



Palmetto Pipes



October 2026 Edition

www.pcapalmetto.org



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In this Issue

- 3 Upcoming Events
- 4 Presidents Column
- 5 Membership Update
- 6 Porsche's in the Park
- 7 Save the Dates
- 8 Porsche Happenings This Month
- 9 Luftgekühlt 12 South Atlanta
- 10 My Porsche Story
- 12 A History of the Porsche 911 Turbo
- 14 Savannah Bananas Recap
- 16 From the Archives
- 17 Keeping Up with the Bells
- 18 Sun, Surf & Speed Recap
- 19 Cliff's Corner
- 20 Hallie Hill Show Recap
- 21 Porsche Advisors Club Survey Data
- 22 Inside Track
- 23 Sponsors



More than just a car—it's a passion.

What's your Porsche story?

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EXPLORE PAST ISSUES



UPCOMING EVENTS

CLICK ON UNDERLINED WORDING BELOW FOR MORE DETAILS

**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.

**OCT
10TH**

Saturday, 8 am:
Luftgekühlt 12 Atlanta

With the rich motorsport history of Road Atlanta and home of North America's Porsche Headquarters as a backdrop, Luft 12 is coming soon.

**OCT
11TH**

Sunday, 9am:
Grand Strand Breakfast in Myrtle Beach

Join fellow Grand Strand Porscheophiles for breakfast every other month at Drift in Myrtle Beach.

**OCT
13TH**

Tuesday, 6:30pm:
Monthly Palmetto Social

Join us for our October social at Ireland's Own / Jagerhaus Pub in West Ashley.

**OCT
30-31**

Friday-Saturday:
Hilton Head Island Concours d'Elegance

The Hilton Head Island Concours d'Elegance, unfolds across the stunning fairways of Port Royal Golf Club's Planter's Row course, transforming the landscape into a showcase of automotive excellence.

**NOV
7TH**

Saturday:
Grand Strand/Charleston Drive and Dine

Drive and Dine to Tide to Table on Pawley's Island. Details and Registration coming soon.



Presidents Column

More Than the Cars

As we begin to look back on another year together, I have been thinking about all that our region has accomplished—not only through the events we have enjoyed, but also through the organizations and communities we have supported along the way.

I have been encouraged recently to talk more about the charitable work of the Palmetto Region. I think that is important. We naturally spend a lot of time talking about the Porsches, the drives, and the destinations, but some of our most meaningful moments happen when we combine those things with an opportunity to help others.

A couple of weeks ago, we once again supported Hallie Hill Animal Sanctuary, a wonderful organization with which our region has enjoyed a longstanding relationship. It is always rewarding to see our members come together for a cause that has meant so much to our club over the years.

We also recently sponsored Tommy Davis's car show at the Dunes in Myrtle Beach. It was a beautiful day with a tremendous turnout and plenty of incredible Porsches. I had the pleasure of hosting our PCA hospitality area beneath our new club tent, meeting some wonderful people, and sharing what PCA and the Palmetto Region are all about. I am fairly certain we even gained a few new PCA members that day.

There is still plenty ahead of us this year.

Our upcoming Porsches in the Park event will bring our members together for an afternoon of beautiful cars, great live music, food, and fellowship while also helping raise funds and donations for the James Island High School lacrosse team. It should be a wonderful example of how we can enjoy our cars while doing something positive for the community around us.

We have also donated to the upcoming Gold Bug Island Turkey Shoot, another fun charitable event that we are pleased to support.

Jennifer Mims has put together another fantastic drive for our members, this time ending at Tide to Table on Pawleys Island. Jennifer continues to create some excellent experiences for our Grand Strand members, and I am especially looking forward to this one—and to the restaurant at the finish.

Finally, our Christmas party will be here before we know it. A posting will go out soon announcing when tickets go on sale. Seating is limited, so please register promptly. We will again enjoy our White Elephant gift exchange, and we ask everyone to bring a new toy for Toys for Tots.

As I reflect on the year, I am proud that our club continues to be about more than the cars. It is about friendship, participation, generosity, and using what brings us together to make a difference.

Thank you for being part of it.

Best,
Keith Kirwin

President, Palmetto Region PCA



Membership Update

PCA National Membership: 172,272

Palmetto Region: 870 Members

Primary: 573 | Affiliate: 297 | Test Drive: 7

Welcome Our Newest Members

Ethan Barnett

2025 718 Spyder RS

Jeremy Boutillier

2008 911 Carrera 4S

Fred Deremiah

2005 Boxster S

Brett Kahn

1995 911 Carrera Cabriolet

Jude Kitchens

2018 Macan S

Brent E. Trenga

2022 Cayenne Turbo S E-Hybrid Coupe

Jimmy C. Turk

2012 911 Turbo Cabriolet

Greg Wong

2015 Panamera GTS

Andrew John Wood

2025 911 Carrera

Larry Kerns **TRANSFER**

*2001 911 Carrera
from Northern Ohio*



One Month Behind

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

SAVE THE DATES

Signature events coming later this season

A regional preview for the miles, meals, and moments worth planning ahead for.

Watch for upcoming posts for more details and registration for these events.

OCT 31 /
NOV 1

Hilton Head Island Concours d'Elegance & Motoring Festival

NOV 7

Grand Strand/Charleston Drive and Dine to Tide and Table on Pawleys Island

NOV 21

Turkey Shoot on Goldbug Island

DEC 12

Holiday Party at St. Johns Yacht Club

MEMBER VOICE

Help us build a better PCA Palmetto Region

We want to make sure our events, newsletters, and volunteer opportunities are delivering real value to you. Whether you come to every meet or haven't made it to one yet, take 3 minutes to tell us:

- What events you want to see on the calendar
- What content you want in this newsletter
- How we can improve your membership experience

Take the 3-Minute Survey



PORSCHE HAPPENINGS THIS MONTH

1950

International Debut in Paris

[October 1950](#)

Just two years after constructing their first car in Gmünd, Austria, Porsche made its first major international trade show appearance at the Paris Salon. Displaying the 356 Pre-A, the exhibit caught the attention of global automotive importer Max Hoffman, opening the door for Porsche's entry into the crucial U.S. market.

1953

Unveiling of the 550 Spyder

[October 1953](#)

Porsche revealed its first ground-up, purpose-built race car—the 550 Spyder—at the Paris Motor Show. Equipped with Dr. Ernst Fuhrmann's high-revving four-cam engine, this lightweight roadster initiated Porsche's "giant-killer" racing reputation against much higher-displacement rivals.

1972

Debut of the 911 Carrera RS 2.7

[October 5, 1972](#)

Unveiled at the Paris Motor Show, this lightweight homologation model featured a 210-horsepower flat-six and introduced the iconic "ducktail" rear spoiler. Porsche intended to build just 500 units to meet racing regulations, but the car sold out within weeks.

1974

Unveiling of the Original 911 Turbo (Type 930)

[October 3, 1974](#)

Porsche brought turbocharger tech from the track to the street at the Paris Motor Show, revealing the original 930 Turbo. Fitted with a 3.0-liter engine, flared wheel arches, and the distinctive "whale tail" wing, it established a whole new tier of road performance.

1985

The 959 Wins the Pharaoh Rally

[October 1985](#)

Before dominating the 1986 Paris-Dakar, Porsche entered twin-turbo 959 prototypes into Egypt's grueling Rallye des Pharaons. Saeed Al-Hajri took overall victory, proving the car's complex sequential turbochargers and electronically controlled all-wheel-drive system in harsh desert conditions.

1988

The 911 Type 964 Modernization

[October 1988](#)

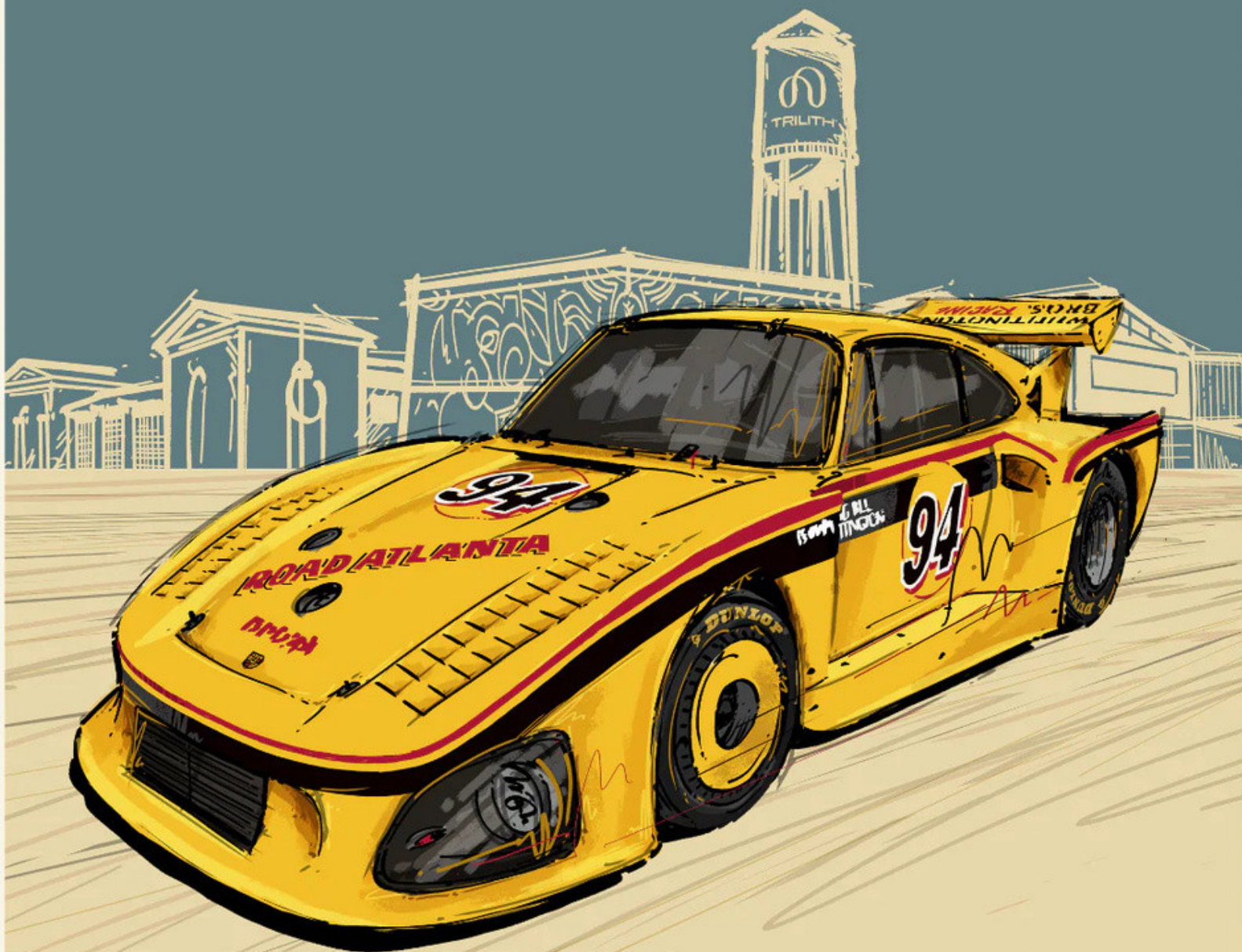
Porsche launched the Type 964 at the Paris Motor Show, representing the biggest technical leap for the 911 since 1963. Featuring 85% all-new components, it debuted with an advanced all-wheel-drive system (the Carrera 4) directly trickled down from the 959 supercar program.

2022

Porsche AG Initial Public Offering (IPO)

[October 2022](#)

Following its listing on September 29, 2022, Porsche AG's shares began full public trading in October. Marking one of the largest European stock market debuts in history, the IPO restored operational autonomy to the brand while generating tens of billions in capital for its failed EV transition.



12 Luftgekühlt

ATLANTA, GEORGIA
OCTOBER 10, 2026

PORSCHE

DUNLOP

PORSCHE
CLASSIC

Mobil

HAGERTY

TAG Heuer

Meguiar's

INGRAM
Experience

Bridgely
Lines, Inc.

ELIS

GHAS™

BROAD
ARROW
AUCTIONS

MY PORSCHE STORY

GARY BECROFT



WHAT YEAR DID YOU JOIN PCA?

Joined in October of 1991



WHAT PORSCHE(S) DO YOU CURRENTLY OWN?

2016 Boxster



WHAT PORSCHE(S) HAVE YOU OWNED?

1982 911 SC Hellblau Metallic



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

When I was young, I was a true gearhead. After motorcycles and a rough-looking '65 GTO, I rebuilt a Plymouth GTX with a 440 Magnum. My perspective changed around 1974, when a friend's uncle launched his Porsche 911. Instead of smoking the tires, the car simply squatted and leapt forward. I realized that Porsche engineering was designed to put power to the road without wasting energy. That moment planted a seed that only grew stronger.

Years later, after working in Trinidad and settling in Texas, I began searching for a Porsche. I missed out on a beautiful Hellblau Metallic 1982 911 SC, then found the exact same car six months later, complete with the same radio and sheepskin seat covers. After a test drive and inspection, I bought it the next day. The car became my entry into the Porsche Club and a lifelong connection to the Porsche community.



TELL US ABOUT YOUR FIRST PORSCHE

My first Porsche was that 1982 Hellblau Metallic 911 SC. I kept it for 30 years, drove it thousands of miles, and maintained it myself. I came to know the car inside and out, and it never gave me a significant problem. We even gave her a name: 'Babe.'

When I started longing for a convertible, my wife reminded me that Babe had been part of the family for three decades, so I kept her and eventually bought a new 2016 Boxster. Later, garage space forced the difficult decision to sell the 911. I tried to return it to a previous owner's family, but the logistics did not work out. It went to a gentleman in Florida, who still sends updates. I'm grateful Babe found a good home. After more than 35 years as a PCA member, I've learned that it's not just the cars—it's the people.



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

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Story: The Duke

The Forced-Induction Revolution: A History of the Porsche 911 Turbo

In October 1974, Porsche fundamentally altered the trajectory of the modern sports car. Unveiled at the Paris Motor Show, the original 911 Turbo (internal designation 930) brought forced-induction technology out of the specialized realm of prototype racing and onto the public road. What was initially conceived as a limited-run homologation special quickly became the flagship of the Porsche lineup, setting engineering benchmarks that persist today.

Born from the Track

The 911 Turbo was the direct result of Porsche's motorsport dominance in the early 1970s. Engineers had experimented with exhaust-driven turbochargers on the 917/10 and 917/30 Can-Am race cars, achieving power outputs that decimated the competition. The immediate goal was to transfer this technology to the 911 chassis for Group 4 racing homologation.

After displaying a prototype at the 1973 Frankfurt Motor Show, Porsche moved forward with production despite the emerging global oil crisis. The resulting 1975 production model utilized a 3.0-liter flat-six engine equipped with a single KKK turbocharger. Operating with a mechanical fuel injection system, it produced 260 horsepower and massive torque—figures that rivaled the top-tier twelve-cylinder Italian exotics of the era. The car could accelerate from 0 to 60 mph in under 6 seconds and reach a top speed in excess of 155 mph.

Engineering the 930

Managing that abrupt power delivery required substantial modifications to the standard 911 architecture. The most recognizable of these engineering solutions was the introduction of the widened rear track and the iconic rear spoiler.

Dubbed the "whale tail," this functional aerodynamic element was derived directly from the 3.0 RS. Its primary purpose was twofold: to counteract the severe rear-end lift experienced at high speeds and to force cooling air into the engine bay. To handle the massive increase in torque, Porsche also abandoned the traditional 915

five-speed gearbox in favor of a much stronger, heavy-duty four-speed transmission (the Type 930) with a high-silicon aluminum alloy housing.

The early 930 models were famously demanding to drive. The single turbocharger suffered from significant "turbo lag," meaning power arrived in a sudden, sharp surge at higher RPMs. In the hands of an unprepared driver mid-corner, this sudden wave of torque required precise throttle management to avoid snap oversteer, earning it the nickname "Widowmaker".

Continuous Technical Evolution

Porsche systematically advanced the mechanical capabilities of the Turbo platform over the next five decades:

- 1978 (The 3.3L Upgrade): Engine displacement increased from 3.0 to 3.3 liters, and Porsche integrated an air-to-air intercooler. The intercooler lowered intake charge temperatures, allowing for denser air and more fuel, bumping output to 300 horsepower. To accommodate the intercooler, the rear spoiler was redesigned into the flatter "tea tray" style. Porsche also borrowed the cross-drilled braking system from the 917 race car to manage the increased speed.
- 1995 (The 993 Generation): The 993 Turbo introduced twin-turbocharger technology to the road-going 911. By using two smaller turbos instead of one large one, Porsche engineers dramatically reduced turbo lag, creating a smoother and more linear power curve. This generation also introduced all-wheel drive as a standard feature for the Turbo, radically increasing mechanical grip and stability.
- 2001 (The 996 Generation): Moving away from air-cooling, the 996 Turbo utilized a water-cooled, dry-sump flat-six engine heavily based on the architecture designed by Hans Mezger for the 911 GT1 Le Mans winner. This "Mezger engine" proved incredibly robust under sustained high-performance loads.
- 2006 (The 997 Generation): Porsche introduced Variable Turbine Geometry (VTG), a system utilizing adjustable guide vanes on the turbine. This allowed the turbocharger to behave like a small turbo at low RPMs (for quick spooling) and a large turbo at high RPMs (for maximum power), effectively eliminating the last remnants of turbo lag.

The Modern Benchmark

Today, the Turbo nameplate on the 911 denotes the technological peak of the Porsche lineup. While early 930 models prioritized raw, peak power, modern iterations are characterized by dual-nature engineering: capable of sub-2.5-second 0-60 mph sprints on a track, yet entirely tractable for daily driving.

Recognizing this October anniversary highlights the origins of forced induction in Stuttgart. The 911 Turbo did not just add speed to the platform; it forced the rapid evolution of Porsche's aerodynamics, drivetrains, and braking systems, establishing engineering standards that defined the company's trajectory.





Savannah Bananas

Porsches, Banana Ball, and a Whole Lot of Yellow

Story: Tony Morelli

There are Porsche Club outings, and then there are Porsche Club outings that involve yellow sunglasses, gold beads, inflatable bananas, and baseball players dancing on the field. On Saturday, September 19th, the Palmetto Region headed south to Savannah for a sold-out night of Banana Ball at historic Grayson Stadium.

The fun started well before the first pitch. Members rallied from Johns Island, taking the backroads south with a stop in Beaufort before arriving at Service Brewing in Savannah. There, we met up with our friends from the Coastal Empire Region and, thanks to some perfect timing, landed right in the middle of Service Brewing's Oktoberfest celebration.

Then it was time to go Bananas. Our group had a fantastic view of the action along with a taco bar and beer or ice cream vouchers. Lola Massoglia made sure we looked the part, supplying yellow sunglasses, gold beads, and inflatable bananas to complete the evening's decidedly non-traditional Porsche Club attire.

For anyone experiencing Banana Ball for the first time, it quickly became clear that this wasn't going to be an ordinary night at the ballpark. In between baseball, there were dances, music, stunts, crowd participation, and the organized chaos that has turned the Savannah Bananas into a worldwide phenomenon. The Bananas topped the Tailgaters 6-4, giving the home crowd one more reason to celebrate.

Most importantly, it was another great opportunity to spend time with fellow Palmetto members and our friends from Coastal Empire. From the rally down and Oktoberfest to tacos, inflatable bananas, and a packed Grayson Stadium, this was definitely one PCA road trip we won't soon forget.

A huge thank you to everyone who came along and helped the Palmetto Region go Bananas!

Want to relive the fun? Browse the full event photo gallery online at:

www.pcapalmetto.org/photos/album/278/



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The concours and the policeman

The Rebel Rennfest ran over Labor Day weekend in 1972, at the Stone Mountain Inn outside Atlanta. Palmetto sent a delegation. One of them, Chris Christopher, drove up from Charleston in a 911 she refers to throughout her report as the Blue Sieve.

The name is earned. It rained the entire way, and she spent a two-mile traffic jam on the interstate mopping water off the floor of her own car. She arrived to find the assembled Porsche Club of America already some distance ahead of her, and concluded that she had a moral obligation to do her share.

The next morning was the concours. Half the field, by her account, was crawling around the lawn singing "I'm Sorry" and "Never Touch Another Drop" in four-part harmony, and with feeling, while conducting a mad search for more of the hair of the dog that bit them.

The cars, on the other hand, were immaculate. So clean, she wrote, you could eat off the undercarriage and use the hubcaps for bowls. Kathy Koerbacher's dog, Goat, found the tires and wheels especially inviting and had to be kept close to the bushes.

And then a policeman arrived.

He wanted to know what all these cars were doing here on the grass. A member — she names him only as Charlie — explained about the concours. The officer was unmoved. The cars were illegally parked. He'd give them five minutes to move, then he'd ticket every one of them, and if they weren't gone but quick he'd have the lot towed away.

Charlie listened to all of this. Then he mentioned that he'd been admiring the officer's gun, and asked whether it was loaded.

"Yep, you bet!" said the fuzzy.

"Well," drawled Charlie, "if you so much as touch one of these cars, you will have a great and immediate need for that gun. So hang onto it."

And Charlie, she reports, rode off into the sunset.

She goes on to beat her main competition in the slalom by a second, which surprised her more than anybody, and to note that ninety-eight cars, times four runs each, in seven hours, adds up to an extremely well-run event.

Good food, good drink, good grief, what a fantastic weekend!!!— Chris Christopher, September 1972

"Do not lean on me unless you are completely nude."

NEXT MONTH:

The beginning. November 1969 — The Porsche Palms, issue number one — in which our first president explains how four people at a kitchen table in 1968 became the 76th region chartered by the Porsche Club of America.

Keeping Up with the Bells

By Keith Kirwin

Many of you know that I've had a very close relationship with Justin and Oliver Bell for about five years now, and over the past year I've also had the great pleasure of developing a really fun friendship with Derek Bell. Many of our Palmetto Region members have had the opportunity to meet them as well, particularly during their visits to Charleston and most recently at our Evening with Derek & Justin Bell this past May.

One of the things I enjoy about knowing the Bells is simply hearing about what they're up to. And with this family, there always seems to be something interesting going on.

Oliver is now immersed in the luxury watch world on Rodeo Drive while still very much connected to the automotive world. Justin seems to be everywhere—concours events, incredible cars and all sorts of interesting experiences. And Derek continues to travel the world doing what Derek does, which inevitably produces some pretty good stories.

Between conversations, texts, photos and getting to see them from time to time, I get little glimpses into their lives that I think many of our members would enjoy as well.

So that's the idea behind a new occasional column I'm calling Keeping Up with the Bells.

I don't know that it will be monthly. It may be every other month, or simply whenever Justin, Oliver or Derek sends me something interesting, goes somewhere fascinating or gives me a little behind-the-scenes story worth sharing. Sometimes it may involve all three of them. Other times, like this first installment, it may simply be one Bell and one good story.

And appropriately enough, we're starting with Derek.

As a nice little aside, Derek also mentioned his May trip to Charleston in his August column for Octane Magazine, including Oliver's graduation and the evening he spent with our Palmetto Region. He described our PCA gathering as "great fun and brilliantly organised" and said he left feeling energized by the enthusiasm of the Porsche people he met—which was certainly nice to read.



Derek and the 924

Recently, Derek sent me a couple of photos of a very special Porsche sitting outside London—his 924 Le Mans car.

Now, for most of us, getting a casual text involving a Porsche with Le Mans history would probably be the highlight of the week.

With Derek, apparently, it's Tuesday.

What I enjoy most about exchanges like this is the way Derek talks about these cars. He doesn't speak about them like untouchable pieces of history sitting behind velvet ropes. He remembers what they actually felt like to drive.

His description of the 924 was pretty straightforward: when those turbos come in, they "hit hard."

That made me smile.

Here is a five-time winner of the 24 Hours of Le Mans, a man who has driven some of the most significant Porsche race cars ever built, and decades later you can still hear the racing driver in him. The enthusiasm is still there. The memory of what happens when the boost arrives is still there.

And that's really what I hope Keeping Up with the Bells can be.

These aren't intended to be biographies or formal interviews. They're simply some of the interesting stories, photographs and little moments that occasionally come my way from three members of one remarkable motorsports family—and every once in a while, I'll pass one along to you.

Knowing the Bells, I have a feeling we'll have plenty to talk about.

Sun, Surf & Speed Sets a New Record in Myrtle Beach

By Jennifer Mims

The 2026 Sun, Surf & Speed Car Show at the Dunes Club in Myrtle Beach was held on Sunday, September 13th. This year's theme was the patriotic 250th Anniversary of the USA, and attendees were asked to wear red, white and blue. Active service members, veterans and those who gave their lives for our freedom were honored and our national anthem was enthusiastically cheered to start the show. Although clouds gathered and those with convertibles tentatively left their tops down, the weather improved and the day was gorgeous. Thirty- four Porsches were judged at the Dunes Club this year, a record number for the show, and there were lots more in the parking lot. Tim Lingerfelt's 1976 930 Turbo won Best Porsche, Paul Lough's 2026 911 Turbo S won the Speed award, and Chris Mims' 2025 Spyder RS won the People's Choice award. All marques were welcome at the show, and other awards included Best in Show, Children's Choice, Best Classic, Best Exotic, Preservation, and Car of Significance.

Tommy Davis, creator of Sun, Surf & Speed, purchased his beautiful graphite gray metallic 911 cabriolet in 2017. He discovered the Porsche community and became interested in gathering Porsche lovers from Wilmington to Charleston at the Dunes Club. After attending and being inspired by his first Concors d'Elegance at Amelia Island in 2018, Tommy's creative spirit overflowed with ideas for his Myrtle Beach show. In the early years, the show was held in the parking lot, but for the past four years the oceanfront lawn has provided a scenic home for the judged vehicles. Throughout the years of the show, Tommy has been supported by Dunes Club General Manager Brian Miklaszewski. It was Brian who allowed the move to the golf course and as the show has grown Brian has increased strategic and logistical support. Tommy would like to express his gratitude to Brian for his instrumental role in the continuing success of the show.

Tommy was very excited to have the Palmetto PCA as a sponsor for the first time this year. The fellowship of Porsche and outreach this invited as new members were added to the club made this a win – win for Sun, Surf & Speed as well as the PCA. Keith Kirwin and his wife Elaine presided over the Palmetto PCA tent with her frozen blue metallic Taycan drawing lots of attention from automotive enthusiasts. With one-third of the Palmetto PCA membership residing in the Grand Strand Area, this was a great opportunity for Charleston members to share some love with their Grand Strand counterparts.



A beautiful day on the oceanfront lawn at the Dunes Club in Myrtle Beach set the stage for a record-setting Sun, Surf & Speed.

“

“Sun, Surf & Speed is a wonderful example of how Porsche brings people together. We were proud to support Tommy Davis and connect with so many members and enthusiasts along the Grand Strand.”

– Keith Kirwin, Palmetto PCA President

”



A record 34 Porsches were judged, with many more filling the surrounding parking area.



Palmetto PCA was on site in full force, welcoming members and showcasing Porsche fellowship.

[Check out more event photos online](#)

CLIFF'S CORNER

VEHICLE HISTORY REPORTS - PART 2

By Cliff Hudson

This month I will wrap up my explanation of the Vehicle History Reporting (VHR) sites. Last month I discussed how accident damage gets into a vehicle's history; this month I will explain maintenance and repair history.

The first thing to understand is that no maintenance or repair history gets onto a vehicle's report without being 'donated'. As I tell my customers, "Companies such as Carfax and Autocheck cannot get into my secured server any easier than I can get into your email account". The obvious reason is because they are password protected.

People then become curious as to why an automotive shop would not want to donate their records to the VHR companies. The thought in the public is, "Won't this information be a benefit to someone at some point?" It may, but let's view it from a different perspective.

Suppose your sunroof drains clog, allowing water intrusion which soaks the carpet (which happens to be a very common occurrence). If the VHR company's system misinterprets the wording in my repair order, it may appear as water damage or a flood incident. That raises concerns with a prospective purchaser.

Or suppose that in a very short period of time your vehicle's radiator fails, followed by a leaking water pump, followed by a leak from a plastic coolant union, then followed by a failure of the motor for the radiator cooling fan. All common and unrelated failures that we see multiple times every year, but you just got unlucky and they all happened to your car within a short period of time. Now a prospective purchaser is suspicious that the vehicle is plagued with cooling system problems, the engine may have been severely overheated several times and it is being sold because it has engine problems.

Perhaps this is an old-school view, but I personally have a bit of a problem donating information from several thousand repair orders annually so that someone else can sell it. Then there is the 'need to know' aspect. This is the information that I feel belongs to my customers and passing it on should be at their discretion and within their control.

Something of a sidebar, but some shops now use VHR data to recommend maintenance. I've had a customer call and state that another shop had proposed several maintenance procedures to their vehicle, the total of which would be costly. The customer felt that the procedures they proposed sound familiar and I verified that over the years, we had performed all of them. It turned out that the other shop's opinion was that if it wasn't shown in the VHR, then they should be proposing the work without even inquiring if the customer had any knowledge of the vehicle history. Such is not a method of operation that I condone.



2026 Hallie Hill Car Show

Several Palmetto PCA club members recently attended the annual Animals, Art & Automobiles car show at the Hallie Hill Animal Sanctuary at Charles Townne Landing State Park on September 13. It was a beautiful, warm day filled with fantastic cars and pups.



The field was filled with pups carousing alongside Hallie Hill volunteers—and because all of them were up for adoption, they would have been more than happy to go home with a new family.

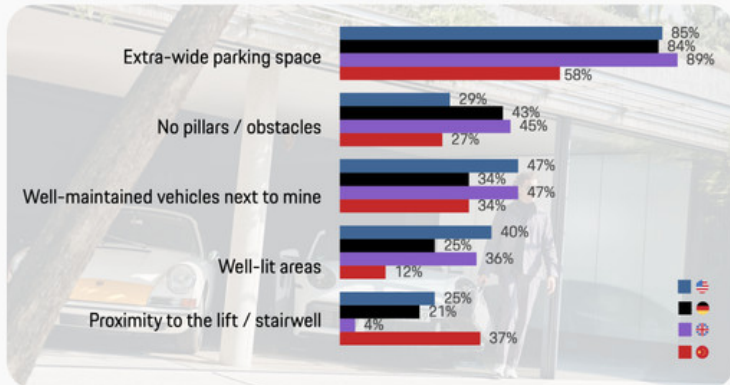
As usual, the British Car Club brought a strong presence, but the show also featured a wide range of American cars and trucks. The German section, which our Porsche group usually overwhelmed, was well-represented. We had several newer members attend and show their cars. A huge congratulations goes out to Greg Wong, whose 2015 Panamera GTS walked away with First Place in the German category! Best of Show honors went to an exquisite 1953 Jaguar C-Type.



In addition to the beautiful cars, attendees enjoyed a silent auction packed with community-donated items, including Boeing airplane desk models, artwork, and vacation packages. Inside the park's conference center, an arts and crafts area featured paintings, homemade snacks, jewelry, and other unique items.

If you missed the event this year, be sure to look forward to it next year. As an added incentive, Charles Townne Landing State Park is always worth a visit on its own, allowing you to experience two great attractions on the same day!

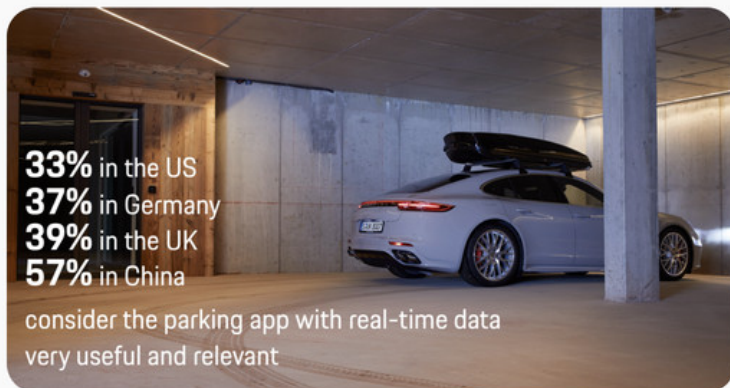
Porsche Advisors Club Survey Data



When choosing a parking space in a parking garage, customers across all markets tend to prioritize extra-wide spaces. This preference reflects the importance they place on minimizing the risk of damage and ensuring safety while parking.



The stress factors related to parking in a parking garage vary by market. For US members of the Porsche Advisors Club, poor visibility when pulling out of a parking space is particularly stressful.



With (new) parking assistance systems, the majority particularly rate a parking app with real-time data as extremely useful and relevant. This app displays available parking spaces in the parking garage in real time and guides the driver directly to an available spot using a navigation map.



The main barriers that might prevent customers from using parking assistants that park the vehicle autonomously are primarily a lack of trust in the functionality, concerns about safety, and the risk of collisions.



65%
browse social media or
check emails

62%
listen to music or
podcasts



In-Car Time Activities

When their Porsche is parked or charging, most members of the Porsche Advisors Club pass the time by browsing social media, checking emails, or listening to music or podcasts.



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In case you missed it here is how a portion of the **dues you pay** to the Porsche Club of America are returned to the Palmetto Region to support **our activities** and to be distributed to local **charities that we choose**. Annual dues currently total \$56 per year per primary member and are set by the PCA Board of Directors. PCA National's bylaws require that one-third of this amount, currently \$18.87 per year, be refunded to the Primary member's regional club of record. For most regions including ours these refunds represent a significant portion of their annual budget. At present **we receive just south of \$11,000 annually** (paid quarterly based on the number of new and renewing primary members we have as of the last day of the quarter).



Porsche U.S. **sales for the second quarter** unfortunately have **declined again**-by a substantial 16.7% overall for the quarter and 14.7% for the year-to-date (YTD), selling only 16,495 total vehicles from April through June, compared with almost 20,000 for the same period last year. The biggest decline is in the 718 Boxster/Cayman line because these models have been discontinued for now, awaiting replacements that are not due for at least a year and whose configuration is still somewhat uncertain. **All models showed decline for both the quarter and the YTD except for the 911**. The least decline is shown by the redesigned Cayenne, whose sales for the quarter dropped only a half per-cent, although it is still outsold in numbers by the more popular Macan. Looking closely at the **911, sales of this hot flagship are up a whopping 56% for the YTD and almost 40% for the quarter** possibly reflecting desire for a true Porsche car. Another possibility: With no Cayman or Boxster, buyers simply moved up to the gold standard. Full details are in the accompanying chart.

Porsche U.S. Sales Second Quarter 2026						
MODEL	Q2 2026	Q2 2025	% change	6 months 2026	6 months 2025	% change
718 Series	38	2,203	-98.3%	244	3,679	-93.4%
911 (all)	4,652	3,338	39.4%	8,478	5,424	56.3%
Panamera	891	1,134	-21.4%	1,874	2,620	-28.5%
Taycan	472	1,064	-55.6%	1,079	2,083	-48.2%
Total car	6,053	7,739	-21.8%	11,675	13,806	-15.4%
Cayenne	4,969	4,996	-0.5%	9,785	10,327	-5.2%
Macan	5,473	7,077	-22.7%	11,552	14,563	-20.7%
Total SUV	10,442	12,073	-13.5%	21,337	24,890	-14.3%
Total Porsche	16,495	19,812	-16.7%	33,012	38,696	-14.7%

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