



# Palmetto Pipes





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### **EXPLORE PAST ISSUES**



# UPCOMING EVENTS

CLICK ON UNDERLINED WORDING BELOW FOR MORE DETAILS

**SEPT  
8TH**

**Tuesday, 6:30pm:**  
**Monthly Palmetto Social**

Join us at Vickery's in Mt Pleasant for our September dinner.

**SEPT  
12TH**

**Saturday, 9am:**  
**Grand Strand Breakfast on Pawleys Island**

Join fellow Grand Strand Porschehiles for breakfast at Parlor Dounts on Pawley's Island.

**SEPT  
12TH**

**Saturday, 8:30am:**  
**September Women's Drive**

Ladies, fire up the Porsche's—we're winding up to wind down. We're headed to Bluffton, SC to find our flow with yoga by the water and then to refuel and catch-up at Nectar Kitchen.

**SEPT  
13TH**

**Sunday 11 am:**  
**Animals Art and Automobiles**

Join us for a fun-filled day benefiting the 200+ animals who call Hallie Hill Animal Sanctuary home. Charles Towne Landing

**SEPT  
13TH**

**Sunday 10 am:**  
**Sun Surf and Speed - Myrtle Beach**

Set against the breathtaking backdrop of the Dunes Golf & Beach Club's beautiful oceanfront golf course, "Sun, Surf & Speed" has become one of the Grand Strand's most distinctive automotive gatherings.

**OCT  
3RD**

**Saturday, 3:00pm:**  
**Porsche's in the Park**

The Palmetto Region invites members, families, neighbors and friends to join us for our Second Annual Porsche's in the Park — a relaxed Saturday afternoon built around great cars, great people and community.



# Presidents Column

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We have a busy September ahead, and I want to start by highlighting two important events happening on the same day—Sunday, September 13.

First, I'd really like to see a strong Palmetto Region turnout for Sun, Surf & Speed at the Dunes Golf and Beach Club in Myrtle Beach. Our own Tommy Davis and

the Dunes are celebrating the 10th year of this fantastic event, and Tommy has put together something special this year, including a celebration of America's 250th birthday.

For our Grand Strand members, this one is right in your backyard, and I hope you'll come out and join us. I'd also love to see some of our Charleston members make the trip north. Elaine will be joining me for the weekend, which always makes these events that much more fun for me. We'll be there with our Palmetto Region PCA hospitality tent, and we're going to do it right—with some great PCA swag, special artwork to raffle off and a first-class place for our members to gather, relax and enjoy the day. Please stop by, say hello and spend some time with us.

Unfortunately, another event very important to our club falls on the same day this year. The Hallie Hill Animal Sanctuary event, normally held in the spring, was moved to September and happened to land on September 13 as well.

Palmetto Region has proudly supported Hallie Hill and this event for many years, and we are once again a sponsor. So, if Myrtle Beach isn't in your plans, I strongly encourage our Charleston-area members to come out and support Hallie Hill. It's a fantastic event benefiting a wonderful organization, and we always have a great time with those crazy guys from the British Car Club. And, of course, we need to make sure the Porsches have a stronger showing than those boys over at the Corvette Club! All in good fun—and for a very good cause.

So, wherever you are on September 13, you have two great opportunities to get out, enjoy some cars and represent Palmetto Region.

I also want to take a moment to thank everyone who joined us for Tuggy's Memorial Drive to Harold's Country Club. What a difference a year makes! After a relatively small Palmetto showing last year, we had a fantastic turnout this time, nearly matching our friends from Coastal Empire Region.

The drive down was terrific, and once we arrived, it was great having the two regions together—catching up with old friends, meeting new ones, enjoying some trivia and simply having fun. I was also pleased to bring along some of the artwork and other special pieces from our Bell event to raffle off. They were some really nice items, and it was great seeing fellow Porsche enthusiasts take them home.

Spending more time with our friends from Coastal Empire has also led to plans for a very special joint event at the Birds of Prey early next year. I'll leave it at that for now, but more information will be coming soon.

For now, our focus is September 13. Whether you're heading to Myrtle Beach or supporting Hallie Hill in Charleston, I hope to see Palmetto Region out in force!

**Best,**  
*Keith Kirwin*

**President, Palmetto Region PCA**

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# Membership Update

**PCA National Membership: 171,836**

**Palmetto Region: 866 Members**

Primary: 568 | Affiliate: 298 | Test Drive: 8

## Welcome Our Newest Members

**Jacob Lanier Bolling**

*2007 911 Turbo*

**Bill Forrest Deger**

*2015 911 Turbo S*

**Gregor Gordon**

*1978 911 SC*

**Darren Michael Morizet**

*2023 911 Carrera S*

**David Motley**

*2025 911 Carrera Cabriolet*

**Dawn Patrick**

*2025 718 Boxster GTS 4.0*

**Justin Schick**

*2026 911 Carrera T*

**Carlo Bravo** **TRANSFER**

*2018 Panamera 4*

*from Longhorn*

**Bill Mallory** **TRANSFER**

*1988 911 Carrera*

*from Niagara*

**Dawn Patrick** **TRANSFER**

*2025 718 Boxster GTS 4.0*

*from Coastal Empire*



***One Month Behind***

# SUN, SURF and SPEED

## CAR SHOW MYRTLE BEACH 2026



**10th ANNUAL INVITATIONAL CONCOURS**  
DEDICATED PORSCHE CORRAL  
**SUNDAY, SEPTEMBER 13<sup>th</sup>, 2026**  
9:30 AM - 3:00 PM



### SCHEDULE

11:00 AM - SHOW STARTS  
12:00 PM - JUDGING BEGINS  
2:00 PM - AWARDS & PEOPLE'S CHOICE



### REGISTRATION

- REGISTRATION OPENS AUGUST 19<sup>th</sup>
- ONE VEHICLE PER GUEST (\$20 CASH DAY-OF)
- PCA MEMBERS: REGISTER ONLINE



- BUFFET ON THE LAWN (\$25 ALL-INCLUSIVE)
- CASH BAR
- PCA HOSPITALITY AREA

### LOCATION:

THE DUNES  
GOLF & BEACH CLUB  
9000 NORTH OCEAN BLVD  
MYRTLE BEACH



JOIN US FOR AN UNFORGETTABLE AFTERNOON OF EXCEPTIONAL AUTOMOBILES!

# ANIMALS, ART AND AUTOMOBILES

SUNDAY, SEPTEMBER 13, 2026 | 11am-3pm  
Charles Towne Landing



- STUNNING CARS
- ADORABLE DOGS
- SILENT AUCTION
- SPECIAL VISIT FROM CHARLIE THE RIVERDOGS MASCOT
- 20+ VENDORS
- FOOD TRUCKS
- AND MORE!



Join us for a fun-filled day benefiting the 200+ animals who call Hallie Hill Animal Sanctuary home.

# Women's Drive

## — for September 12th —

### BEFORE THIS MONTH'S DRIVE — A NOTE FROM THE ARCHIVE

The Palmetto Region was founded around a kitchen table in November 1968 by four people: Dave and Babs Anderson, and Warren and Diane Chard. Two of the four were women, and both held office from the start — Babs as our first secretary. Diane as our first treasurer. The financial statement in our very first newsletter, showing a balance on hand of \$81.88, is signed in Diane's name.

They drove, too. Babs won the Ladies Class at the club's first event, the charter autocross of July 1969. The write-up noted that the women's times were quicker than several of the men's, and gallantly credited the cars. By 1972 the newsletter was asking the membership whether ladies ought to have a separate class at all. Chris Christopher settled it in 1974 by winning Competitor of the Year outright — hers is the first name on a plaque that's still traveling around that club today. That same year, during the gas crisis, she also proved her competitive edge by winning the inaugural Gasolineless Rally on bicycles. Sharon Callaway won Competitor of the Year the following year, and Angie Barrow earned the title in 1982. Women also continued to take the wheel in leadership: Sharon was elected president in 1977, Carol Mathisen followed in 1981, Nancy Davidson in 1984, Mavis Greenwood in 2011, and Jennifer Mills in 2013.

None of that is history, exactly. It's just the club.

Here's this month's drive.



## Hit the road. *Find your flow.*



Ladies, fire up the Porsches—we're winding up to wind down. We're headed to Bluffton, SC to find our flow with yoga by the water and then to refuel and catch-up at Nectar Kitchen.

Requesting a minimum of five cars.

Drive. Breathe. Brunch. Repeat. It's where it's at!!



Meet Southstate Bank, West Ashley 8:30 am



Yoga 10:30



Brunch 11:45



## Register Here



# The 2026 Harold's Country Club Drive & Dine

*Steaks, Scenic Drives, and Lowcountry Friendship*

*Story: The Duke*

There's nothing quite like bringing together classic Lowcountry roads, great food, and fantastic company. On Saturday, August 8th, the Palmetto Region joined forces with our friends from the Coastal Empire Region for our annual Drive & Dine to the iconic Harold's Country Club in Yemassee. With 69 members registered—split almost down the middle between both regions—it was a packed house and a brilliant turnout.

The afternoon kicked off with a spirited convoy down to Yemassee. Despite a few threatening Lowcountry clouds, the rain held off completely, making for a smooth, enjoyable trek through the backroads.

Upon arrival at Harold's, the air was filled with the usual warm hospitality and the smell of the grill. As always, the food did not disappoint, with members enjoying perfectly cooked steaks and chicken, along with all the classic fixings from the salad bar. More than the meal, though, the real highlight was the camaraderie. With both clubs represented so well, it was a wonderful opportunity to catch up with familiar faces and cross-region friends we simply don't get to see often enough.

After dinner, Palmetto President Keith Kirwin took the floor to address the crowd and hosted a raffle for some great Derek Bell artwork. Coastal Empire's Jeff Chain followed up with a fast-paced Porsche trivia contest packed with great prizes. A special shoutout goes to the younger generation in attendance—the kids in the crowd showed off some impressive Porsche knowledge and took home a good share of the trivia loot!

Thank you to everyone from both regions who came out to make the evening such a success, and to everyone who helped organize the drive.

Want to relive the evening? You can browse the full event photo gallery online at :

[www.pcapalmetto.org/photos/album/276](http://www.pcapalmetto.org/photos/album/276)





# PORSCHE HAPPENINGS THIS MONTH

1875

## Ferdinand Porsche's Birth

September 3, 1875

The visionary engineer and founder of the Porsche engineering office was born in Maffersdorf, Bohemia (present day Czech Republic). His early work set the foundation for the company's future, from designing the Lohner-Porsche hybrid to the original Volkswagen Beetle.

1909

## Ferry Porsche's Birth

September 19, 1909

Ferdinand Anton Ernst "Ferry" Porsche was born in Wiener Neustadt, Austria. Ferry was the driving force behind turning his father's engineering firm into the sports car manufacturer we know today, beginning with the aluminum-bodied 356 No. 1 Roadster.

1963

## The Debut of the 901 (911)

September 12, 1963

Arguably the most important day in Porsche's product history. At the Frankfurt Motor Show (IAA), Porsche unveiled the prototype for the 356's successor: the 901. Peugeot later objected to the use of a zero in the middle of three-digit car names, prompting Porsche to rename the flat-six sports car the 911.

1964

## The First 911s Roll Off the Line

September 1964

While the 901 prototype was revealed in September 1963, it took exactly a year for the first true production models (the "O-series") to roll off the factory line in September 1964. Initially, sales were a bit slow, with only 82 cars produced in the very first batch.

1973

## The G-Model Redefines the 911

September 12, 1973

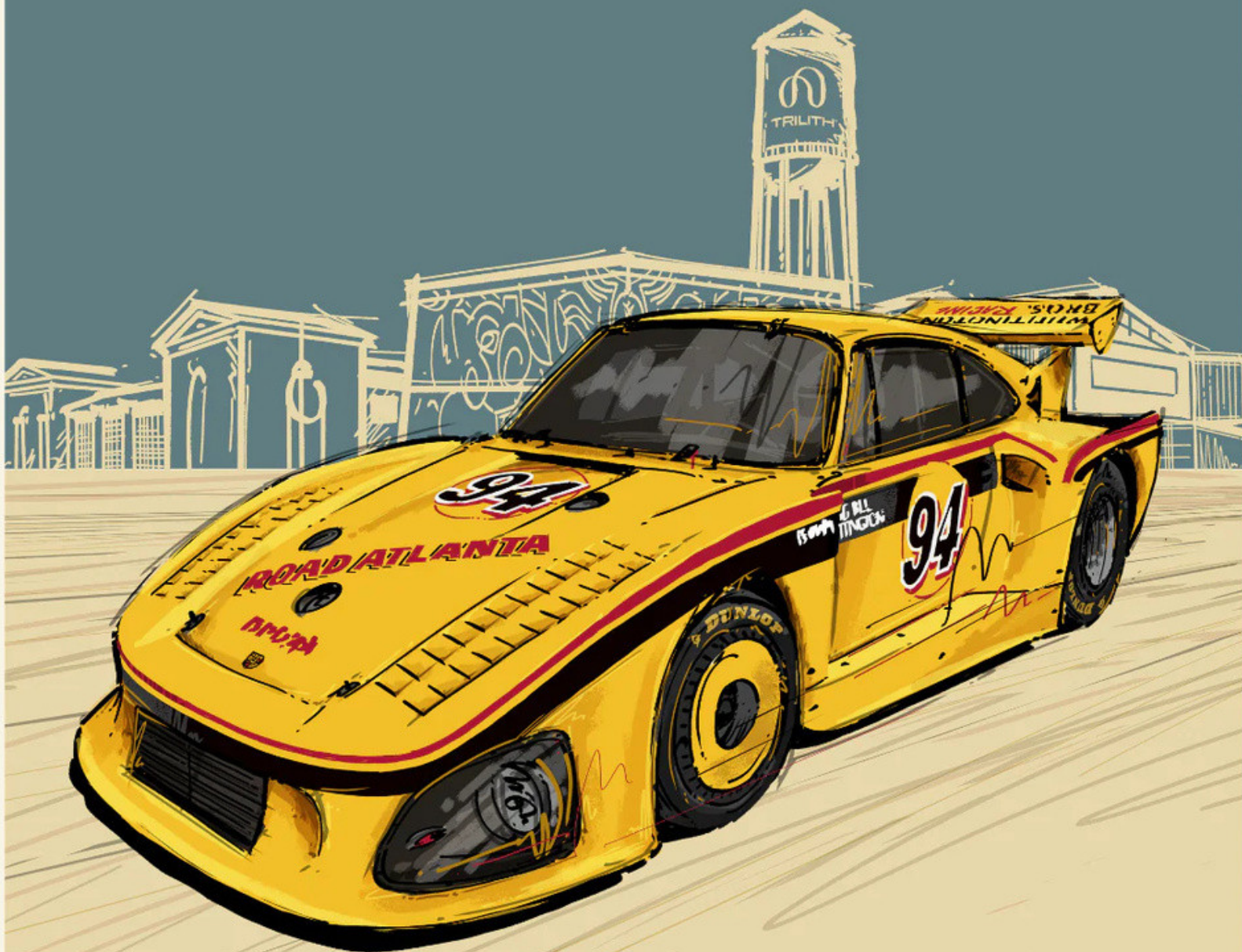
Exactly ten years after the original 901 debut, Porsche returned to the IAA to unveil the "G-Series" 911. This was a massive aesthetic shift driven heavily by new US crash safety regulations. The G-model introduced the prominent, impact-absorbing accordion bumpers. It also debuted a styling hallmark that has defined the 911 ever since: the rear reflective light panel integrated with the "PORSCHE" lettering.

1985

## The 959 Shocks the World

September 12, 1985

On September 12, 1985, Porsche stunned the automotive world at the Frankfurt Motor Show (IAA) by unveiling the production-ready 959. Evolved from the ambitious 1983 "Gruppe B" concept, the 959 was a rolling laboratory of engineering triumphs. Packed with a 444-horsepower sequential twin-turbo flat-six, an active electronically controlled all-wheel-drive system (PSK), adjustable suspension, and a Kevlar-composite body, it achieved a staggering top speed of 197 mph—briefly making it the fastest street-legal production car in the world. To showcase its dense, rally-bred technology, Porsche displayed a chassis famously bisected cleanly down the middle, signaling a monumental leap forward that redefined modern supercar design and established the blueprint for future high-performance 911s.



# 12

*Luftgekühlt*

ATLANTA, GEORGIA  
OCTOBER 10, 2026

PORSCHE

DUNLOP

PORSCHE  
CLASSIC

Mobil

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HAGERTY

TAG Heuer

*Meguiar's*

INGRAM  
Experience

*Brasletty*  
Lines, Inc.

ELLS

GHAS™

**H**  
BROAD  
ARROW  
AUCTIONS

# MY PORSCHE STORY

BILL MALLORY



## WHAT YEAR DID YOU JOIN PCA?

Joined in 2006, let my membership laps in 2008, rejoined in 2026.



## WHAT PORSCHE(S) DO YOU CURRENTLY OWN?

2016 911 Carrera S



## WHAT PORSCHE(S) HAVE YOU OWNED?

1988 Carrera 3.2 Coupe



## WHAT'S YOUR PORSCHE STORY? TELL US ABOUT WHAT STARTED 'IT' FOR YOU.

In the late 70s and early 80s I attended a few IMSA races and was very impressed with the Porsche 935. I was in Germany a few times in the mid to late 1980s and in Germany always noticed 911s on the roads and autobahn. On one occasion I had the opportunity to visit the Porsche Museum. I said to myself, one day I'll own a Porsche. At the time it probably wasn't a good financial decision to purchase a Porsche so I waited. Then in 2003 I decided, it's time. Since I didn't know much about the Porsche market or even 911s I set out to educate myself and read everything I could regarding Porsche. I said to myself I want an air cooled and I'll look at 10 cars before I make an offer on one. At the time I was doing a little travelling at my job and every time I stepped off a plane in a different city I'd go find an air cooled 911 for sale and look. Well, I made it to number 8 and finally found one that was only 8 miles from my home. I was hooked....



## TELL US ABOUT YOUR FIRST PORSCHE

My first Porsche, a 1988 911 Coupe. What can I say but there is nothing like an air cooled 911. My favorite memory is everytime I'd get in, turn the key, and take it for a drive.... Loved it so much I owned it for over 20 years.



WE WOULD LOVE TO FEATURE [YOUR PORSCHE STORY](#)

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# 40 Years of Innovation: Celebrating the Porsche 959

Story: The Duke

I'll never forget the first time I saw a Porsche 959 on the streets. It was during a trip to Stuttgart, standing on Porsche's home turf, gazing at a car that felt less like a vehicle and more like an alien spacecraft parked among mortals.

At the time, the 959 was the ultimate automotive legend—a unicorn you only read about in enthusiast magazines. Fast forward through a few trips out West for Rennsport Reunion, stops at Bruce Canepa's legendary facility in California, and hot laps around WeatherTech Raceway Laguna Seca, and an odd thing happened: the impossible hypercar started to feel almost like a familiar friend.

Yet no matter how many times you see a line of 959s idling in the Laguna Seca paddock, the magic never wears off. As we mark four decades since the 959's production debut, it's worth reflecting not just on its rarity, but on how this single machine quietly reshaped performance cars forever.

## BY THE NUMBERS

|                          |                                        |
|--------------------------|----------------------------------------|
| <b>Engine:</b>           | 2.85L Twin-Turbo Flat-Six              |
| <b>Power:</b>            | 444 hp @ 6,500 RPM                     |
| <b>Torque:</b>           | 369 lb-ft @ 5,000 RPM                  |
| <b>Transmission:</b>     | 6-Speed Manual                         |
| <b>Top Speed:</b>        | 197 mph (Fastest Production Car, 1986) |
| <b>0-60 mph:</b>         | 3.6 Seconds                            |
| <b>Drag Coefficient:</b> | 0.31 Cd (Zero Lift)                    |
| <b>Curb Weight:</b>      | ~3,197 lbs (1,450 kg)                  |

# The Technology That Changed Everything

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The 959 wasn't just fast—it was a rolling laboratory. Porsche packed it with technologies that wouldn't become mainstream for decades. Its all-wheel-drive system, the PSK (Porsche-Steuer Kupplung), used electronically controlled clutch packs to vary torque split between axles in real time—a concept that wouldn't appear in mainstream sports cars until the 2000s.

The sequential twin-turbocharging system was equally revolutionary. At low RPM, a single small turbo spooled quickly for immediate response. As revs climbed past 4,000 RPM, a second larger turbo joined seamlessly, delivering the full 444 horsepower without the violent lag that plagued every other forced-induction car.

Perhaps most astonishing was the tire pressure monitoring system—the first ever fitted to a production car. In 1986, while other manufacturers were still debating whether fuel injection was worthwhile, Porsche engineers had sensors in each wheel relaying real-time pressure data to the driver.

The body itself broke new ground: a Kevlar and fiberglass composite shell over an aluminum and steel chassis kept weight under 3,200 pounds despite the mechanical complexity underneath. The adjustable ride height system could raise the car for rough terrain or lower it for high-speed stability—technology born directly from the 959's secret desert racing program.



## Secret Expeditions: From Arctic Ice to Sahara Sand

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Before a single customer took delivery, Porsche subjected secret 959 prototypes to grueling torture tests in environments where most cars wouldn't even start.

### The Frozen North

In the mid-1980s, Porsche test crews packed secret prototypes with supplies and headed deep into Sweden and Norway. Driving through Älvsbyn, across the Arctic Circle, through the Lofoten Islands, and all the way to Nordkapp, the 959 faced endless snowfields, sub-zero winds, and sheet ice. It was on these frozen fjords that Porsche fine-tuned its electronically controlled differentials, ABS, and active suspension under brutal conditions.

### The Dakar Crucible & The Story of Chassis #014

On the sand, the 959's journey was a story of heartbreak turned to triumph. Following a surprise

win in 1984 with the 953 (a modified 911 Carrera AWD), Porsche returned to the desert in 1985 with three early 959 prototypes. These transition cars wore 959 bodies and carried massive 53-gallon fuel tanks, but relied on naturally aspirated 3.2-liter engines.

None finished in '85. Chassis #014, driven by racing legend Jacky Ickx, was holding the overall lead when it struck a hidden rock buried in the sand. Crushed at the front, #014 sat preserved in the Porsche Museum warehouse for decades until an American acquired it and commissioned a meticulous nose restoration.

Porsche returned to Africa in 1986 with the final twin-turbocharged spec. This time, there was no stopping them: René Metge and Jacky Ickx swept an iconic 1-2 overall victory, proving that Porsche's high-tech supercar was virtually indestructible.

# The Battle for America

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When the 959 was ready for sale in 1987, American enthusiasts faced a cruel irony: the most advanced road car ever built couldn't legally be driven on U.S. roads. The EPA and DOT refused to certify it because Porsche wouldn't surrender four examples for destructive crash testing—at \$225,000 each, that was nearly a million dollars in test cars alone.

The result was a gray-market standoff that lasted over a decade. Wealthy collectors imported 959s anyway, only to have them seized by U.S. Customs. The most famous case involved Bill Gates, whose 959 sat in a bonded warehouse for thirteen years before legislation finally changed.

The "Show or Display" exemption, signed into law in 1999, was written specifically to address cars like the 959. It allowed vehicles of historical or technological significance to be imported with limited annual mileage restrictions—2,500 miles per year.

Today, a street-legal 959 in the United States commands between \$1.5 and \$2 million at auction, making it one of the most valuable air-cooled Porsches ever produced. The irony is rich: a car that cost \$225,000 new—already astronomical in 1987—has appreciated nearly tenfold, partly because so few were ever officially allowed into the country.

## Did You Know? The Secret "1992" Production Run

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While die-hard fans know that official 959 production ran from 1986 to 1988, there is a wild, lesser-known chapter in the car's story.

Because the 959 was so absurdly complex, Porsche lost money on every single car. While sold for roughly \$300,000 each, manufacturing costs soared past \$700,000 per car, bleeding Porsche's bank account for a total project cost over \$200 million. Zuffenhausen pulled the plug in 1988 just to stop the bleeding, leaving a stash of spare tubs and components in storage.

Fast forward to 1992. Porsche was facing a catastrophic financial crisis (selling only 14,000 cars worldwide that year) and needed cash fast. A wealthy collector from Macau approached Porsche offering to pay nearly double the original retail price if they would build him new 959s from the leftover spare parts. Porsche quietly agreed, building a secret run of six identical "1992" 959s (using existing '88-spec chassis tubs) five for himself and one for his friend—a fascinating footnote uncovered years later by Bruce Canepa and Road & Track.

## Legacy & Lasting Impact

---

The 959's DNA runs through every modern Porsche. The 993 Turbo's all-wheel-drive system was a direct descendant. The variable turbine geometry that debuted on the 997 Turbo traces its lineage to the 959's sequential setup. Even today's Taycan EV uses torque-vectoring principles first explored in the PSK system forty years ago.

Four decades on, the 959 remains a testament to what happens when engineers are given freedom to dream without compromise. It wasn't just the fastest car of its era—it was a vision of the future, built with 1980s technology and sheer determination. Every supercar that followed owes something to this remarkable machine from Zuffenhausen.



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## Frog goes to Wisconsin

Last month we pulled one story out of the August 1972 issue. Here's another from the same twelve pages, and it couldn't be more different.

That summer, the Porsche Parade was held at the Playboy Club in Lake Geneva, Wisconsin. One evening that week, members were gathered into the resort's ski chalet for a Bavarian Bierfest, where Dr. Porsche and his sons Peter and Wolfgang were introduced to the assembled club for the first time. The Porsche family. At a Bierfest. In a Playboy ski chalet. In Wisconsin.

A Palmetto member was in the room. Conrad — writing with his wife Candy, whom he describes as not altogether assenting to the trip — had driven up from Charleston in his 911T, a car he refers to throughout only as Frog.

Frog arrived wearing an uneven coat of bugs from every state in between, which was a problem, because the concours was the next morning. Conrad went looking for a hose. The Playboy Club, it turned out, was using the water on the golf course. He was up at six the following morning, determined to be first in line. Still no water. They didn't enter.

Which turned out fine. About seventy percent of the field had been judged when, in his telling, someone opened the flood gate in the sky. He watched the owners of the pristine cars scramble for their covers, and reported that the sight set his heart at ease.

Thursday was the rally, through Wisconsin's Kettle Moraine country — some of the prettiest farmland in the country, he said, and then they were lost. It's bad enough to lose your way in the Charleston County boonies, he notes, but worse when you've never heard of any of the roads.

The instruction that finished them: from here through number 60, turn right at all T intersections. It disabled every method they had for working out where they'd gone wrong. On instruction 59, they turned the wrong way. Ten miles later they agreed to head back to base and report a DNF. Many others had fallen too, he wrote, so they weren't alone in their disgrace.

He closed by recommending the whole thing anyway. Parades are never perfect, he wrote, but if you ever get the chance, go — the talking to people is worth the trip by itself.

*Drive fast, but drive safely. - Conrad & Candy, Aug 1972*

*"Sure was great, yep, and then we were lost."*

### NEXT MONTH:

A Charleston member drives to Atlanta through a rainstorm in a 911 she calls the Blue Sieve, arrives to find half the Porsche Club of America hungover on a lawn, and watches a fellow member explain to an armed policeman exactly why he should not ticket the concours cars.

# PORSCHE

— IN THE —

# PARK

Saturday, October 3, 2026

Stiles Point Plantation Park | James Island



New Member Welcome Event • Community Outreach • Lacrosse Fundraiser

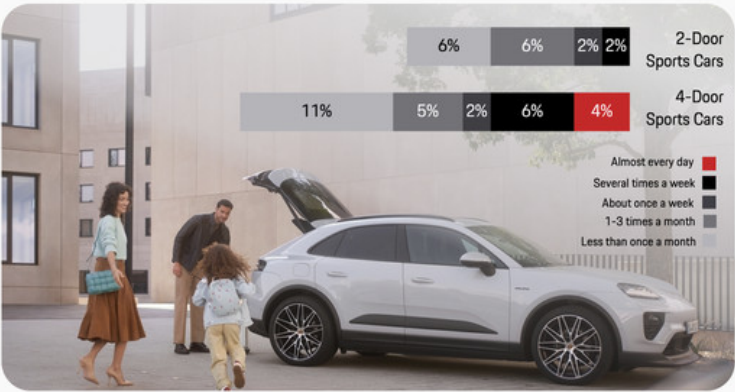
Food Trucks • Live Music • People's Choice Awards

*Bring your Porsche, a cooler, and a chair.*

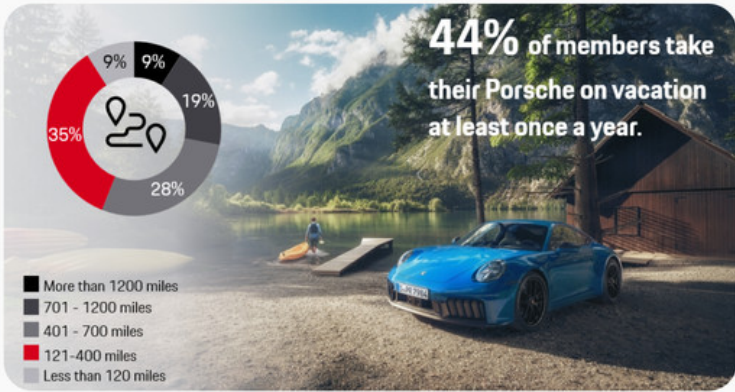
Supporting James Island Charter High School Lacrosse

Hosted by Palmetto Region Porsche Club of America

# Porsche Advisors Club Survey Data



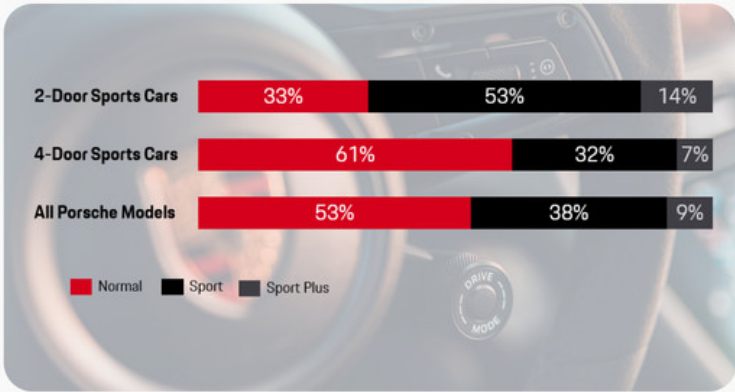
For some, summer also means a break from the school-year routine. Approximately 10% of the 2-door Porsche drivers and 17% of 4-door owners can take a break from using their Porsche as a school bus substitute.



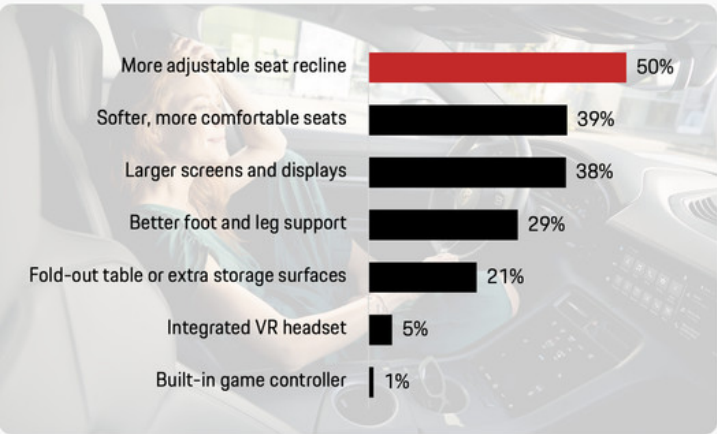
When it comes to summer travel, 44% of members take their Porsche on vacation at least once a year, with more than half driving 400 miles or more round trip.



Of course, many summer trips mean packing more than just luggage and loved ones. But even in everyday life, about 23% of members transport their pet in their vehicle at least once a month.



While a Porsche offers a variety of driving personalities at the push of a button, most of the time the members of the Porsche Advisors Club keep things comfortably balanced: 'Normal mode' is the clear favorite, making it the go-to setting for everyday journeys.



## Making Waiting More Comfortable

When spending time in their car, drivers mainly value improvements that make the experience more comfortable, especially better seat adjustability and overall seating comfort.

# CLIFF'S CORNER

## VEHICLE HISTORY REPORTS - PART 1

*By Cliff Hudson*



By now you have likely heard of the Vehicle History Reporting (VHR) companies such as Carfax or Autocheck. However, most don't realize what these reports can and cannot do.

A lot of people assume that these are a "know all / tell all" of the vehicle history and in many cases, they are not. This month I will focus on collisions and accidents; next month I'll explain maintenance and repair history. First and foremost, not every collision or accident appears on a VHR. Let's look at a possible scenario:

Two neighbors living across the street from each other simultaneously back out of their driveways and hit each other in the street. Both acknowledge that they are equally at fault and therefore they are individually responsible for the repairs to their car. Both file claims with their insurance company and professional repair shops perform the repairs. This incident will likely never appear on a VHR. Why? Being that no police officer was called to the scene, no police report was generated.

Don't ever assume that all collisions or body damage are reported to VHR companies by insurance companies. The reason is simple. If a company reports such damage to a VHR organization, then it has taken an action that will almost certainly devalue the vehicle. If this occurs, they can be held liable for that reduction and that is called diminished value (DV) compensation. So how do accidents get onto a Vehicle History Report? The answer is police reports. These reports are publicly accessible and how VHR companies get the majority of their information regarding accidents.

There are situations where insurance companies will report an incident to a VHR organization and that is when a vehicle has been deemed unrepairable or, as sometimes said, a "total loss". The reason these are reported is liability. The insurance company is going to compensate the insured for the full value of the vehicle with the intent of permanently remove the vehicle from the road. This absolves the insurance company from any liability should the vehicle get purchased at a salvage auction, get poorly repaired, somehow get returned to public use and the poor repairs result in the vehicle being in another accident.

If you like to search, there is a lot of information on the internet regarding VHR companies and the lawsuits that they have suffered for misleading the public as to what their reports contained. There is also a lot of information regarding diminished value compensation.

Next month, I'll discuss VHRs as pertaining to maintenance history and specifically, what they may or may not reveal and how that information is sourced.



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## PORSCHE CLUB OF AMERICA



*Brought to you by Rusty*



This brief notice is staying in this month as a reminder and to encourage you to consider attending this great Porsche event. Never been to a **Luftgekühlt?** You are missing something special. An absolutely amazing collection of vintage and modern Porsches presented in really unusual settings. A number of our members are already making plans to attend Luftgekühlt 12 in Atlanta (actually Fayetteville, GA) October 10th, start planning.

<https://luftgekuehlt.com/pages/luft-12>



If you have never looked at the **"From the Regions"** pages in your monthly Panorama it is well worth the time to see some of the really interesting and different activities our sister clubs around the country organize and execute. A great example is the Wilderness Trail Region's (Upper East Tennessee and extreme Southwest Virginia) "West Virginia Weekend Getaway" featuring over 100 plus Porsches from more than 20 regions. This event was highlighted by over 1,000 miles of driving during its four day run.

**Rennbow ([www.rennbow.org](http://www.rennbow.org))** is an amazing collection of all things about Porsche paint colors. Basically any past or present color is listed including numerous photos of real life vehicles dressed in that shade. Additionally the production years and vehicle models for that color are shown along with its rarity. A really nice search engine and articles/stories are included also.



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