the election campaign last Fall. It was exciting, rewarding (not financially, I assure you), and fun, and I look forward to serving during 1982. Please feel free to call me at any time should you have any question, suggestion, complaint, opinion, or advice, or for no reason at all if you are so possessed.*

*But before we do anything, please allow me to express my sincere appreciation to the outgoing administration, i.e., Carol Mathisen, Tuggy Mathisen (Carol's husband), Ross Davidson, Sharon Calloway (Carol's sister), and Jim May. They did an outstanding job last year and have made the transition for the new administration very easy and smooth this year. We look forward to having their advice, assistance, and suggestions throughout 1982.*

*Part of the transition involved a joint meeting of the outgoing and incoming Boards of Directors which took place on January 4, 1982. At that meeting, a calendar of activities, competitive events, social gatherings, parties, and the like was established, you will find it elsewhere in this issue of*

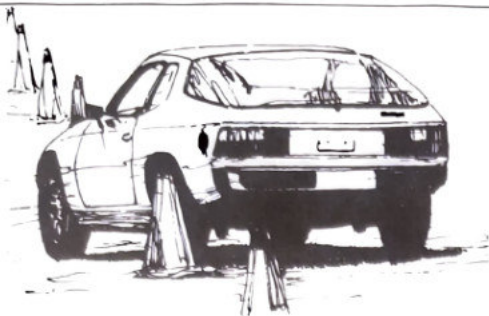
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### 1982 CALENDAR OF EVENTS

- \*\*\*\*\*
- Feb. 25 Dinner meeting at Oriental Cuisine. (Daytona slides to be shown) Savannah Highway. 7:00 pm. RSVP by Tuesday, Feb. 23rd. Call Nancy Davidson after 5 at 744-3788. Or call Kearby Parker. 577-5171
- \*\*\*\*\*
- Mar. 7 Mustang Club Autocross. Ashley Plaza Mall. Registration 12 noon.
- Mar. 14 Gymkhanna. Ashley Plaza Mall parking lot. Registration 1 pm. Begins 1:30. \$5.00 per car.
- April 4 Easter Egg Rally. Open event. To be announced
- May 16 Autocross. Open event. To be announced.
- June 12 Rally - Pinic. To be announced.
- July 18 Beach or Pool Party. To be announced.
- Aug. 22 Nite Rally. To be announced.
- Sept. 26 Autocross. To be announced.
- Oct. 30 Halloween Party. To be announced.
- Nov. 21 Turkey Day Rally. Open event. To be announced.
- Dec. 17 Christmas Party. To be announced.  
or 18
- \*\* Denotes Competitor of the Year Event.

The Board of Directors of Palmetto Region has decided that a \$10.00 per year local regional membership dues will be necessary this year to help cover the cost of printing and mailing Palmetto Pipes and to help finance activities. Your check for \$10.00 must be received by March 31, 1982 to remain active in the region and continue to receive "Pipes".

Send to: Carol Mathisen - Treasurer  
8 Pony Lane  
Charleston, SC 29407



### Nancy's News

If January's events are an indication of the year to come, it's going to be a great year for the Palmetto Region PCA.

On January 10th an Autocross Practice Session was held to help club members prepare for the March of Dimes Autocross the following week. It was a fun afternoon where the drivers could improve their driving skills for the upcoming event. We had a record turn out of eleven Porsches. I want to thank everyone there for their help with the timing and scoring. Special thanks to Sam Kelly who did the timing all day without even driving.

The March of Dimes Autocross had the largest turnout of Porsches in several years. We had 15 drivers from the Palmetto Region and walked away with 4 trophies.

|                |                       |
|----------------|-----------------------|
| Tuggy Mathisen | 1st in AP Class       |
| Angie Barrow   | 1st in Ladies C Class |
| Geoff Parker   | 3rd in A Class        |
| Greg Seminoff  | 3rd in C Class        |

Congratulations to all you winners!!!! I'd also like to thank all you members who helped work the event. We had a record turnout of 125 cars and made over \$1400.00 for the March of Dimes. Top time of the day went to Chaz Falk, from the Corvette Club with a time of '56.34'. As you know this was a "Competitor of the Year Event" and it looks like there's going to be some competition for the award this year.

The 1982 Calendar of Events has a variety which will give everyone a chance to compete for "Competitor of the Year" and have some good old fashion fun.

Our next event will be a dinner meeting at the Oriental Cuisine. Slides from Daytona will be shown. Also the upcoming events will be discussed.

I look forward to seeing all of you at the meeting.

### 1982 OFFICERS

#### PRESIDENT:

Elliott Barrow  
5861 Rivers Avenue  
Charleston Hts., SC 29405  
(803) 554-0351

#### VICE-PRESIDENT NEWSLETTER

John Hanna  
2-B Savage Street  
Charleston, SC 29401  
(803) 722-1615

#### VICE-PRESIDENT ACTIVITIES

Nancy Davidson  
113 Maxwell Street  
Nth. Charleston, SC 29406  
(803) 744-3788

#### SECRETARY/TREASURER

Carol Mathisen  
8 Pony Lane  
Charleston, SC 29407  
(803) 556-1627

### COMPETITOR OF THE YEAR STANDING

|                |             |
|----------------|-------------|
| Angie Barrow   | 200.00 pts. |
| Tuggy Mathisen | 200.00 pts. |
| Geoff Parker   | 180.00 pts. |
| Greg Seminoff  | 175.00 pts. |
| Barbara Harter | 166.66 pts. |
| Elliott Barrow | 162.50 pts. |
| Harry Harter   | 150.00 pts. |
| Sam Galbrath   | 137.50 pts. |
| John Ridgeway  | 130.00 pts. |
| Ezelle Cline   | 120.00 pts. |
| Fred Coward    | 112.50 pts. |
| John Brindle   | 110.00 pts. |
| Cita Brindle   | 100.00 pts. |
| Carol Mathisen | 100.00 pts. |
| Nancy Davidson | 100.00 pts. |
| Ed Smith       | 100.00 pts. |



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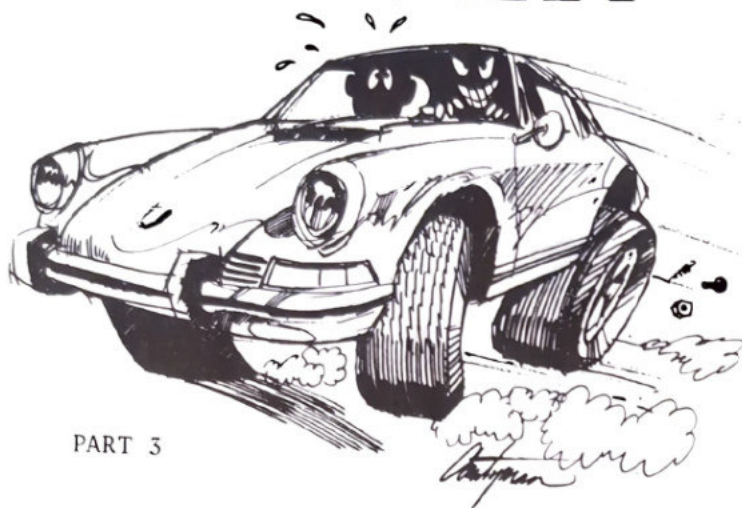
#### NORTH AREA

3558 W. MONTAGUE AVE.  
N. CHARLESTON, SC 29406  
PHONE: 552-4600

#### WEST ASHLEY

1405 ASHLEY RIVER RD.  
CHARLESTON, SC 29407  
PHONE: 556-3935

# RALLY FEVER



## PART 3

This month, we will go through a few more definitions and rules from our typical GI's. Last month's definitions still apply, and you may wish to refer to them to understand the examples.

### ROUTE INSTRUCTIONS:

Route instructions are to be executed in ascending numerical order. Each route instruction must be completed before seeking to execute the next numbered instruction, except that speed changes and pauses may overlap subsequent route instructions.

### PAUSE:

To delay a specified time at a named point or during passage of a specified distance. Add the specified time to your calculations.

### CAS:

Commence average speed or change average speed to.

### SIGNS:

Signs may be quoted in full or in part. Wording from signs will be enclosed in quotation marks and spelled correctly. References not in quotation marks refer to the referenced object

AT:

"Even with" for speed changes, mileages, etc., "in vicinity of" for instructions requiring a change of direction.

Now, we'll look at how these definitions and rules apply to course-following.

- 25. R after "Exxon". CAS 25.
- 26. R after red house with white shutters, black front door, two TV antennas and a lightning rod on the roof, and a green pump in the front yard.
- 28. L. CAS 40.
- 27. L.
- 29. R to avoid dirt road. (Helper)

First of all, there is nothing difficult in the lengthy instruction 26. It is simply a detailed description of a particular object. You must be careful, though, that the house you find fits the description exactly. If you should pass a house that fits the description except that it has black shutters, it's not the one you're looking for.

Second, the fact that route instructions 27 and 28 are reversed is a subtle trap that will probably catch 90% of rallyists that have never seen it before, and a lot of those who have. Even if you do spot it, you must never assume that it is a typographical error. Since you are unlikely to find this trap while you are out on the course, you should always look quickly through the route instructions at the start and mark any out of order.

Third, notice that the reversed instructions will not get you lost in this particular example. The penalty assessed is a time penalty which you will incur by changing speed too soon. If instructions 27 and 28 are one mile apart, you will buy yourself a 90 point penalty for falling into this trap.

Instruction 29 is an example of a redundant instruction as mentioned previously.





It is clearly labeled as such (helper). A redundant instruction is one that is unnecessary in that it tells you to do something which you would have done without the instruction. Just make sure when you are trying to execute a helper instruction that you consider what action you would take without an instruction and how the "helper" relates to that action.

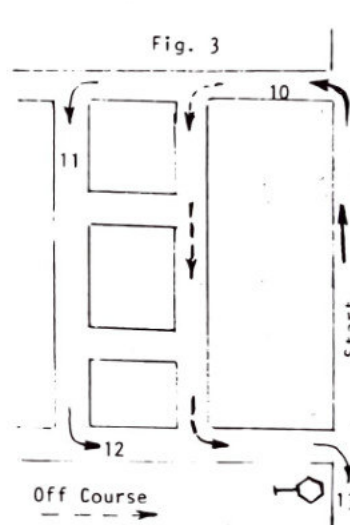
The next subject we will briefly discuss is the "pause" which is sometimes defined as an "add" or "add time." Probably 75% of pause instructions you will see are included by the rally-master to help you traverse a dangerous or congested area safely, without having to speed. The remaining 25% are somehow involved in traps, so you should treat a "pause" suspiciously, especially when one appears on the course well away from a congested area. A pause is one of the definitions that does not mean exactly what it says--you do not have to stop but you must add the pause time to the time required to traverse the specified distance at the given average speed. Suppose you are working on the following route instruction:

30. CAS 30 at "Stop". Pause 1.00 minute within the next 1.00 mile.

You know that at 30 MPH, it will take 2.00 minutes to travel one mile. Adding the pause time, you must complete this mile in 3.00 minutes, equivalent to running at an average speed of 20 MPH. Experienced rallyists won't bother to stop for this one; they will simply add the minute to their calculations. If you are estimating speeds and running SOP however, you will have to (1) note the time you arrive at "Stop", (2) run out the mile, (3) subtract your running time from 3.00 minutes, and (4) wait the difference, if any.

There are two other important points to be made here. Look back to the "Route Instructions" rule and you will note that a "pause" may overlap subsequent route instructions. This means that you may have to execute one or more numbered route instructions after #30 and before you have run out the specified mile. If, however, it is provided in the GI's that there is to be no overlap between numbered route instructions, then you will not be able to execute instruction #31 until the specified 1.00 mile distance has been run out. The other point is that you can be sure that there will be no checkpoint within the one-mile distance.

Because the subject of overlap is so important, we will give you several more examples:



- 10. 1st L.
- 11. 2nd L.
- 12. 3rd L.
- 13. R at "Stop".

Each instruction must be treated separately under our typical general instructions. Therefore, after executing instruction #10, you must count two more left turn opportunities before you can execute instruction #11, and three more before executing instruction #12.

AUTHOR: BILL CUNNINGHAM

"RALLY FEVER" continues next month...

## Fun At The Factory

by Geoff Parker

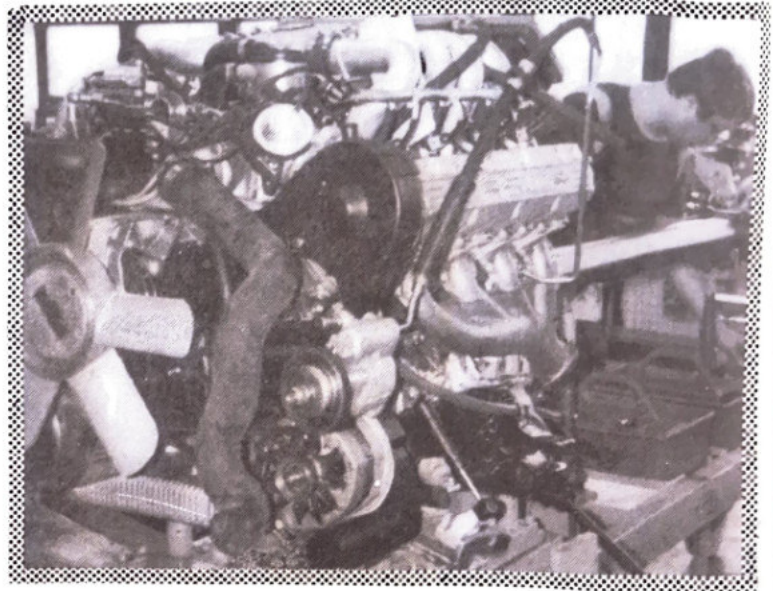
It all began in January, 1967. While I was a student traveling in Europe, the German family I spent one week with suggested I tour the Porsche factory. Although I was relatively unfamiliar with Porsches at the time, no arm twisting was necessary. That tour marked the beginning of a love affair with Porsches.

Fourteen years and a 914-6 later I had a funny feeling as I drove through the gate on Porschestrasse for a second visit.

The tour began punctually at 10 as we walked from the reception/delivery area to the final assembly building. First we covered the 928 line, then the 911/930 line. If you've ever been through an American car factory you would be struck by the slow, smooth pace at Porsche. As the cars are wheeled from work station to work station you'd swear the workers were actually enjoying their work - even whistling while they work. With production at 80 cars a day (compared to 50 a day in '67) the pace only seems slow. The difference is that one's work isn't rushed. Everyone knows their job and makes sure it is done. It is only when the job is completed - and inspected - that the car is moved to its next work station on the long U-shaped line.

The production process is too detailed to go into in such limited space, but the basic process is actually one of assembling a group of sub-assemblies; e.g. instrument panels are assembled off the main line and installed as a component on the line. This helps to smooth the process considerably since components can be tested and de-bugged before going in the car. It also provides some eye-catching sights along the edge of the line: carts filled with 911 front suspensions, 911 engines, 928 dashboards, even the entire 928 drive train - engine, driveshaft, and trans-axle-all are pre-assembled. Once fully assembled the cars are pushed outside where gas, oil, and coolant are added. Then a driver appears to take the car out for its test drive.

My second time around was every bit as interesting as the first. Porsche has come quite a ways since 1967. In addition to producing 60% more cars a day Porsche has created an improved working environment (they have added quite a few buildings) and a more organized production process. But I'm not really surprised for just as surely as Porsche improves their cars from one year to the next, they find new and better ways to build them too. Would I go again? You bet. Maybe on the third try I'll succeed and bring one home.



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(Presidential prospectives,  
continued.....)

The Pipes. We have also prepared a tentative list of goals for 1982, that list will be published in the next issue, and we hope that each of you will actively help us reach those goals this year.

Following up on our pledge to increase Club activities, we arranged an auto-cross practice on January 10, 1982, to prepare for the March of Dimes Autocross on January 17th. The weather was frigid, but the practice went well with each driver having the opportunity to make four timed runs of two laps each on the course. A special thanks to those who, as a result of their blind loyalty to Palmetto Region, froze while setting up the course, timing each run, recording each run, and then dismantling the course. Fortunately, Harry Harter provided his warm motorhome for short breaks and complimentary coffee. Incidentally, we had so many Porsches at the track that we were able to set up a photo session. Hopefully the cold weather didn't damage film, lenses, or shutters, we'll all know by the next issue of THE PIPES.

Finally, please keep in mind our February activity which will be a dinner meeting on February 25th at Oriental Cuisine at 7:00 pm. Please, please, please RSVP to Nancy Davidson at 744-3788 IMMEDIATELY so she can make final arrangements.

Again, thanks for your support. We're counting on each of you this year to help us make 1982 the year "NOTHING EVEN COMES CLOSE" for Palmetto Region.

Elliott

#### PALMETTO PIPES CREDITS:

Editor: John Hanna  
Asst. Editor: Ross Davidson  
Cover Photo: Geoff Parker  
Typing: Kris Cox

Thanks to Geoff Parker for the great article about his trip to the Porsche factory. Anyone who has anything that might be of interest to the rest of the club, please write it down and mail it to Palmetto Pipes, 2B Savage Street, Charleston, SC 29401.

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*Space is available for use by Palmetto Region members as a means of exchange or sale of personal Porsche related paraphernalia. This service is offered without charge. If you are interested in taking advantage of this service, send your listing to Palmetto Parts and Porsches, 2-B Savage St., Charleston, SC 29401. All ads must be received by the editor prior to the 5th of the month in which the ad is to appear.*

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