

PALMETTO PIPES



MAY 1981

PALMETTO PIPES

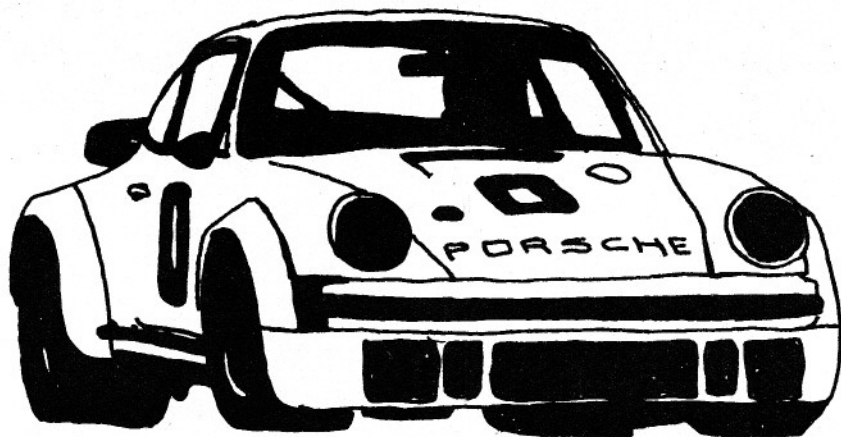
PRESIDENT..... CAROL MATHISEN
8 PONY LANE
CHAS., S.C. 29407
556-1627

VICE-PRESIDENT(ACTIVITIES)..... TUGGY MATHISEN
8 PONY LANE
CHAS., S.C. 29407
556-1627

VICE-PRESIDENT(NEWSLETTER)..... ROSS DAVIDSON
113 MAXWELL ST.
N. CHAS., S.C. 29406
744-3788

SECRETARY..... SHARON CALLAWAY
5905 ANDREAS WAY
CHAS., S.C. 29405
552-8642

TREASURER..... JIM MAY
610 MYSTIC DRIVE EAST
BEAUFORT, S.C. 29902
524-2955



CURRENT EVENTS

*MAY 2

ECONOMY RUN AND CAR SHOW
AT BARNWELL, S.C.

LOCATION: DOUG ALLEN PORSCHE/AUDI

TIME: REGISTRATION 9:00am - 10:00am
first car off at 10:00am

Trophys will be awarded to
class winners for the Economy
Run. A separate trophy will be
awarded for the car show.
note: you need not participate
in the car show to
participate in the Economy
Run.

MAY 7

BUSINESS & DINNER MEETING

WHERE: ORIENTAL CUISINE
HWY. 17 south

TIME: 7:30pm

R.S.V.P.: Call Nancy Davidson 744-3788
or
Carol Mathisen 556-1627
before May 5, 1981

*MAY 31

HOUND AND HARE RALLY
(This is the event formerly
scheduled for April 26...)
You will receive more details
later.

*JUNE 28

GYMKHANA AND BUSINESS MEETING
(details TBA)

*JULY(TBA)

POKER RALLY AND BEACH PARTY
(details TBA)

* denotes "Competitor of the Year" event.

THIRD ANNUAL SUN FUN RUN

SCHEDULE FOR EVENTS

Sun Fun Run 81 is scheduled for Memorial Weekend 23-24 May 1981. The Sun Fun Area of Carolina's Region will host its Third Annual Airport Autocross at McEntire Air National Guard Base. The 1.9 mile road course is both challenging but one of the safest in the southeast.

Practice will be all day Saturday with no limit to track time. Saturday evening will be a Southern BBQ Dinner with some home-grown entertainment. Sunday will be timed runs and trophy awards.

Pre-registration is advised with a 75-car limit. Cut off date is 15 May 1981. Superb accommodations are available at the Ramada Inn, I-26 & US Hwy 378. Phone: (803-796-2700). Masters Economy Inn, I-26 & US Hwy 215 (SC 302-Airport Exit). Phone: (803-791-5850)

Entry fees are \$20/entrant, \$30/couple, extra BBQ dinners \$6/each. Mail entry form to and call for more information:

Contact: Marcia Roof
231 Old Barnwell Rd.
West Columbia, South Carolina 29169
phone: 803-791-4946 [evenings]

ENTRY FORM

 Driver(s) _____ phone: _____
 Address: _____ Entry fee: _____
 City: _____ Porsche Model & Yr: _____
 Modifications: _____

Friday:
8:00pm

Cocktails at Marcia & Allen Roof's (BYOB). Take I-26 to U.S.1 exit toward Lexington. Left at 1st traffic light. Right at 2nd opportunity onto Old Barnwell Road. Go 1/2 mile to P.C.A. sign and turn left into gravel driveway.

Saturday:
9:00-2:00

Tech - McEntire Air National Guard Base. Take U.S. 378 East from Columbia toward Sumter, about 20 mile east of I-26. Turn right into Main Gate and follow PCA signs.

10:00-1:00

Practice

1:00-2:00

Lunch brake

2:00-5:00

Practice

6:30-8:00

HAPPY HOUR - Sutton Towne Apt. Clubhouse (BYOB) I-26 & 378. Follow 378 West towards Lexington approximately 3 miles, turn left onto Leaphart, Rd. turn right 1/4 mile at Zippy Mart into Sutton Towne Apartments.

8:00

BBQ Dinner - Sutton Towne Apt. Clubhouse

Sunday:

9:00-12:00

TECH

10:00-12:30

Group I (Timed Runs)*

12:30- 1:30

Lunch Brake*

1:30- 4:00

Group II (Timed Runs)*

4:30-

Trophies Presented at track

Group I - all 4-cylinder - stock & modified
 Group II- all 6-cylinder - stock & modified

*Times are approximate. Number of cars in each Group I will determine starting time of Group II.



THE ORIGIN OF THE PORSCHE CREST
by Bill Haggerty

(reprinted from The Windblown
Witness, San Diego Region,
September 1976)



During our visit to the Porsche factory Bob Craft and I were taken to dinner by Klaus Reichert of the Porsche press relations, and Erich Hirsch of the public relations and new car delivery.

Over that dinner which exemplified the old Swabian Cuisine; the Swabians originally settled Stuttgart, Hirsch explained the origin of the Porsche crest.

Hirsch was Porsche's first export manager from the outset in 1949 and attended the meeting in 1951 where the decision on a company crest was made. According to Hirsch there were about 20 designers and marketing people at the meeting. After each had suggested a Porsche crest of his own design, the process of eliminating began leaving the Porsche crest as we know it today. The final design was that of Irwin Komenda, whose development work influenced the early 356 series Porsche.

Komenda's design was a composite of the shield of Wuerttemberg, the state in which Stuttgart lies, plus the Porsche name bordering the top of the state crest.

The city name of Stuttgart was added also, identifying the home of the Porsche works. The horse in the center of the crest represents Stuttgart's role as a horse breeding center in early European times. The German word "stude", or female horse, is combined with the word "gart", the derivation of garten, or garden, to mean horse garden.

The antlers in the Porsche, or Wuerttemberg, crest typify the heavy deer population in the thickly forested hills in which Stuttgart-Zuffenhausen lies.

Over lunch each day during our filming at the factory, we were served wine from Heilbron, a neighboring city. Not only were the Drauz body Roadsters built in Heilbron but some very good wine is produced there also. On each bottle of wine we had was the crest like the one on our cars, minus the word Porsche and the Stuttgart horse. Just two of the fine products from the state of Wuerttemberg, bearing the same crest.



AKTIVITIEZ REPORTIZUNG

Ross Davidson's March 15th St. Patrick's Day Rally was a real treat. The weatherman cooperated beautifully, and all entrants found their way to the finish in fine fashion! Well, almost everyone... However all cars finally arrived, one Corvette coming in just after the awards were presented... Which found Elliott and Angela finishing 1st in the green 914. 2nd place went to the "Elliotts" driving a Plymouth Sattellite. 3rd place was awarded to Carol and Jane driving a "BMW 320I". Yours truly navigating with Chris, Jane's husband, driving my 73 911S actually had the lowest score, but due to a lapse of memory, (I'll have to go back to school to learn to read a watch!) I posted the wrong time in at the final checkpoint and came in last place. I still haven't heard the end of that!!

You members who missed this rally lost out on a real good time.

Our next event will be an open autocross on April 26 at Georgetown, S.C. as part of their "Lowland Fling Festival". An additional flyer will be sent out to publicize this event.

On May 2nd in Barnwell, S.C., a car show will be held as part of the "Festival in the Round". Lee Hebbard is coordinating this event and additional information can be found in this newsletter.

TOP 10 COMPETITOR OF THE YEAR POINTS

<u>NAME</u>	<u>POINTS</u>
TUG MATHISEN	320.
CAROL MATHISEN	300.
ROSS DAVIDSON	260.
ELLIOTT BARROW	200.
ANGIE CAMPBELL	200.
JOHN BRINDLE	180.
CHARLES CALLAWAY	150.
SHARON CALLAWAY	150.
NANCY DAVIDSON	150.
HARRY HARTER	140.

Tug Mathisen
Activities Chairman

NEW MEMBERS

Rex B. and Jennie Rivers	1973 911E Targa
Harry(Steve) and Barbara Harter	1965 356 Coupe
John Hanna	1972 911T
Tim and June Jackson	1980 924

GRETCHEN GOES TO THE RACES

by Susan Mason
(reprint from Palmetto Pipes
May 1974)

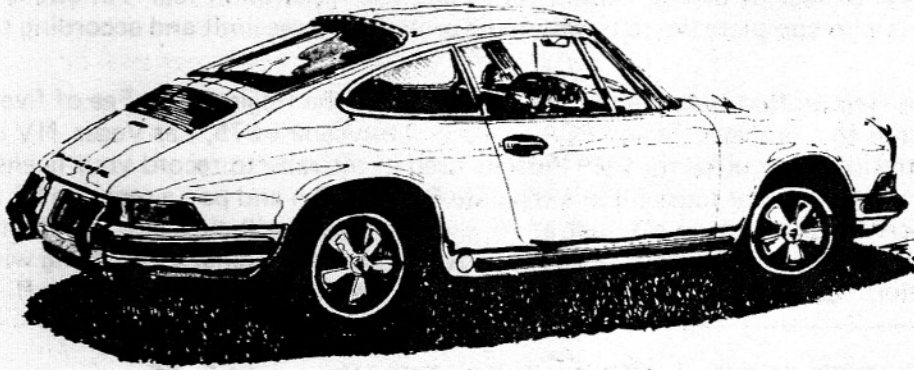
I was born last winter in Stuttgart. My earliest memories are of the din and bustle of the Porsche maternity ward; being orphaned by a long trip over the water with many of my brothers and sisters; and arrival at a place my relatives called "dealership". It was then I discovered that my goal in life was to be adopted by a pair of those strange motorless beings and given a home of my own. My chances came in early March. How happy I was when I was separated from the ranks of my kin for individual inspection. It was a little embarrassing to be all by myself out there with people, as I've learned they're called, poking into all my innards and looking for any imperfections. I suppose that I really should have been a little insulted at this kind of treatment, but I was so eager to be adopted that I acted just as humble and lovable as I could. I finally knew that everything was going to be just fine when I arrived at my new home to find that I had semi-private accommodations and a cute little companion to pal around with, even if he is a somewhat loud-mouthed Italian.

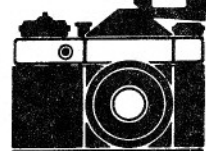
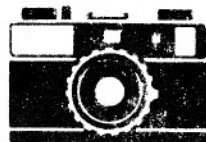
My early days at my foster home have been peaceful and happy. There's an abundance of food and drink, innumerable baths, and my people and I have even begun to speak each others language---you see, I have come to the conclusion that I can do no less than they did for me and adopt them as my very own. At first I didn't quite understand this ever so frequent bathing routine, but smart little Porsche that I am, I soon figured out that often after the bathing ritual I would be asked to take my people to visit with others of my kind and their people for companionship and a little friendly competition. So you'll understand what a good deal this is for me, I'll just say that I have my people so well trained by now that they do all the work and I just gleam as I take all the credit. I would be a bit remiss if I didn't at least mention my name. From the title you have probably guessed that I am Gretchen. I've found through experience that not all of my kind have names, so that makes me doubly proud of mine. It was given to me only after much discussion by my people as to what would be appropriate for a lady of my stature. After considering that my skin is silver and my heritage German, and accepting that my people considered me very expensive to adopt, I feel appropriate my name translates "a pearl of great price."

But now that I have digressed to introduce myself, I should get back to my story. Recently I noticed an air of excitement about my people, and heard some words that were new to my vocabulary -- trip and race. Now I've taken my people on little trips back to the area where I was adopted, but I had the distinct feeling that this was not to be the same and how right I was. One fine morning very early I was roused from a sound sleep by having all sorts of stuff and things carefully packed into my storage areas, was given a big drink of my favorite beverage and off we went and went and went. I was in my own element now, hummingalong with my bra'd nose sniffing a new trail and showing my polished tail to all (or at least all my people would let me). When we arrived after several exhilarating hours, I felt that I had entered a whole new world. There were many of my kind there, divided into two groups, those who watched and those who did this thing called racing. It took no intelligence at all to deduce that I was to be one of the watchers. My people took me to an area where the racers gathered and introduced me to one of them. I knew immediately that this was a very special one. He had a name, strange sounding to me, of sixty-nine. When we first met he was in a most disheveled condition, having popped his transmission seal a bit earlier and oiled his clutch.

As a result his people had him all in pieces working furiously to make him well again. He did tell me with more than a little pride that he had qualified for the number one slot in his class for the big race the next day. I must admit that by this time I had fallen a bit in love and was reluctant to leave and take my people to watch my distant relatives race. The place where we went was just full of my relatives of all kinds from brothers and sisters to great grandfathers. I had a grand time meeting and getting to know my fellow machines while my people found friends of theirs from the adoption place, Bob and Helen Furnans and Mike Huggins. We watched some strange little babies run (Formula V people call them) then some older children (Baby Grands, I think they were). Then two loud and raucous behemoths took to the track causing much excitement. I was given to understand that the low sleek one, a Corvette who owned a Greenwood person, was the hero, who had been challenged by the other ugly creature, a Camaro who owned an Allison person that hated Porsches and was obviously a villain-type. You can imagine my delight when the good guy did so well that the villain simply quit and flew off into the sunset. And then came the day of the big race. To my great surprise my people headed me for the track itself and the next thing I knew, there I was, with dozens of others of my kind, making like the racers. It was a short-lived thrill of only one lap and then I settled back to cheer for my hero, sixty-nine. I was so proud of him as he wended his way from first in his class to well up in the pack of the big boys. By close to the end of the race he was so many laps ahead of his nearest competitor that there was not a chance of anyone laying a fender on him. But then disaster struck in the form of a broken arm (lower ball joint in people language). But all was not completely lost, because my hero had done so very well to that point and was so many laps out in front, he finished fifth anyway.

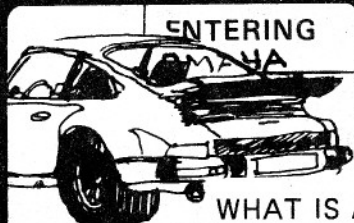
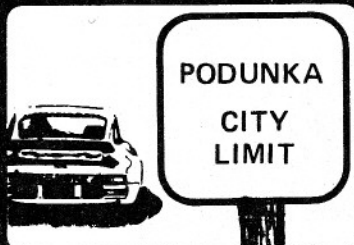
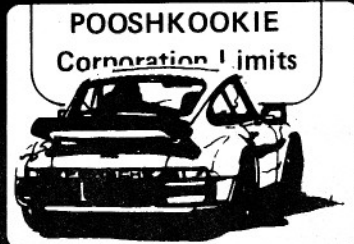
All I can say in conclusion is "Thank you people for broadening my education in this way; let's do it again very soon."





LAS VEGAS REGION PCA
proudly announces the
SECOND ANNUAL

NATIONAL SPELLING BEE RALLY



WHAT IS A SPELLING BEE RALLY ? It's a fun tour to be driven at your convenience, alone or with friends, covering a required number of checkpoints of your own choosing. It is both easy and challenging. Las Vegas Region supplies a phrase, and you must visit one checkpoint for each letter in the phrase corresponding with the first initial of different cities and towns you select to visit. A photograph is taken and submitted as proof of your arrival at the checkpoint.

Registration for the event opens 31 January and closes 31 July. The Rally ends on 30 November of this year, providing up to ten months for completion. Checkpoints may be visited at any time and in any order.

Any Porsche driver and/or passenger may enter this event. Only Porsches may be driven.

Complete Rally Rules, including the required phrase for this year, will be mailed to entrants within five days of receipt of registration forms and the registration fee. An award will be presented to all entrants who complete the rally within the prescribed time limit and according to these rules for the event.

Fill in the Registration below and send it along with the Registration Fee of five dollars and vehicle identification to Las Vegas Region PCA, 1055 E. Tropicana #675, Las Vegas, NV 89109. A photocopy of registration is required for each Porsche used in the rally to record your license number. If a passenger is entering, they must fill in a separate Registration and pay a separate \$5 Fee. (A photocopy of the Registration, or even a typed or handwritten copy will suffice.) All items to be copied may be ganged on one piece of paper – you may even copy the original blank along with your Porsche DMV registration. Copy machines are often found in drugstores, libraries and postoffices.

REGISTRATION FORM / SPELLING BEE RALLY — FEE: \$5

ALL ENTRIES MUST BE POSTMARKED NO LATER THAN 31 JULY — RALLY ENDS 30 NOVEMBER SAME YEAR

NAME _____ PHONE _____ / _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

PCA REGION _____ PORSCHE LICENSE NUMBER _____

Under the rules and sanction of the Porsche Club of America, I hereby agree to comply with the rules governing this event; and I further agree to hold blameless the host club, the sponsoring organization and the PCA, for any loss or injury to myself or property in which I may become involved by reason of participation in this event. I do also agree to assume responsibility for any property damage which I knowingly initiate.

ENTRANT'S SIGNATURE _____ DATE _____

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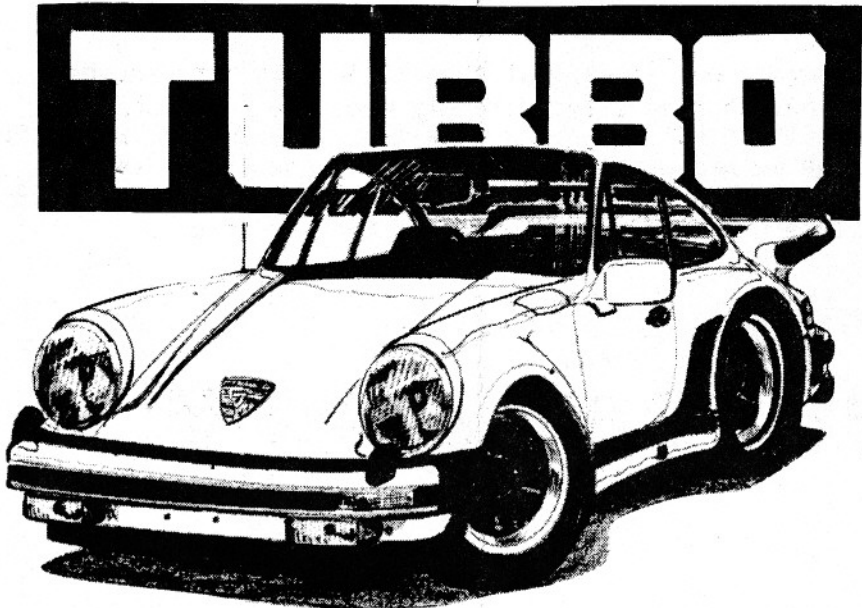
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CHARLESTON, S.C. 29407
803-556-1627

Submit your ad in the following manner:

1. Print or type the ad.
2. The ad should not exceed 25 words.
3. Include the year, engine type, body style, and any other pertinent information.
4. List your name, address, zip code, area code and phone number
5. Send ad to: Palmetto Pipes
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113 Maxwell St.
N.Chas., S.C.
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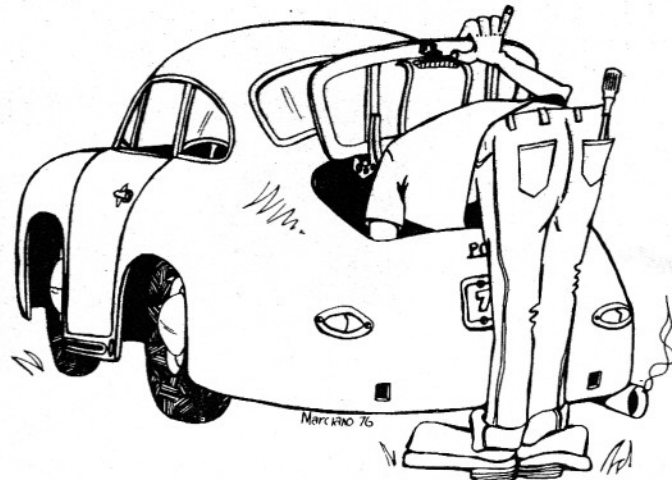


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