

Oct 2014

Tobacco Roads



The monthly newsletter of the Carolinas Region Porsche Club of America



10.14

IN THIS ISSUE:

ELECTION | **NORTHWEST PASSAGE** | GOODWOOD | **AUTOCROSS #5**
REGIONAL CALENDAR | AREA REPORTS | CLASSIFIEDS



IMS Bearing Replacement

\$1950.⁰⁰
Prevent Serious
Engine Damage



*Not valid with any other advertised specials. Valid only at Porsche of Hickory or Greensboro. Present coupon at time of service. Plus tax and shop supplies. Offer expires 12/31/14.

Tech-Equipment Installation

25% OFF
LABOR
(Sport Shifter, Sport Exhaust, Aero Kits, Exhaust Tips,
Voice Control Systems)

*Not valid with any other advertised specials. Valid only at Porsche of Hickory or Greensboro. Present coupon at time of service. Plus tax and shop supplies. Offer expires 12/31/14.

Porsche Annual Service

All Models
\$379.⁹⁵



*Not valid with any other advertised specials. Valid only at Porsche of Hickory or Greensboro. Present coupon at time of service. Plus tax and shop supplies. Offer expires 12/31/14.

Porsche of Hickory

1205 South Center Street
(Hwy 70) Hickory
828-328-1050
www.hickory.porschedealer.com



PORSCHE

Porsche of Greensboro

I-40 at Guilford College Road, Exit 213
5603 Roanny Way,
Greensboro, NC 27409, 336-294-0200
www.greensboro.porschedealer.com

INBOX
or
MAILBOX



Opt out update:

Just a quick update. As of 5/1/14 we have had 450 members choose to receive the “electronic only” version of Tobacco Roads. What does this mean ?? It saves us considerable dollar amount per year that we can put in the bank to offset other club expenses (ie, Autocross, Christmas Party, etc). As mentioned in other publications TR is the biggest expense.

We’re announcing an option to receive your copy of Tobacco Roads - offering **“electronic-only” delivery**. This is truly a special publication and is used to transmit valuable information content across the region. However, the new “greener” option is to send this publication out via an email link to the Adobe PDF copy posted on your region website. For those members who wish to continue receiving the

hard copy via USPS, no action is necessary at this time. However, if you wish to opt-out of future paper delivery, simply reply to membership@carolinas-pca.com with your name and area, indicating your preference to opt-out.

Presently, the largest single expense for the Carolinas Region PCA is printing and mailing costs associated with Tobacco Roads. By opting out of the print version, you’re allowing the region to divert more membership funding to help support events and other special member activities. You’re also guaranteed to get the timeliest copy of the newsletter in color!

Please contact me to take advantage of this offer. **If you wish to continue receiving the paper copy – then no action is required.**

Warm Regards,
Tammy Collins
Membership Chair
Carolinas Region PCA

From the Driver's Seat

Doug Smith, President

Sorry I took a month off from my column in the last issue of Tobacco Roads. I've had a great time serving you as President, and sharing my (sometimes) random thoughts with you on a monthly basis. I'll share news from our September Board meeting, then an update on my trip to South Africa, and some closing thoughts.

We held our Q3 Carolinas Region Board Meeting in Greenville, SC on September 13 and I want to provide a quick summary. We had 18 of the 22 voting members and 3 proxies. This past year, we have generally had some of the highest turnout of our board members in recent history – and remember, some folks are driving more than 5 hours round-trip in addition to spending 6 hours in a room together hashing out club business. These are marathon sessions and we try our best to stay on track and make smart decisions for the club and her members. One of the high points relates to a special one-time rebate that the region received earlier this year from PCA National. The board decided to distribute that one-time rebate back to each of our 8 areas, providing a significant bump in our funding for local area-hosted events; adding approximately \$1-2k for areas to use in the coming 15 months. I hope you members, as the intended recipients, will see the direct benefits of this in the coming year and I hope you'll consider becoming active with the local folks from our (very large) club at your next event!

As you know, if you tuned into my August column, I spent a month in South Africa as part of a corporate service initiative. This is a grant-type offering called the Smarter Cities Challenge, part of IBM's Executive Service Corps. Six of us spent the month learning and studying many issues faced by the city of Durban, South Africa. We then formulated a set of roadmaps to address some of the most pressing challenges in their economic development. This is a one-time grant valued at about \$500k that IBM offers to cities on a competitive basis and part of the corporate commitment to make our world a better place to live, a "smarter planet" if you don't mind the marketing!

What can I say – it was a truly amazing experience and certainly one of the high points of my entire career. I'll try to be brief, but share some of the most memorable thoughts. I spent a few days in

Johannesburg, and was fortunate to tour the Township of Soweto, which was a construct of the former Apartheid regime. We toured the small home where Nelson Mandela and his wife Winnie spent early years, prior to his imprisonment and I had a wonderful moment to meet his youngest daughter, Zindzi, who had just happened to be visiting nearby. I've shared some pictures of the visit here, and have tons more if anyone wants to come to my home for a slideshow!

The 3 weeks I spent in the city of Durban were almost surreal. It was intense immersion in every aspect – culturally and professionally. The city is awesome, beautiful, and so easy to travel to. It sits on the Indian Ocean, hosts the largest port in Southern Africa, and has gorgeous beaches and great surfing. The history of the city is likewise amazing; where Ghandi spent his earlier years at the turn of the last century and formed and tested his passive resistance philosophy. Many leaders including Mandela adopted this philosophy in different forms throughout the struggle for South African independence. This is a fledgling democracy, only 20 years old – and in some ways, still forming. The social and business challenges are a bit overwhelming. However, the people are so warm, so smart, and so committed to seeing positive change through, that it fueled our team to be part of that positive change.

At the end of our three weeks, we had met with well over 300 people from the city, citizens, private sector and academia. We spent days in the townships, in the informal trading markets, and in boardrooms with virtually every concern across the municipality. The stories were fascinating and many of the fundamental issues are not unlike those we face here in the U.S. These often center on balancing social programs and the human side with business and economic growth – of respecting environmental concerns while laying a foundation for commercial and industrial development.

We delivered a 60 page document outlining the steps we felt could be taken in a reasonably short-term timeframe to overcome some of those immediate challenges. This was not based on an "IBM-agenda" – this was purely brand agnostic and quite frankly, technology agnostic. I spent more than a few nights working until the wee hours



Zindzi and me



Meeting with the city



Grazing rhino



Cheetah in the wild

getting to sleep after 3am and then starting up again at 7am with a fresh round of new meetings! In summary we provided three broad recommendations with far more detail than I can provide here. So in summary:

- We recommended several methods to improve the connection between citizens and government using technology and to establish an innovation agenda in conjunction with developing youth. One neat recommendation is to kick this off with a hackathon where students and private citizens exercise their talent, brains and innovative ideas to make some immediate impact; spending just 48 hours in a room working non-stop to develop “apps” providing broad-based benefits. IBM has helped host these in other parts of the world and we’ve seen some amazing outcomes.

- We recommended building a “Business Investment Hub” that is akin to a one-stop shop to help transform the new business investment “lifecycle.” The critical idea was to transform from an environment of red-tape to a culture of red carpet treatment for new and existing business investment. Currently, it can take 5-6 months for business applications to be processed. We’d like to reduce this to a matter of weeks and in the process, there are a tremendous amount of opportunities to connect new investment with the rest of the business and academic ecosystem. Likewise, there are great options to help drive “marketing” of the destination for investors and leverage technology to create greater transparency and access to information dashboards and other critical resources.

- Thirdly, we recommended improving the skills mapping between private sector needs to improve alignment to academia and to build a valuable pipeline of people and skills who can feed the needs of emerging business. We also identified several opportunities for the city to improve their integration of disparate information systems from silos into more centrally useful and accessible collaborative environments. This, again is a challenge faced virtually everywhere in business and in the private sector today.

So in closing, I felt incredibly fulfilled and it makes me proud to work for a company with over 100 years of history and a dedication to public service. It was also a pleasure to spend the better part of the month in the city of Durban

(a.k.a. eThekweni) – this should quickly make it to your short list of travel destinations. It was just highlighted by CNN as one of the 10 most underrated cities. The exchange rate is very favorable, the water clean and drinkable, the people warm and friendly, and opportunities to hit the beach or drive to a safari game park all within easy reach (yep, I did spot a cheetah, elephant, and many rhinos at close range). If you’d like to hear more, or if you’d like me to share this with you in a different venue (professional or club-related), please get in touch.

Okay; I hope you don’t mind me sharing my South Africa story; time to get back to club business. We held a fantastic event on August 1-3 at our annual Sommerfest in Asheville, NC. It was a cool, laid-back, and super-fun weekend for me; and the weather cooperated enough to keep us all dry and the venues were awesome. Thanks to Mike Jones, Michael Vittorio, Doug McKee, and Matt Pohsweg who helped make this all happen and to all the additional volunteers whom I don’t have space to recognize. Also, a big thanks goes to Harmony Motors for hosting our lunch and for kicking- in with additional sponsorship to make this event possible.

Stay tuned for more events coming up this Fall and our annual marquis Driver’s Education event at VIR. I hope to see you at an upcoming gathering.

Doug

Editor’s Notes

John Koury, Editor

As some members are aware, the Carolinas Region has pending changes. In the last year, I have asked for suggestions or recommendations for the direction of *Tobacco Roads*, as the newsletter of our region. I again invite your input on content, frequency and delivery method of our publication. With the coming changes in the Executive Council and other potential changes, now is a good time to make adjustments and improvements. Actually, anytime is a good to to adjust and improve. Think of it as better tires, or exhaust to improve your Porsche.

Corrections and Amplifications

This is relative to information in the last Tobacco Roads.

Corrections regarding Euro Auto Festival clarified on Page 25 this issue.

Page 6: Club Race was listed in November, Race has been cancelled and is no longer shown on calendar

Page 13: Photo captions, top photo, the author in the same car as shown in photo below, with Hurley Haywood shown.



Carolinas Region Officers and Board Members



Executive Council



President
Doug Smith
president@carolinas-pca.com



Vice President
Matt Pohsweg
vicepresident@carolinas-pca.com



Treasurer
Don Morris
treasurer@carolinas-pca.com



Secretary
Sadie Kilcrease
secretary@carolinas-pca.com
(336) 476-3120



Past President
Harvey Yancey
(704) 906-0343
pastpresident@carolinas-pca.com,
or hbyjr@hotmail.com

Area Directors



Hickory
Co-Director
Vincent Piccirelli
hickory-ad@carolinas-pca.com
(828) 781-8332



Hickory
Co-Director
Vallie Piccirelli
hickory-ad@carolinas-pca.com
(828) 781-8352



Metrolina
Co-Director
Jerry Collins
metrolina-ad@carolinas-pca.com



Metrolina
Co-Director
Greg Konney
metrolina-ad@carolinas-pca.com



Mountain
Director Lauren
Boylston
mountain-ad@carolinas-pca.com



Sandhills
Marty Barrett
sandhills-ad@carolinas-pca.com



Sun Fun
Melissa Sprouse
Browne
sunfun-ad@carolinas-pca.com



Triad
Jerry Kilcrease
triad-ad@carolinas-pca.com
(336) 476-3120



Upstate SC
John Budinich
upstate-ad@carolinas-pca.com
(864) 915-0011



Triangle
Howard Wasserman
triangle-ad@carolinas-pca.com
919.538.0202

Standing Committee Chairs



Membership
Chair
Tammy Collins
membership@carolinas-pca.com



Goodie Store
Chair
Kathy Boehm
goodiestore@carolinas-pca.com
336-566-7501



Newsletter
Chair
John Koury
editor@carolinas-pca.com



Autocross
Chair
Sean Steinbruck
autocross@carolinas-pca.com



Chief Driving Instructor
Shane Tisdale
chiefinstructor@carolinas-pca.com



Club Race
Chair
Bill Scarbrough
clubrace@carolinas-pca.com
803-600-6704



Track Co-Chair
Hal Michael
driversed@carolinas-pca.com



Events
Chair
Michael Vittorio
events@carolinas-pca.com
(704) 258-3772



Web Management
Chair
David Violet
web-management@carolinas-pca.com
(828)-289-2006



Track Co-Chair
John Babinski
johnandmarthab@bellsouth.net
864-579-1319



Are you a Facebook member?

The Carolinas Region has a group on Facebook. Search on 'Carolinas Region - Porsche Club of America'.

Regional Support Team



Advertising Coordinator
Chris Feathers
advertising@carolinas-pca.com



Technical Advisor
Air-cooled 911
John Helgesen
John@stahlwerks.com



Classified Ad Coordinator
Ed Beroset
classifieds@carolinas-pca.com



Concours Coordinator
Mike Jones
concours@carolinas-pca.com
(704) 467-5042



Regional Historian/Archivist
Lou Scalzo
historian@carolinas-pca.com
(704) 737-7743



Technical Advisor
914/914-6/916
John Forbes
john@blackfor-estracing.com



Photography Coordinator
Ron Reed
media@carolinas-pca.com



Communications Coordinator
Catherine Bonfiglio
communications@carolinas-pca.com



Technical Advisor
928
& Past President
Chuck Zachman
chuck@928registry.org



On the cover:

Image from this month's article *Northwest Passage*, photo Marty Barrett



Contents

see area reports for more detailed information

Calendar of Events	Page 7	Upstate	Hickory
New Members & Anniversaries	Page 8	1st Monday of Month Quaker Steak and Lube, Greenville, SC	2nd Tuesday of Month Davinci's, Hickory, NC
Executive Committee Elections	Pages 9-10	Sun Fun	Mountain Area
Hysterical Ramblings	Pages 11-12	3rd Tuesday of Month Rotating Location, See Area Report	1st Saturday of Month 10am Harmony Motors, Asheville, NC
Goodwood	Pages 13-15	Triad	Metrolina
Northwest Passage	Pages 16-18	3rd Tuesday of month, 7:00pm River Ridge Tap House 1480 River Ridge Road Clemmons, NC	3rd Wednesday of Month (or check email updates)
Autocross	Pages 19	Triangle	Sand Hills
Area Reports	Page 21-24	4th Thursday of month, 6:30pm, Doolin's Irish Pub 3211 Shannon Road Durham, NC 27707	4th Tuesday of every odd numbered Month Rotating Meeting Location, refer to Area Report for details
Upcoming Events	Page 25		
Classifieds & General Information	Pages 26- 28		

Recurring Cars and Coffees & Shine and Shows By Area:

Asheville

3rd Saturday of each month, 9AM - Noon, Starbucks, 1378 Hendersonville Road, Asheville, NC

Triangle Area

3rd Saturday of each month, 8:30AM, Panera Bread Patterson Place S/C 3603 Witherspoon Blvd Durham, NC 27707

Triad Area

2nd Saturday of each month - 9am to noon Reynolda Village - Park on the Lawn

3rd Saturday of each month (March to November), 8:30am to 10:30am at Jefferson Village (off New Garden) in Greensboro, NC.

Metrolina Area

3rd Sunday Monthly - 9AM - Noon, Foxcroft East Shopping Center located at 7814 Fairview Road

Upstate

4th Saturday of each month, 8AM - 11AM, Michelin North America Headquarters 1 Parkway South & Pelham Road Next to Marriott Hotel Intersection of Pelham Road and The Parkway at Exit 54 of I-85 in Greenville, SC.



Independent Investment Specialists Serving
Our Equally Performance Minded Porsche Friends

- Retirement Income
- Alternative Investments
- Financial & Retirement Planning
- Business Valuation & Exit Strategies

Call Jeff Hare at 704-237-4207

Educating Investors Since 1993

www.AventusAdvisors.com

2014 Calendar

For additional information and events outside the Carolinas Region go to:
<http://www.pca.org/Calendar/PCACalendar.aspx>

See Area Reports for More Information

Check this page regularly for updates and new 2014 events!

October

4th	Mountain Area Drive and Dine
4th	Petit Le Mans
6th	Autocross Round #6, Manheim Auto Auction Statesville, NC
11th	Oktoberfest, details coming later
15th	Area Meeting - Sun Fun
17th-18th	Euro Auto Festival, Greer/Greenville, SC
25th-26th	Drivers Ed at CMP

November

1st	Touring Joara
14th-16th	Carolina Motorsports Park Drivers Education Virginia International Raceway
19th	Area Meeting - Sun Fun McDaniels Porsche, Dinner RSVP Please
29th	Tech Breakfast, Porsche of Hickory, please RSVP Hickory AD

December

2nd	Triad Area Christmas Party, details coming later
6th	Upstate Area Christmas Party
6th	Mountain Area Holiday Gift Exchange and Gingerbread House Viewing
10th	Sun Fun Area Christmas Party
17th	Metrolina Holiday Party, Charlotte Motor Speedway, Speedway Club

Event Color Key

Drivers Education or Track Events
Carolinas Region PCA Autocross Series Event
Social, Multiple activity event, Shine and Show, Concours, Tour etc....
Technical Session
Driving Tour
No Color = other notable events

Want to see photos
of recent
Carolinas Region
events?

Go to:

<http://carolinasregion-porscheclub.shutterfly.com/>

If you want to contribute your own photos send an email to Ron Reed, Regional Media Coordinator, at media@carolinas-pca.com

Keeping It Current:

Have you bought or sold your Porsche? Moved or otherwise had a change of address or contact information? Those updates are handled at the national level of Porsche Club of America and can be updated either on the website, www.pca.org or by writing to:

PCA National Headquarters
P.O. Box 6400 Columbia, MD
21045

(410)381.0911 (p)
(410)381.0924 (f) and email:
admin@pca.org

September 2014 New Members and Anniversary Memberships

The Carolinas Region would like to welcome new members and transferring members. In addition, we would like to congratulate members celebrating anniversary memberships this month for five, ten, fifteen, twenty, thirty, or more years of PCA dedication.

NEW MEMBERS										
PETE	ASHI			WAXHAW	NC	2006	BOXSTER S	CONVERTIBLE	ATLAS GRAY	METROLINA
NAT	CANNADY			ASHEVILLE	NC	2009	911 CARRERA S	COUPE	CREAM WHITE	MOUNTAIN
ERIC	CERWIN			CHARLOTTE	NC	1995	911 CARRERA	COUPE	BLACK	METROLINA
JAMES	CROOM	DALLAS	CROOM	MATTHEWS	NC	2014	911 CARRERA			METROLINA
JOSE	DUQUE			HARRISBURG	NC	1985	928S	2-DOOR	RED	METROLINA
DONN	EATON			SOUTHPORT	NC	2008	911 CARRERA S	COUPE	BLACK	OUT OF STATE
JAMES	FISHER			PINEHURST	NC	1985	911 TURBO	TURBO	RED	SANDHILLS
JOHN	HARRIOTT			WINSTON SALEM	NC	1967	911	COUPE	WHITE	TRIAD
ROCKY	HARTMAN			BROWN SUMMIT	NC	2013	911 CARRERA			TRIAD
BRYAN	HASLAM			ASHEVILLE	NC	2008	CAYMAN S	COUPE	METEOR GREY METALLIC	MOUNTAIN
MILES	HENSLEE			GREENVILLE	SC	2006	CAYMAN S	COUPE	MIDNIGHT BLUE	UPSTATE
GEORGE	LEVINGS			HUNTERSVILLE	NC	1972	911T TARGA	TARGA	WHITE	METROLINA
JAMES	McDERMOTT	RENEE	McDERMOTT	TRYON	NC	2015	911 CARRERA			MOUNTAIN
RONALD	MITCHELL			FLAT ROCK	NC	2004	911 GT3	COUPE	WHITE	MOUNTAIN
DEBBIE	PFUFF			GREENSBORO	NC	2015	MACAN S		WHITE	TRIAD
JONATHAN	SHUM			SIMPSONVILLE	SC	2005	911 CARRERA			UPSTATE
TAYLOR	STARBUCK			GREENVILLE	SC	1988	911 CARRERA CABRIOLET		STONE GREY	UPSTATE
DAVID	WILSON			HILLSBOROUGH	NC	1988	911 CARRERA TARGA	TARGA	GREY	TRIANGLE
DANIEL	WRIGHT			KERNERSVILLE	NC	2002	911 CARRERA	996	BLACK	TRIAD

5 YEAR ANNIVERSARY										
DAVE	BALLEW			TAYLORS	SC			CABRIOLET	SILVER	UPSTATE
JIM	BUCHANAN	DENISE	BUCHANAN	CHARLOTTE	NC	2007	CAYMAN S	COUPE	GRAY	METROLINA
ANTHONY	HARGRAVE			COLUMBIA	SC	1999	911 CARRERA	COUPE	BLACK	SUN FUN
STEPHEN B.	McCLUNG	CONNIE	McCLUNG	PIEDMONT	SC	2006	CAYMAN S	COUPE	SILVER	UPSTATE
POWELL T.	PARKS			WEST END	NC	2009	911 CARRERA S	COUPE	RED	SANDHILLS
DANIEL J.	PARSONS	TARA	BYER-PARSONS	CHARLOTTE	NC	2006	911 CARRERA S	COUPE	GRAY	METROLINA
CHRIS W.	PORTER			MOCKSVILLE	NC	1986	944 TURBO	COUPE	WHITE	TRIAD

10 YEAR ANNIVERSARY										
RANDY R.	HAYWARD	CHERYL	HAYWARD	PITTSBORO	NC			COUPE	RED	TRIANGLE
ROBERT C.	VERHELLE			HICKORY	NC	2002	911 CARRERA 4S	COUPE	SEAL GREY	HICKORY

15 YEAR ANNIVERSARY										
FRED	BAUMANN			PFAPFTOWN	NC					TRIAD
ROBERT	KIM	TORREY	KIM	APEX	NC	1999	911 CARRERA	COUPE	BLACK	TRIANGLE
GARY C.	PENNINGTON	JEANNE	PENNINGTON	COLUMBIA	SC			GTC3	YELLOW	SUN FUN
CHRIS	SNEED	KENNETH	SNEED	PFAPFTOWN	NC	1987	928 S4	COUPE	SILVER	TRIAD
JOHN	VANDERWERF	TYLER	CHAPMAN	HENDERSONVILLE	NC	1986	944			MOUNTAIN

20 YEAR ANNIVERSARY										
JEFF P.	GEDCKE	DONNA	GEDCKE	GILBERT	SC	1989	911 CARRERA			SUN FUN

25 YEAR ANNIVERSARY										
MATS	HERRSTROMER	CATHY	HERRSTROMER	WAXHAW	NC			E	WHITE	METROLINA
RICHARD L.	MAURY	GERALD	MAURY	ROCK HILL	SC	2000	911 CARRERA	COUPE	YELLOW	METROLINA
MICHAEL P.	WOOD	ELAINE	WOOD	GREENVILLE	SC	1999	911 CARRERA	COUPE	BLACK	UPSTATE

30 YEAR ANNIVERSARY										
ZACKARY R.	JOHNSON	SANDRA	JOHNSON	GREENVILLE	SC					UPSTATE

45 YEAR ANNIVERSARY										
GARY B.	HART	GREG	HART	FORT MILL	SC	2006	911 CARRERA	CAB		METROLINA

Tobacco Roads is the official publication of the Carolinas Region, Porsche Club of America.

Editor

John Koury
539 Mammoth Oaks
Charlotte, NC 28270
editor@carolinas-pca.com

The ideas, opinions, and suggestions expressed in *Tobacco Roads* are those of the authors and no authentication is implied by the editors or publishers. *Tobacco Roads* has not authenticated the claims and guarantees as offered in this publication.

Change of Address

Tobacco Roads is mailed using the PCA National address list. To change your address, you must contact:

PCA National Office
P.O. Box 6400
Columbia, MD 21045

(410) 381-0911 phone

(410) 381-0924 fax

<https://pca.org/Membership/MemberServices/MemberRecord.aspx>

You will need your member number.

Membership Statistics

Primary Members	1,773
Affiliate & Family Members	1,148
Total Members	2,911

Executive Council Nominations



Brian Powell
President

When your daughters say they'd rather go to Parade than Prom, you can be fairly certain they've inherited the

Porsche affliction. I started my own Porsche journey in the mid-80's with a 1970 911E. I took a few years hiatus, but picked up again in the mid-90's with a 1983 911SC Targa in Kiln Red. In the first adventures, my wife and I attended Porschefest, trying our hands at concours and rallying. We found that we especially enjoyed Gimmick Rally's. And we were still talking to each other at the end of most of them. I would go on to serve as rallymaster at several Porschefest's beginning in 2001. It gave me an excuse to drive around aimlessly and force my sense of humor on unsuspecting souls. My first venture in supporting the club though, came from volunteering at the Club Race in 1998. A role that I've continued at every one of our Club Races but one.

In 2000, I decided to see the track from the other side and began participating in Drivers Education events at Carolina Motorsports Park. DE events were a great learning environment, but I also found a great sense of community. From beginners to the most senior instructor, everyone was there to make sure it was a fun and safe weekend. In 2003, I accepted the DE chairman position and served in that role until 2013. In those 10 years, we expanded out from our home track at CMP to also hold events at Virginia International Raceway, Charlotte Motor Speedway, NC Center for Automotive Research, and Atlanta Motorsports Park. Annually, the Carolinas Region DE program is the largest venture the region undertakes, has the largest participation and has been the largest source of

The nominating committee for Carolinas Region executive committee officers for 2015-16 has completed its work and hereby presents the following slate of candidates to the membership: As past president, Doug Smith will also serve on the executive committee during this term.

Voting will take place on our website

revenue.

During the years a 944 Turbo was added to the garage. It served as a DE car for my son and I, as well as a daily driver. A 2001 Boxster S has taken its place and still serves as a daily driver and the occasional DE.

I am currently employed as a project manager in Information Technology at Duke Energy in Charlotte, NC. My wife, Angela is pastor at Living Saviour Lutheran Church in Pineville, NC. We have 3 children, Ben, stationed in Pensacola, FL with USN, Carolyn, a senior at Roanoke College & Rachel, a junior at Meredith College. We've attended three Parades, Hershey, Charlotte & Savannah and have volunteered at all of them. Volunteering has been as much fun as the events: my son and I usually at a rally checkpoint, while the girls work the Parade Goodie Store. As a family, we've placed in the Gimmick Rally at all 3 Parades we've attended. At the 2008 Parade in Charlotte, I co-chaired the Parade Kids activities.

As a region, we are in a unique position. With our local area chapters, we don't operate the same way as other PCA regions. We have to do what works for us, not just mimic what other regions are doing. Our areas and Area Directors are a great strength, being able to offer local gatherings and events. With our size & diversity, we have the advantage of being able to offer multi-event weekends like Sommerfest and In de Bergen, weekend drives, dine & drives, shine & shows like Lake Hartwell Antique Boat & Porsche show, great charity events like Road to Rails & Camp Kemo car show and region organized driving events like autocross, driver education and Club Racing. But our geography also presents us a challenge, the region supports the areas and their local activities, at

or by using the ballot on the next page.

Thank you for the opportunity to serve the club as members of the nominating committee.

- Hal Michael, Kathy Boehm and Howard Wasserman

the same time the region calls on all its members for support of the regional events.

I am honored to be considered for the position of President and if elected will do my best to serve the region and its members. I encourage you all to vote in the coming election.

Bill Scarbrough
Vice President



I'm Bill Scarbrough and I'd like to introduce myself as a candidate for Region Vice President in the upcoming election. I joined the Porsche Club in 2000 in the Potomac Region and promptly attended my first Area meeting, enjoyed some tours and driving events, and scheduled my first Driver's Education event with my 1976 911S. I became more involved in tours, wine-and-drives, and DE events in the Potomac Region as well as other regions around the U.S. (many with my brother who is a member of the Central Indiana Region) for two years and then moved to South Carolina. Once here, I quickly registered as a member of the Carolinas Region and continued my participation in Area (Sun Fun) and Region events and DE, and then in 2003, won a contest while attending the 24 Hours of Daytona that resulted in my acquiring a 1983 Porsche 944 dedicated race car. This was a lifelong passion (to drive on a closed circuit) as I was raised in a household with Porsches and enjoyed annual attendance (since 10 years old) at the 6-hours, Can-Am, and U.S. Grand Prix events at Watkins Glen. I have had (and continue to have) great driving instruction here in the Carolinas Region, from racers such as Marty Barrett (for-

mer Chief Instructor), Dick Lane, Rock Webb, Jamie Levy and a host of other great men and women who showed me how to drive fast, understand the car's dynamics, and appreciate the Porsche marque at speed. I am a nationally certified PCA high performance driving instructor, licensed PCA club racer (as well as other club racing series with NASA and SCCA), and love driving my Porsches (2003 996 cab—my daily driver, 2000 Boxster—my wife Dee's daily driver, 1986 951 race car, 1976 911S—my former daily driver, now relegated to sunny, warm days, 1974 914 2.0, and 1962 356B—awaiting restoration).

In 2011, I was asked if I would be willing to chair the Carolinas Region Club Race (which permitted me to join the Region Board). I have enjoyed doing so and have made many friendships and partnerships along the way. I also continue to enjoy various area events, Region events, and National events. In my opinion, PCA membership is all about having fun with our cars at events we enjoy, making friends, and helping our fellow Porsche owners enjoy their cars to the fullest. I am honored to be considered for this important role and will do my best to serve the Region member's interests, ensure our Board is functional and responsive to the membership, and innovate new ways to bring events, activities, and information of interest to our members of the Carolinas Region.

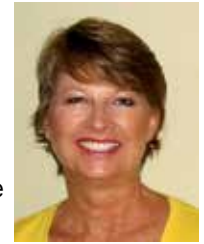
Sadie Kilcrease
Treasurer



My name is Sadie Kilcrease and I have been nominated as a candidate for the position of Treasurer. I am retired and at the end of my working career was Senior Credit Manager for a fortune 500 company where I accumulated over 30 years' experience in credit and financial analysis.

Over the past 12 years I have been actively involved with the Carolinas Region by supporting and participating in most of the club's programs including Driver's Education and Autocross and attending the majority of Regional Club Races and social events such as Sommerfest, In Den Bergen and Fall Tour. I have a clear understanding of how the Carolinas Region is divided into 8 areas and how each area is managed by Area Directors. It is an honor and a privilege to be nominated as a candidate for Treasurer. If elected, I will commit to take the personal time and devote the attention necessary to fulfill the duties as Treasurer. Ballots are now out. Please vote. Thank you for your support.

Martha Babinski
Secretary



My name is Martha Babinski and I have been nominated for the position of Secretary. I've been a member of PCA since 2007, regularly attending Upstate Area meetings. At the local level, I've participated in numerous social events and organized/co-organized two area Drive & Dines. On a regional level, I've attended In Den Bergen's, Fall Tours, and Pine Island Concours. Since 2009, I've been attending DE's with my husband, John, and since 2011, you'll find me helping out at the check-in registration desk at all DE events. After years of observing DE's, last year I participated as a student driver out on the track in two PCA sponsored DE's and one Mustang Club DE. I've also volunteered at the past four Club Races, most recently being Assistant to the Chief Steward the past two years. It is an honor and a privilege to be nominated to this position and I encourage everyone to vote in the upcoming election.

See previous issue of Tobacco Roads for full Bios of candidates

**The Carolinas Region Board of Directors
Requests Your Vote for the Following
Executive Council Candidates**

Presented By the Nominating Committee

No additional candidates for Nomination were submitted by Membership,
Per Article IX, Section 2 of the Club's By-Laws

	Mem	Fam Mem		Mem	Fam Mem
President: Brian Powell, Metrolina Area	_____	_____	Treasurer: Sadie Kilcrease, Triad Area	_____	_____
Vice President: Bill Scarbrough, Sun Fun Area	_____	_____	Secretary: Martha Babinski, Upstate Area	_____	_____
Active Member: Name _____ PCA# _____			Family Active Member: Name _____ PCA# _____		

PLEASE DETACH this Ballot and mail by October 15th to:

John Koury
539 Mammoth Oaks
Charlotte, NC 28270

OR Vote by electronic ballot via the Carolinas Region website starting 9/1/14

**Voting will take place on
www.carolinas-pca.com.
The voting cut-off date
is October 15th.**

**Please Vote By
October 15th, 2014**

BALLOT
BALLOT
BALLOT

BALLOT
BALLOT
BALLOT

Last Month's Trivia Question:

The idea that funding racing by a manufacturer is in part justified because racing innovations find their way into production automobiles was true way back in 1911 if not before. Ferry Porsche's philosophy was "we race in order to build the best sports cars for the road." The winning car in the first Indy 500 or International 500-mile Sweepstakes Race as it was called then incorporated such an innovation. Can you tell me the name of the driver and the car and, most importantly, can you identify that innovation? Here are two photos of that winning car with the innovation prominently displayed. Do you see it?



That triangular-cross section device, held up by four struts is a cowl-mounted rear view mirror, the first of its kind. Ray Harroun drove this Marmon Wasp to victory in the inaugural Indy 500. The mirror gave Ray a competitive advantage that was the motivation for creating it. Until this race, all drivers carried a riding mechanic along ostensibly to help change flat tires but more importantly to serve as another set of eyes relative to cars coming up the rear while the driver focused on what was up ahead. Using the mirror, Ray did away with the mechanic, thereby gaining a weight advantage. Perhaps Ray would have won without this aid. After all, he won the 1910 Memorial Day race for the Wheeler-Schebler Trophy run at the Indianapolis Motor Speedway over a 200-mile distance.

Several correct answers were received with Mike Masterson's being the first. Congratulations Mike.

Your Porsche!



Ron (pictured here with the car at the Pinehurst Drive Off on Saturday preceding the 2014 Concours) and Joy Craig have a unique Boxster. I'll let Ron tell you its story.

It started as a lark. I was home on the sofa with nothing worth watching on TV. "Okay, Internet... Entertain me," I said to my laptop as though it could hear and obey. I opened a browser window to CarMax and looked at the drop-down for car makes. "Porsche!" I laughed. "What kind of Porsches does CarMax have?" ... "Oh, that looks nice, but it's in Virginia." ... "Huh. They'll ship it to Raleigh for a test drive at no charge, no obligation. ... Why not? I've never driven one; it'll be fun." Click. Tappety-tappety. Click. I promptly forgot all about it.

A few weeks later I got a call from a salesman at CarMax, informing me that "my" car was ready for a test drive. I set a time for that evening. When my wife got home I announced, laughing, "Guess what? We're going to go test-drive a Porsche. You buy that, and it'll make up for backing into my SHO." My dearest was not as amused as I'd hoped, but agreed to go along and take a ride as long as we ate out afterwards.

When we arrived at the lot, there was a nicely dressed lady in her late 40's looking at the car. My wife walked over and asked her, "How do you like our car?" The woman was a little surprised, but I laughed and explained we'd had it shipped from Virginia to test drive. I think the prospect of another possible buyer did something to my wife, but she chatted amiably with the lady while I looked the car over and waited (forever) for our salesman to come with the key.

Eventually he arrived with the key, and nothing else. I had questions... lots of them as I'd never so much as touched a Porsche before. He had no information... at all. "A 2004 with 11 thousand miles. Is that unusual for these cars?" "What's the S mean?" "It says convertible, but that's a hard top. Does it retract, or is there a rag top under there somewhere?" "What does

this 0000/1935 mean on this plate under the console?" "I can tell it says 50 years, but I don't read enough German to understand the rest. Have they really been making Boxsters for 50 years?" Clearly I knew nothing about these cars, and it was also clear that our salesman knew less.

The salesman suggested we go for a drive, and the "other lady" walked away, heading toward a BMW Z4, obviously saddened at the prospect of missing out on the Boxster. I thought this was amusing, since she didn't know we were there just for a bit of fun. She could buy it when we were done. I'd not even brought a checkbook. I rode out first, with our salesman (six foot four, way over 300 pounds) squeezed behind the wheel, with his knees up against his chest. Once off the lot we swapped places and I drove around a bit, heading out onto the highway even though it wasn't where he'd intended to go. If I was going to have a once-in-a-lifetime test drive, I was gonna drive, damn it. Needless to say, I was impressed and a little sad it was over as we headed back to the lot for another driver shift just outside the gate, and then a crawl up to where my wife was waiting.

"Your turn!" I said brightly, holding the door for her. "I think you'll like this," I whispered as she slid into the passenger seat. They were gone a long time. When they finally returned, she got out of the car, a little breathless, reached into her hip pocket, and pulled out a checkbook (when had she grabbed that??). "Pay the man," she said, tossing me the checkbook. I nearly fumbled the catch. Where was my real wife? Don't get me wrong, I loved this wife, but she wasn't the same one who had gotten into the car earlier. "Um, okay. I guess we're getting a car."

I spent most of the next day at a Porsche specialist in Raleigh having the car looked over. CarMax won't allow you to take the car for a mechanical check, but they do give several days to return the car for a full refund. "Your job, gentlemen, is to tell me why I've made a huge mistake in buying this car so that I can return it. Leave nothing unchecked." They did a wonderful job, but at the end of the day all they could tell me was that I had a wonderful car in excellent condition. There were a few oddities such as German settings for most components, and US settings for a few others. The car was obviously European (no American bumperettes, European tail lights, analog speedo in KM/H), but also had the NTSB sticker saying it was certified for US roads.

The big mystery, though, was the 50th Anniversary 550 Spyder / Limited

Edition 0000/1953 chrome plate attached in front of the gearshift. The plate looked genuine, but nobody had ever even heard of a 'number zero' car. I called a shop in Raleigh that specializes in restoring Porsches, including doing all the provenance research. They had no idea, but suggested I phone Porsche and give them the VIN. I called Porsche, but the lady seemed confused. "Special," she said. "What else?" "Nothing else. Just special. I don't understand. There's supposed to be tons of info here, but I just have the one word, 'Special.' I'm sorry, sir, I have no idea what that means." While I scratched my head, my wife came through again. Reasoning that if she owned 'Boxster zero-zero-zero-zero' she would have mentioned it online, she searched for it.

There it was, listed for sale in Virginia by the original owners. Photos of the limited edition number plate, and a claim that the car was unique. We got in touch via email and arranged to chat by phone with the original owners. They specified two conditions: we explain how in the world we found them, and we never tell them what we paid CarMax for the car. We agreed. They turned out to be a lovely couple relieved to find their car had found a good home. They shared the story of how the car came to be in Virginia, and I share that with you now.

They were stationed in Stuttgart, Germany, as US military contractors. In 2007 they learned they'd be going back to the US, and decided to find a Porsche. Unfortunately, it takes considerable lead time to get a US-spec Porsche, and they only had a couple weeks before shipping stateside. A friend said he'd spotted a US-spec car in the Porsche dealership near the base, so they took a look. At the dealership, they were told that this 2004 Boxster S was the car that toured Europe and the US to introduce the special edition model. At the end of the press tour, the car was returned to the factory, where, like the final scene in Raiders' of the Lost Ark, the car was put into a giant warehouse with many others. It had 207 miles on the clock. Because somebody had written the VIN differently than what was on the computer, the car was "lost" for three years before being "found" again. No longer exactly new, but never titled, they didn't quite know what to do with it. Given that it was US-spec'd, they placed it in a dealership just outside a US Army base where these folks found it.

When they tried to finance the purchase, the bank refused, saying they didn't know what sort of interest (new or used) to charge, so the couple had to pay cash. They shipped it to Colorado Springs where they lived and drove the car very little until 2013.

In 2013 they moved to Virginia and had no luck with a private sale, eventually resorting to CarMax, where I found it with 11,000 miles on the clock, all original paperwork (in German), hard top, tool kit, soft cover, Euro first-aid kit, and battery keeper included. The couple advised us to not make the same mistake they'd made. They'd kept the car in the garage, and treated it like a collector's item. The mileage, now, they thought, was beyond what would interest a collector, and so we should drive it like a driver, not like a collector – all Porsches are built to be driven.

My wife really liked that.

The next day I phoned the specialty restoration shop in Raleigh and thanked the gentleman there for his advice the previous day. I told him the story, and his immediate response was, "What do you want for it?" More than a bit surprised, I told him I'd just owned the car for three days and would have to get back to him on it. My wife's response, though, was more definite: "That's our car, now, and we're going to drive it and enjoy it. End of story." And so it is.

Do you have a photo of your

Porsche and an interesting story to tell involving it? I'd like to print it here. Please email me at howard@hwasserman.com.

October's Trivia Question

The 1950 Formula One season included the inaugural FIA World Championship of Drivers that was contested over a seven race series, which commenced on May 13 and ended on September 3. The championship consisted of six Grand Prix races, held in Europe and open to Formula One cars, plus the _____. Can you fill in the blank? The first correct respondent will earn 10 points in the Hysterical Ramblings 2014 Trivia Contest. A fabulous prize will be given to the member having the most points at year-end. Let me know your guess at howard@hwasserman.com.

Til next time, practice the following phrase for use before the next Cars & Coffee: "I know they say PCA is 'not just the cars, it's the people' but c'mon, really, it IS about the cars!"



**FROM THE STREET TO THE TRACK,
WE'VE GOT YOU COVERED.**

2940 2nd Ave NW, Hickory, NC 28601
 Phone: 828.322.1779 • Mobile: 828.244.5169
 Fax: 828.322.4040
 Web: www.HeritageMotorwerks.net



Guest Column: Goodwood Festival of Speed

Part Two of A Multipart Story

June 26th-29th, 2014

Words by David A. Roberts



...Continued from page 13 of September Tobacco Roads

After we look at the structure from every angle, we continue our walk to the paddock passing the McLaren display. Parked outside of McLaren's stand is one of their new P1 street cars. It is beautiful with its flowing lines and deep purple, almost black, metallic paint. I learn from Ron Dennis later that weekend that McLaren is building 280 copies and each is pre-sold. This is just the first of many special cars we will see this weekend.

Walking into the F1 paddock where the Indy car is located, my three colleagues are in awe. Every car sitting here has significant race history. Of course being the "old salt" with one Festival under my belt, I don't want to act like a rookie, so I play it cool. We all acknowledge that the spectacle of Goodwood is beyond belief. As we walk into our shelter, we find Andy Fehrlin and Paul Foley from our Pontypool Plant looking after the car. They volunteered to be part of the crew this weekend and left Pontypool at 6:00 am to check on the car and drop off fuel jugs, a toolbox and other items that we will need for the weekend. As I look around at our shelter, I am amazed at the quality and significance of cars here. To our right is Al Unser's 1978 Indy 500 winner. This car belongs to the Indianapolis Motorspeedway Museum. To the left is Gordon Johncock's Indy 500 race winning 1973 STP Eagle. It is in private party hands which is very unusual as the vast majority of Indy winners are owned by the museum. Across the path separating our shelter from a second shelter are the black and gold John Player sponsored Lotus that were driven by

Mario Andretti, Ayrton Senna and Ronnie Peterson. Also across from us are Honda Formula 1 cars and Moto GP motorcycles of various vintages from the Honda Heritage Museum. These are all works of art, but works of art that are raced. It is humbling to have the Budweiser car included with these cars.

With everything in order, we decide to leave the track and find our hotel. As we depart, I climb behind the wheel of the Sprinter Van that Andy and Paul drove to Goodwood earlier this morning. I want to drive it up the circuit to look at the track. The team climbs into the cargo bay and leaves the sliding door open so they can see the track as we drive along. Not sure why I am doing this because it is only 1.16 miles of pavement with six turns. It's a driveway for goodness sakes. As we head out on the track, I immediately notice how narrow the pavement is and it seems even narrower than it is because the entire circuit is lined with large hay bales stacked about four feet high. It is Lord March's driveway and only needs to be wide enough to maintain vehicle traffic 361 days a year. Going under the Goodwood Bridge after turn two, we head to Molecomb Corner, which is a narrow ribbon of asphalt that is an off-chamber 80 degree turn. I have seen go-kart tracks wider than this. There is no runoff area and if you do miss the turn there are more large hay bales 10 feet off the track to collect the car. You don't want to mess up here. Following Molecomb Corner there is a straightaway into the woods leading to the Flintwall. The Flintwall is at least 15 feet high and is actually the left border of the track. It is like a New Jersey barrier on our freeways, except it is 15 feet tall,

is at road's edge and is constructed of field stone and seashells. Pretty to look at but it won't be very kind to the car if you make a mistake. On the right edge of the track is just enough room for hay bales which make the right hand border of the track before it becomes a dense forest. No runoff here either and the forest and flintwall make the road look like it is only wide enough for a go-kart. As you burst out into the open there is a short straightaway leading to a 45 degree right hander. Going through this turn takes you back into the forest and then out again. Another short straight leading to the final left hand turn, turn 6. Once you go through 6, you are back into the woods and the finish line is visible a few 100 feet ahead. As we cross the finish line in the van, I think to myself that the turns wouldn't be that difficult if there was some runoff area. Unfortunately, there is no place on the track except for turns 1 and 2 with a runoff that might allow you to save the car, but that is a big might. I remember last year that a few cars found their way off track and into the hay bales, one being Joie Chitwood in a Richard Childress Nationwide Camaro. Joie made a slight mistake early in the weekend and backed it into the hay bales. The good thing was the British race fans got to see what a NASCAR race car looks like after it has been in a wreck. The crew pounded out the quarter panel and used bonding tape to hold the right rear quarter panel in place for the rest of the weekend. Not sure that would be a good look on the Lightning.

Tomorrow is the static display day, but the organizers have sold 205,000 tickets for the weekend so we plan to arrive at the track early in the morning. As we get

to our hotel, George Calfo is there waiting for us. George is a good friend from the US and is also a vintage racer. He will be attending the event with us.

Thursday arrives a beautiful day, with sunny skies, cool temperatures and no forecast of rain. Even though it is early, we have to fight through small but building traffic jams as we head to the track. If this is how heavy the traffic is for the static display day, just think what it is going to be like the next three days.

At the track, George and I go to the Driver's Club to register while the crew checks the car. Most of the contemporary F1 drivers arrive on Friday and Saturday, but many of the older and not so old drivers arrive early with the amateurs. As we walk into the Driver's Club, we see a number of recognizable faces. After checking in and putting my driver's gear into my locker, we take off to explore the exhibits.

Each manufacturer is attempting to outdo the next with the construction of their exhibit. Porsche has an off-road course to demonstrate the capabilities of the Cayenne and Macan. Range Rover is here but rather than building a natural off-road course, they brought their own obstacle course with moving hills, ramps and walls. It is surrounded by a white picket fence where spectators can stand and watch the capability of the Rover products. Honda is here showing their new NSX and Audi is displaying all of their RS models. All of the European and Japanese manufacturers are here. Across the track near the start line is a second building housing performance cars from each manufacturer. Each manufacturer with a sports coupe or sedan is here with a smaller display in this shared tent and it is here that rides in their performance cars are arranged. I am not sure how you get on the list and I don't ask, but the Audi R8's, Porsche Boxster GTS and the Ferrari 458 Italia Speciali look tempting.

After browsing through the performance cars, we walk out of the tent, through one of the track emergency exits and onto the track. It had been a cold track the entire morning and I wanted to get a closer look at the circuit by walking up the hill. As we walk through turn 1, a Jaguar F Type is coming from the starting line at a high rate of speed. We look at each other and it dawns on us that the track has gone hot. Just then a trio of Audi R8's with their V10's screaming come through turn 1. At least we had enough

sense to get off the pavement just before they fly by. We quickly find an access point to the infield just as a young man in worker's coveralls asks us what we are doing and tells us we shouldn't be on the track. I tell him that even though we are Americans, we understand that walking on a hot track is dangerous. He finds no humor in my comment and he quickly escorts us to the outside of the hay bales.

Once in a safe haven we decide to walk back to the paddock. We have had too much fun for the first two hours of the day. As we cross the bridge to the paddock, there sits a Porsche 919 LeMans car on display. This car looks huge on TV but is actually small in person. What a beautiful machine. I wonder if I can trade in my 944 even up for one of these. Afterall, they are both factory built race cars and mine has history.

Throughout the remainder of the day we stay near the Lightning. I am certain that the other car owners and crew members in the paddock think we are a bunch of hillbilly colonists because we invite every young child walking through the paddock to sit in our car. The effort seems worthwhile after we see their faces

light up as we help them into the car. There isn't a child without a huge smile on their face as they get out of the car. I can't understand why car owners don't invite kids to sit in their race cars. We track these cars, abuse the engines and transmissions at speed, get road rash on the body work as someone drops a wheel and kicks up stones and rocks and collect rubber marks on the bodywork from our competitor's tires, but won't let a child get near the car. In fact, some owners use velvet theater ropes to restrict access to their cars. What harm can come from a five-year-old child sitting in the car? Okay, maybe the steering wheel will get sticky from the Popsicle they've been eating or they will get fingerprints on the windows. Big deal! If we don't ignite the motorsports spark in children, the sport will die.

With Thursday winding down, we cover the Lightning and head to the hotel. Fish and Chips anyone?

At dinner we contact our team at Pikes Peak. Nick and his team have converted our Nissan GTR World Challenge car into a Pikes Peak Hill Climb racer. They were able to do this because in March we purchased an Audi R8 LMS Ultra to replace

GMP PERFORMANCE



Aerodynamics | Big Brake Kits |
ECU Flashes | Exhausts | Interior |
Suspensions | Wheel/Tire Packages |

704-525-4946
www.GMPperformance.com

In-House Installation + Alignments + Mounting & Balancing + Track Prep + Service
Monday - Friday 9a - 6p & Second Saturdays 10a - 2p Enclosed trailer available for pickup & delivery service.

GERMAN MOTORING PRODUCTS SINCE 1975

the GTR. This is the first time any of the team members have raced at Pikes Peak. Fresh off a double win in the R8 at Road America last weekend, they loaded up the GTR and headed to Pikes Peak. There are three days of practice at the Peak and they had an electrical issue the first day. We learn that it is now sorted and they had a good run this morning. In fact, we are fastest in class.

Heading back to Goodwood Friday morning, it is clear that the crowds will be larger today by the size of the traffic jams. Today is the first day I will be driving up the hill in the Lightning. We get to the paddock, uncover the car and start the engine.

We always start the engines of our race cars upon arriving in the morning to warm them and to make sure all is well after sitting overnight. The Chevy small block has a distinct sound compared to the small displacement V-8's, V-6's and 4 cylinders around us. Wherever it starts, a crowd is drawn to the sound of the American V-8. (Image seen at top of page 13)

About 45 minutes after arriving, we roll the car into the F1 paddock staging area waiting for word to drive down to the starting line. After a short sit, the marshals signal that the hill is clear and we drive onto the track just before the Goodwood Bridge and head toward turn 2 and the starting line.

Once on the track, every competitor puts on a show for the spectators and it is time for me to show them what a Chevy V-8 powered Indy car sounds like. Rolling at a slow speed about 100 feet behind the F1 car in front of me, I stab the throttle. The 14" wide Avon slicks immediately break loose, a plume of smoke comes off the tires, the car gets a bit sideways and I leave two wide tire marks on the road. As Burt Reynolds said in Smokey and the Bandit, "Just showin' off". It gets a bit anxious in the cockpit when the car gets sideways, but it is hard to put in words how a 700 horsepower, 1600 pound car feels. Every gearhead should get an opportunity to drive one of these cars at least once. Just not mine.

The Batch, as the run groups are called at Goodwood, drive down to the starting line, do a U-turn in a wide part of the road beyond the starting line, form a single file line facing the starting line and shut off their engines. The crews with the 20 plus F1 and Indy cars in Batch 3 climb into a Sprinter van pulling a trailer in the staging area, which holds the external

starters and batteries needed to start these cars, and follow behind the cars to the starting line. As soon as the crews arrive at their individual cars, the signal is given to start engines. The Marshalls then motion the cars forward. As one car pulls to the starting line, the second pulls into the "tyre warming" box. As the car on the starting line leaves on the green light, the car in the warming box rolls to the line and the next car rolls into the box. The sequence continues until all twenty plus cars have headed up the hill.

I am sitting behind the two John Players Lotus 79 F1 cars that were driven by Peterson and Andretti. The John Players cars roll to the line together, front to back. They leave on the same green light and run up the hill together. After they leave, I pull up to the line. There is an overhead video camera that pans the Budweiser car as it sits on the starting line. The video is telecasted to all of the large screens along the race course and on Sky Sports TV.

There are four Marshalls at the line with each holding a tire to make sure the car remains staged. One marshal points to the starting light and says wait for the green. I sit there for what seems like an eternity. When the green

light comes on, I slowly let out the clutch to get the car rolling then plant the throttle. The car gets a bit crossways but the road is wider here and the hay bales are far enough away from the edge of the road that I have time to get the car straightened out and pointed down track to turn 1....

Third and final part continued in the November issue of Tobacco Roads...



Top to bottom: David with a young fan. Putting on an audible show. Two John Player Specials



Northwest Passage

Summer 2014

Words by Marty Barrett

Road trip from Pinehurst, N.C. to Vancouver, BC, Canada and return: A bucket list item checked off. Incredible North American landscape, history and people! Driving the '09 997; just turned 46k miles, so new plugs, new tires, serp belt, bleed brakes, fresh oil & filter, new air filters, and dealer changed the PDK clutch fluid. It performed beautifully....as expected. Updated the map data base in the Garmin to augment the old PCM navi in the 997.

My previous April 2013 drive to San Francisco and back was about 7600 miles and focused on National Parks and presidential libraries. This 2014 "northwest passage" included a few museums and historic sites, but I just wanted to see Seattle, Vancouver, Banff, Lake Louise and trace the Lewis and Clark expedition trail. The Lewis and Clark trail popped up as I was planning the trip from Chicago to Vancouver. And, that aspect really enhanced the experience factor of the trip. Although I enjoy reading American history, I had not spent any time reading about Lewis and Clark. Check out Stephen Ambrose's "Undaunted Courage." Thank you, Steve Gaddy.

The interstate highway system was used as little as possible....about 800 miles predominately in the first few days of the trip when traveling with my wife, BJ, who does not enjoy the back roads at my normal pace. We hit Bardstown, Ky. first and stayed two nights exploring this neat little town with some interesting history, good restaurants and fabulous Bourbon! Old Talbot Tavern (1796) and Rickhouse restaurant are worthy of note. A Rickhouse is a warehouse where Bourbon is aged. And, Bourgoo is a Bourbon laced beef stew! Check out Makers Mark and craft distiller Willett. One rickhouse at Makers has a Chihuly Glass ceiling seven stories high! Bourbon must be very profitable.

Next we stopped in Springfield, Ill. at the Abraham Lincoln Home Museum. His unexpectedly large, well-appointed family house is the centerpiece, but the small neighborhood of about twelve period homes is preserved and on display too.

Chicago was next. We lived near the city a couple of times and chose to spend our 45th anniversary at the old



Always a good time to take in some bourbon education

Drake hotel on Michigan Avenue. Great dinner at Spiaggia, our favorite Chicago restaurant, just across the street. And, of course, much shopping on Michigan Ave. Fun...really.

From The Windy City BJ flew back to N.C. and I headed northwest. Out of Chicago on I-88 to Rt. 30 then 52 along the west side of Mississippi river through the bluffs to Dubuque, Iowa and the National Mississippi River Museum. Good roads, nice city and big museum/aquarium. Across Iowa into South Dakota....lots of corn! Talking to very nice young farmer at McDonalds, I learned the 2014 crop will be a record 14 Billion bushels....I saw most of it! The economy looks good in farm country!

Near Sioux City on US Rt 3, I found the first Lewis and Clark trail markers as the explorer party moved up the Mississippi River from St. Louis in 1803. I followed their trail up Rt 18 and 81 toward Pierre, S.D. along the Missouri river. Historic markers and small Lewis and Clark museums along the way tell of their fascinating exploration journey. I did have trouble finding premium gas along this stretch, and burned some 87 octane/non-ethanol, but the 997 did not cough. There was very little traffic on these roads and it was easy to do 70-75 mph.

South of Pierre, I cut across toward Badlands National Park. Stopped in Murdo, S.D. to visit the Pioneer Auto Museum...250 cars; nice GTO and Mustang collection. I arrived at Badlands N.P. at sunrise to breathtaking colors! And,

very cool roads; Rt 240 and 44 through the park and toward Keystone, Custer and Wind Cave National Park. There were crazy single lane roads and tunnels with views of Mt. Rushmore a few miles away. Dodging buffalo herds along Rt 14/16/16A, I headed toward Sheridan, Wy. Skirting Yellowstone N.P. on Rt 16, I had to slow way down when a buffalo herd took up the entire oncoming lane; their horns were about 12" from my outside mirror.

Now for the best roads and almost best scenery! The Bitterroot Mountains! About 100 miles west of Yellowstone Rt. 93 in Idaho runs north toward Salmon, in direction of Missoula, Mt.; speed limit 70. Various radius sweeping curves....mile after mile and steep elevation changes. There were passing lanes on most steep upgrades and perfect road surface with almost no traffic. The only thing missing was banked corners. This beautiful road through the Bitterroot National Forest went on for about 80 miles. At dusk I stopped in Darby, Mt. and stayed in a log cabin at Travelers Rest. I ate a buffalo steak across the street at Montana Cafe & Saloon and had a couple beers with the locals. Felt a little out of place in shorts and a Porsche DE tee shirt; everyone else was in jeans and boots. They were telling me about some BETTER roads and warned me to watch for elk and bears. I had to add air to tires because of cooler (not cold) temperatures.

Just want to mention the performance of the PDK in the 997. 2009 was the first year the PDK was available. I love a six speed....especially the one in my GT3. But, the PDK is a great transmission. In auto Sport mode it was near perfect on these challenging mountain roads. Think I only manually shifted 4-5 times on the entire trip. Enough said.

At sunrise I headed north on 93. About 20 miles south of Missoula is Rt 12 at Lolo...on the Lewis and Clark trail. Gassed-up in Lolo with three Harley bikers from Munich, Germany. They rented bikes

in Denver, did the Sturgis thing, survived and were touring the West. Rt 12 heads due west up through the high passes (road at 8300 ft.) of the Bitterroots between Idaho and Washington following the Lochsa and Clearwater Rivers...speed limit drops to 65! But, the sign says "Trucks & RVs... dangerous switchbacks and steep elevation changes next 99 miles. No services." Let's go!! I saw one pickup truck the first 50 miles, and he pulled over immediately to let me pass. This road is not quite the Dragon or the Snake with banked 2nd gear switchbacks, but it has many turns posted at 20 mph and great high speed sweeping turns with no guardrails and very steep cliffs. And it goes on for 2 hours of "spirited" driving. How Lewis and Clark got through this intense, dangerous wilderness in the early 1800's is inconceivable!

I was pretty exhausted when I got to Lewiston, Idaho, sister city to Clarkston, Wa. across the river....get it? I took a break for an hour and walked around this very nice, perfectly clean city at the very southeast corner of Washington. Rt 12 follows the Snake River west, then 261 north and US Rt 2 into Seattle suburbs. It was Saturday afternoon, roads were good, but traffic was heavy. I did catch up with a Boxter S and an 80's SC for about 50 miles along Rt 2 through the Wenatchee National Forest. Stayed in Kirkland, Wa. that evening as most hotels were booked. Cleaned the Porsche up and got ready to drive into Canada the next morning.

Of course, you need a passport to get into Canada. And, to use a cellphone you need to add a Canadian plan; \$30/month for 80 minutes. BJ and I talk a couple times a day, mostly via PCM bluetooth in the 997 or Facetime on iPad/iPhone. All the electronics worked great throughout the trip.

Took I-5 into Canada, with a .5 minute wait at Canadian customs. Then Rt 99 into Vancouver. It was mid-morning Sunday, beautiful day, light traffic and the city view was stunning! No problem driving around some very nice, upscale suburbs and into Downtown Eastside urban area. Stopped along Hastings Street for coffee and walked around a street market that was pretty busy on a Sunday morning. Very Bohemian area; mix of young and older people/couples and quite a few "street people." The harbor was quiet and very nice views across to North Vancouver. Stopped in Hastings Park, walked along the harbor, had lunch and jumped on Trans Canada Hwy #1. Now I was headed East...for the first time in ten days!



Objects in windscreen may actually be buffalo

My plan was to spend five days driving across southern Canada with stops in Kamloops, Banff, Calgary, Winnipeg, Thunder Bay and around Lake Superior to Northern Michigan. But it didn't quite work out that way.

The drive out of Vancouver was easy. TCH #1 is not an interstate highway like we know. It is four lanes in most urban areas, but there are some intersections and traffic lights. In rural areas it varies between two, three and four lanes...all with occasional intersections. The speed limit through all of British Columbia never exceeded 100 kph, with most sections at 60-80 kph! And, radar detectors are illegal in Canada! Traffic moved at about 100-110 most of the time. Some better route planning would have put me on Rt 99 north out of Vancouver through Whistler to Kamloops.

However, once I started up into the Canadian Rockies the road was good and views spectacular! Those mountains are BIG; with snowcaps and glaciers! I stopped in Sicamous on Shuswap Lake east of Kamloops. Really neat little resort town and hotel. TCH #1 follows a large chain of highland lakes. Beautiful spot with lots of campers and fisherman.

Next day visited Canada's Glacier National Park, Lake Louise and Banff. The mountain road, still TCH #1, was great! Traffic moved well and the scenery just spectacular at every turn! Most have seen pictures of Lake Louise and Banff, but no way to describe how the high granite, snowcapped

peaks, vast mountain lakes and gorgeous resorts and hotels all fit together to take your breath away. Only drawback was the line of tour busses and RVs....everywhere. Some public parking areas were closed.... only tour bus parking allowed. This was a Monday! I had to go thirty minutes out of my way to find a hotel; but it was spectacular, and expensive! Had lunch at a natural hot spring spa looking down on Banff!

Day 13 took me to Calgary. More good roads headed out of Canadian Rockies, and traffic speeds picked up to 120-130 kph! Posted limits were 110. Didn't see much of interest in Calgary. I drove around the city for a while stopped for lunch and headed east.

Got a call from BJ that a very good friend in Pinehurst had passed away after a six month battle with bladder cancer. It was Tuesday and the funeral was next Saturday. Change plans? Yep. Drove another 300 miles on TCH #1 to Medicine Hat, Alberta. I met a guy in hotel parking lot who had been to Columbia, S.C. a couple times to sell trucks. He lives 3 hours north of Medicine Hat...where?!



Majesty of Canadian Rockies

I decided to cut off the remainder of my Canadian exploration and head home. GPS said I was 2500 miles from Pinehurst. At sunrise I headed south on Can 41. What a nice road! Winding through hilly agricultural and equestrian landscape with several large lakes along the way....zero traffic for two hours. The US border was at Wild Horse, Montana. I arrived before it opened at 8:00 a.m. A family in line with me had a large horse trailer headed to a show in Wyoming. No problem at the US border. More good road, on US 232, thirty miles to first town in USA...Harve, Mt., a rugged western town. Stopped for coffee at first cafe I saw. Good, strong coffee!

I wanted to get back near Lewis and Clark trail, but could not find decent roads in central Montana, so I stayed on scenic US 2 east for most of the morning running 70-80 mph. At Glasgow I dropped down on Rt 24 to Hwy 528 with runs along the south bank of the Missouri river....on the L&C trail. There are many beautiful lakes formed by the river along this scenic byway.

It was about at this point in eastern Montana that I saw the first signs of construction and growth related to the Balkans natural gas and oil boom. By the time I reached the North Dakota line near Williston everything was under construction; roads being widened, lines of big semis loaded with all kinds of materials and equipment, new no-name motels, large gas stations and casinos, temporary mobile home parks...and traffic! Excess methane burning off in large flames at each new drilling site could be seen mile after mile. Much more development and growth than I expected to see. I was out numbered on the roads 20/1 by extra heavy duty pick-ups...all brand new, driven by young men in a hurry. It was a wild scene.

I headed southeast from Williston along Rt 12 and 83 still following the Missouri river. More Balkans related construction, development and growth all along the route. Near Pierre I set the GPS for shortest route home, still avoiding interstate highways. This pointed me toward Des Moines and Peoria. I did 730 miles in about 12 hours, and thenext day, after another 700 miles I spent the night back in Bardstown, Ky. Good steak and glass of Willett Rye. I was out cold.

From Bardstown I followed Rt 150 and then 25E through the Cumberland Gap to Rt 38 toward Bristol, Tn. At Bristol I took Rt 421 to Shady Valley and The Snake! Not quite as severe as The Dragon, but a very good road....no Tree of Shame, but the cafe in Shady Valley is a very neat stop where you always meet some serious bikers and car guys. I stayed on 421 through Mountain City, Tn. and on to Boone, NC, with only a little over three hours from Pinehurst.

I cruised in about 5:00 on Friday evening....17 days on the road. 8392 miles, 28.5 mpg., 2 quarts Mobil 1, and tires about ½ gone. I took a few Advil along the way too.

Next serious road trip will be to New England and eastern Canada. The 997 is ready now! I need two weeks to rest!



Top to bottom: British Columbia in all its glory, hotel in the Canadian Rockies, flume of excess methane burning in North Dakota

Autocross: Results

Event #5

9.20.2014 Manheim Auto Auction Statesville, North Carolina

Pos.	Driver	Car Model	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6	LAP 7	LAP 8	LAP 9	LAP 10	BEST
s05													
1	Mike Jones	2008 911	55.618+1	54.275	55.538+1	54.134	52.869	52.558	52.852	52.825	52.51	52.587	52.51
2	Ian Taylor	2004 911 C4S	56.818	56.338	54.189	55.529	53.604	53.529	52.828	54.027	53.589	53.025	52.828
3	Corey Marion	2003 911	59.666	55.258	54.243	53.672	55.302+1	53.361	55.696+1	53.781	56.415+1	53.506	53.361
4	Scott Peterson	2007 911	55.511	54.483	57.727+2	54.521	53.619	54.379	53.884	56.559+1	54.591	54.29	53.619
5	Jim Joseph	2009 911 4S	58.843	56.024	56.092	55.097	55.183	54.531	54.828	55.401	54.725	55.183	54.531
6	John Rutledge	997 911 993 Carrer	54.585	55.426+1	62.114+2	54.663	56.624+1	54.684	54.663	54.577	54.143+dnf	55.183	54.577
7	David Contorno	2002 carrera 4	58.774	56.867	55.217	96.397+2	56.067						55.217
8	Joe Contorno	02 Carrera	70.476	59.646+dnf	62.261	58.630+dnf	60.223	59.635	57.685				57.685
s07													
1	Stephen Yeh	2007 Boxster	52.247	54.461+1	52.783	51.693	50.989	50.261	54.480+1	50.135	51.14	52.690+1	50.135
2	Kevin Snyder	2007 Cayman	55.491+1	52.236	51.03	53.566+1	52.839+1	53.988+1	52.959				51.03
3	Robert Verhelle	2012 987 Spyder	58.479	57.783	54.838	54.129	53.742	54.313	52.894	53.504	52.795	53.715+1	52.795
4	Jack Shannon	2013 Boxster S	58.838	55.172	58.919+2	54.688	54.089	55.359	77.391+dnf	53.336	55.893+1	53.919	53.336
5	Douglas Strait	2005 Boxter 987	60.059	57.097	59.096+1	56.015	57.887	68.683+2	59.614	60.190+1	61.478+2	58.500+1	56.015
6	Jennifer Parks	2014 Cayman S	67.573	61.451	59.963	59.599	57.734	56.955	57.696	59.181	58.117	57.627	56.955
7	Jim Brigman	2014 Cayman S	85.237+dnf	84.016	72.637	60.954	61.054	61.193+1	57.617+dnf	62.974	60.465	61.619	60.465
8	Shera Brigman	2014 Cayman	82.818	78.081	74.766	63.817	66.630+3	63.147	71.309	69.181	64.537+dnf		63.147
p01													
1	Donte Waln	Panamera	64.708	58.713	57.414	54.142	56.743+1	54.247	57.564+1	56.238	56.163+1	54.936	54.142
2	Michael LaVecchia	2012 Panamera	66.915	61.125	60.04	58.39	57.142	59.192	58.527	56.709	56.989	57.545+1	56.709
3	Will Ballance	1971 914	59.477+1	59.013+1	57.222	56.919	58.629+1	71.805	63.623	57.488	64.301	57.716	56.919
p02													
1	Tracy Gentry	1983 944	58.219	57.305	57.977	57.351	56.93	57.668	57.773	56.943	56.567	58.146	56.567
2	David Violet	1995 968	63.608	58.566	57.23	56.891	60.939+2	61.148+dnf	59.045+1	56.938	57.353	57.2	56.891
3	Adrian Grant	1987 944 turbo	66.799	64.896	64.33	63.738	63.289	65.7	73.035+1				63.289
p03													
1	Jeff Cunningham	1982 911SC	59.976	58.382+1	59.414+2	56.857	55.612	55.081	56.135+dnf	56.382	54.136	72.315+2	54.136
2	Chris Couteller	1980 911SC	57.83	55.627	57.221	63.593	56.169	56.599	54.781	56.901+1	55.02	54.832	54.781
3	Thomas Scotidas	1987 911	60.834+dnf	58.125	56.774	59.266+1	61.534+1	59.187	58.895	59.556	57.697	56.465	56.465
4	Lothar Hackler	1984 911 Carrera	65.813+1	64.802	64.649	62.538	62.514	63.26	61.613	61.986	60.984	60.456	60.456
5	john merhar	1979 911 sc	71.784	63.627+dnf	65.665	62.61	61.861	60.484	62.990+1	61.261	62.241+1	60.709	60.484
p05													
1	John Kelly	2004 911 C2 CAB	55.826+1	52.952	52.93	56.849+2	52.485	65.472+dnf	53.490+1	55.123+2	54.636+2		52.485
p06													
1	Chris Day	2012 991 (911)	54.832+2	49.53	48.747	51.261+1	49.117	47.927	48.584	52.249+1	48.232	49.13	47.927
p07													
1	David Generous	2006 Cayman S	53.979	52.439	52.309	53.747+1	52.304	51.418	52.817	53.081	52.242	52.233	51.418
2	John Kenworthy	2008 Cayman S	52.9	52.335	52.744	54.117+1	53.474+1	53.561+dnf	54.226+1	52.822	52.598	52.299	52.299
i05													
1	Cari Steinbrueck	2007 997 GT3 RS	54.855+1	49.558	48.128	51.563+1	47.898						47.898 FTD & LFTD
2	Matt Motteler	2002 Turbo	52.169	53.157+1	54.008	50.386	49.8	49.544	59.671+5	49.5	49.605	49.227	49.227
3	Bill Petrozelli	1991 911 Turbo	57.649+dnf	58.454+dnf	57.29	57.617	56.282	57.775+1	56.237	57.147+dnf	56.781	57.205	56.237
4	Sean Steinbrueck	2007 997 GT3 RS	DNS										
i04													
1	Bob Saville	1971 914-6	50.897	50.457	50.684	50.822	52.455+1						50.457
2	T.J. Gottwalt	2001 Boxster S	55.407	53.452	54.506+1	52.631	54.006	52.013	51.762	52.546+dnf	52.693	54.866+1	51.762
3	Nadine Saville	1971 914-6	58.516	57.366	56.845	55.186	55.203						55.203
Non-Porsche													
1	David Salama	2003 M12 GTO 3R	50.916+dnf	50.848	49.943	49.389	50.172	49.269	49.196	50.973	49.504	51.104+1	49.196
2	Nathan Cho	1995 M3	56.787	55.822	55.922+1	54.445	54.245	54.281	54.179	53.976	53.664		53.664
3	Julian Carranza	2011 WRX STI	61.227+dnf	58.187	56.116	54.099	56.207	56.23	55.407	56.215	53.881		53.881
4	Robert Ross	2001 Prelude	60.975+3	57.460+dnf	54.71	57.221+1	57.863+1	55.222	54.377	55.115	56.35	55.781	54.377
5	Carmen Generous	2007 3	65.974	66.035+1	64.823	66.123	65.197+1	62.636	63.614+1	61.707	61.772		61.707
SCCA													
1	Steven Carter	2007 S2000	50.828	50.221	63.486+1	49.767	49.671	49.535	51.195+1	49.942	49.031	48.985	48.985



Form A Team **TODAY!**

*** 2 DRIVER
MINIMUM**

NOVEMBER 15 – 9 Hour (\$1350)

“Speed School”

Prepare for the Enduro with coaching from our staff!

FRIDAY, NOV. 14, 8:30 A.M. - 3:00 P.M

\$199 PER PERSON

- » OPEN TO ALL LEVELS OF DRIVERS!
- » 0.7-MILE, 11-TURN, OUTDOOR TRACK
- » FLEET OF 55MPH ARRIVE & DRIVE RENTAL KARTS
- » LE MANS START



MORE INFO: gopromotorplex.com

PRE-REGISTRATION: MotorsportReg.com



130 Motorplex Drive Mooresville, NC

704-696-2926



The ATC Open Car Hauler
 The all-aluminum, light weight ATC Open Car Hauler is a versatile trailer that is designed, first and foremost, to easily transport your race or show car. Its beavertail & long ramps make it ideal for low clearance cars. Its high deck allows for the doors of a low clearance car to open over the fender.



In Stock at Trailers of the East Coast, starting at \$5200 (12K) with features 1500lb axle) skt # EB188874.

Area Updates: September 2014

Metrolina Area By Jerry Collins & Greg Konney



Monthly meeting: Third Wednesday of the month at 7:00 PM, see report for location
 Contact: Jerry Collins or Greg Konney, Area Co-Directors
 metrolina-ad@carolinas-pca.com

Factory, Charlotte, the parking lot is next to Mattie's Diner. Mattie's says Cars and Coffee is back on. Hope we can keep it going again.

Third Sunday of each month, Cars & Cappuccino Charlotte at the Foxcroft East Shopping Center located at 7814 Fairview Road, Charlotte, weather permitting, 9-11 AM. Check their web site for exact details.

Hi Porsche Guys and Ladies !

Monthly meeting: Wednesday OCTOBER 15th

This month we meet on the South Side, at City Tavern in South Park Shopping Center. We usually get together about 6:30 PM, then start at 7PM for the meeting and dinner....and usually we are done by 9 PM. Meetings alternate between the north side of Charlotte and South side...

Watch for a email blast for details.

For the monthly meeting, we started a 50-50 drawing, enjoyed by all. For those who wish to participate, please bring cash! NOTE: raffle ticket prices have gone to \$5 each so we can do more to help the Second Harvest Food bank which they GREATLY appreciate. Second Harvest note: every dollar donated = 7 POUNDS of FOOD!

Recurring events:

First Saturday of the month, Cars and Coffee at the Carolina Music

Look for these upcoming events and make sure you log onto www.carolinas-pca.com for more event details and in Tobacco Roads which is also on line.

NEW INFO: the Metrolina area Holiday party will be Dec. 17th (Wed) at the Charlotte Motor Speedway Speedway Club. This is the same location as the 2012 dinner. The Speedway has the light show set up in the infield and it is just a great venue! More details to follow.

Drive it like it's a rental!

Sandhills Area By Marty Barrett



Meeting: Every odd month (Jul, Sept, Nov, etc.)
 Fourth Tuesday of the month at 6:30pm
 Rotating Location- see report below

Contact Marty Barrett, Area Director
 sandhills-ad@carolinas-pca.com

Check here next month for latest report.

Upstate Area By John Budinich



Meeting: First Monday of the month at 6:30pm
Quaker Steak & Lube, 10 Chrome Drive
Greenville, SC

Contact John Budinich, Area Director
upstate-ad@carolinas-pca.com (864) 915-0011

Porsche of Greenville hosted the September meeting, as we had conflicts with the normal meeting date being on Labor Day and our normal meeting room being booked on the second Monday. Porsche of Greenville provided refreshments and heavy Hors d'oeuvres and we had about 90 members in attendance. We also took this opportunity to meet the new General Manager, Mike O'Leary. Mike took over as General Manager on September 1. There were a lot of favorable comments about the social atmosphere of the meeting and we had two new members and one prospective member in attendance.

The timing for the meeting was very special for one of our members, Gary Hediger. Just before the meeting started, Gary took delivery of his long awaited, new 911 GT3. The GT3 was parked just outside of the window of the showroom for all to see. We want to wish Gary all the best with his new addition.

As we are continuing to see new members at the meetings, I want to remind the members of our new meeting format, starting with the October meeting. To make the members feel more welcome and to help our existing members get to know each other better, we will reserve the first half hour of the meeting for socializing. From 6:30 to 7:00, the wait staff will take and deliver drink orders but no food orders. This will help promote the social aspect of the beginning of the meetings that the Upstate Area has been known for. It will also make it easier for new members to meet a number of existing members without feeling like they will be disturbing someone's dinner. At 7:00, we will start the regular meeting and the wait staff will take and deliver food orders. This should not add too much to the overall length of the meetings but it will promote a more welcoming atmosphere.

Robert Rainer reported that he had a good response to his weekend outing to the Tail of the Dragon. The drive took place on the weekend of September 13 & 14 and the group stayed at the Nantahala Villiage in Bryson City. There we 9 cars on the run and Robert will give us all an update at the October meeting. Robert is starting to plan a Drive & Dine up SC 28 to Highlands for either late October or early November (details to follow).

Just a reminder, the 19th Annual EURO Auto Festival will be held on October 18. While not a Porsche Club run event, this European car show will be highlighting Porsche as the featured marque. BMW Manufacturing made some additional space available, allowing the wait list to be added for a total of 435 vehicles, largely driven by Porsche owners as there are 147 Porsches in the show. Due to this tremendous response, the EURO Board has allotted 11 classes for Porsche (an event record), including 2 356 classes (28 cars total), a 914 class (first in years) and a Limited Production class that includes the 930 Turbos, GT 2/3 and others (16 cars). Look for further updates on the www.euroautofestival.com website. as always, the show itself on October 18 is free to spectators. Thank you all for supporting EURO Auto Festival.

Until next month...

Upcoming Upstate Area Meeting

Monday, October 6 at 6:30 pm at Location to be determined, Greenville, SC
Monday, November 3 at 6:30 pm at Quaker Steak & Lube, Greenville, SC

Triangle Area By Howard Wasserman



Meeting: fourth Thursday of each month at 6:30 pm at Doolin's Irish Pub, 3211 Shannon Road, Durham 27707
Contact: triangle-ad@carolinas-pca.com
919.538.0202

Holiday Party??!!

Dear Triangle Area members--Should we have a holiday party? Let me know your thoughts.

Caravan to Oktoberfest:

The Triangle Area will be setting off via caravan for the Triad Area Oktoberfest on October 11. We will be leaving at 9 AM from our usual Cars & Coffee local, Panera Bread (see below). For more details, go to <http://www.meetup.com/Triangle-Area-Carolinas-Region-PCA/events/207615882/>

As I conclude my first year as Area Director, I will start working on a more defined, advanced-planning calendar of events for 2015. If you would like to help in the planning or the executing, let me know.

Following are the Area's recurring events:

Monthly Cars & Coffee on the third Saturday of each month to be held at Panera Bread, Patterson Place, 3603 Witherspoon Blvd, Durham 27707. The next meetup is Saturday, October 18 starting at 8:30 am. Don't let inclement weather deter you--just bring your daily driver.

Monthly Dinner Meeting on the fourth Thursday of each month to be held at Doolin's Irish Pub, 3211 Shannon Road, Durham 27707. The next meeting is Thursday, October 23 at 6:30 pm.

To be kept current on Triangle Area events, consider joining our meetup group. <http://www.meetup.com/Triangle-Area-Carolinas-Region-PCA/>. If you're not getting my periodic emails about events, please send your email address to triangle-ad@carolinas-pca.com.



Gary's New 911 GT3

December meeting TBD.

As always, I would ask members to keep the ideas, suggestions and feedback coming to upstate-ad@Carolinas-pca.com as they can only help to improve our meetings and activities throughout the year.

Hickory Area By Vincent & Vallie Piccirelli



Monthly Meeting: Second Tuesday of the month at 6:30pm Da Vinci's Ristorante 2968 North Center St. Hickory, NC

Contact: Vincent or Vallie Piccirelli, Area Co-Directors
hickory-ad@carolinas-pca.com (828) 781-8332

We had a great time at our monthly meeting with 15 in attendance. A number of our members are traveling and we're looking forward to their return. OJ Jullien was present with his wife Barbara! We were really happy to see her again, as she has been recovering from a surgery complication. She was very appreciative of her birthday desert and homemade birthday card, which we sent home with OJ last month. We are very happy she is able to venture out again. The 50/50 was won by me, raised \$60, all of which went to the Corner Table food shelter in Newton. Vallie won the door prize, a Lady's Porsche tee shirt! We briefly discussed PCA executive elections this year and encouraged everyone to get their vote in.

Some of our members attended the Auto Lawn Event in Hickory and enjoyed seeing cars ranging from the Messerschmitt mini car all the way up to Ferraries. Ok, you may not agree with my grading scale but there was a lot to see. We went on the Sunday drive, led by the Table Rock Sports Car Club to Lake James and had great lunch. There were 18 cars on the tour, of which I counted 7 Porsches and 3 Ferrari's.

Fall Tour is upon us and we expect a great turnout and look forward to hearing some great reports to come. Vallie and I will be in a different part of Virginia, for a family wedding, so please send me a story or picture for our next TR report.

Some of our area members have plans to attend DE and auto cross events coming up this fall. Remember VIR fills up fast and the new DE, at CMP in October, should have great weather. The Touring Joara tour promises to be a great event on Nov. 1st. Check out the website www.ExploringJoara.org for all the details.

Please remember that Porsche of Hickory is committing to help us grow our participation. Mark your calendar for our next Tech Breakfast on Nov 29th. 9AM till 11 AM. Also, they have been bringing some great door prizes to our area meetings.

In closing, if you have never attended a meeting, or have simply been away for a while, we would really like to encourage you to attend a dinner, or event, and make some new friends.

Enjoy the ride



Mountain Area By Lauren Boylston



Monthly Meeting: Activity planned for first Saturday of the month, see Area Report or contact Area Director
Check monthly area report for location changes.
Contact: mountain-ad@carolinas-pca.com

In the Rearview:

Boy, was that BBQ a wonderful thing on September 6th. Over 45 people showed up, even with the weather looking iffy. And everyone brought some grand food to share. The buffet table was overflowing with ribs and pulled pork and macaroni and cheese and slaw and fresh baked bread and baked beans and lemon bars and vidalia onion dip and corn pudding and corn salad and deviled eggs and little tomato thingies from Lee Therien. It was a terrific outing and the weather did us the favor of holding out long enough for everyone to get just as full as ticks. It does appear we have outgrown that venue!

And then along came September 14th and a motley crew of 9 Porsche drivers (and Frank in his Audi!) showed up in overcast weather for a casual romp through the breezy Western Carolina mountains....country roads take me home...does it get any better than this? JBird led the crowd all the way to Mt. Mitchell on the Blue Ridge Parkway and then a nice shoot down Hwy 80 into Marion....and on they went on down Hwy 9 as I headed home to check on my sweet boy, Enzo. Another great seat of the pants drive that was short notice but well attended. Thanks to all for the great day!

In the Headlights:

Well Petit LeMans is yet again upon us. Yippee! A small contingency of Mountain Area members are headed over October 3rd... some for the day and some for the long haul! Looks like the Porsche Corral is full...hope to see some of you there.

Our October Drive and Dine has been moved to October 11th due to Petit! We are headed west on what looks to be a fun and curvy drive between Waynesville down towards Toxaway and Brevard. Our plan is to dine in Brevard at Marco Trattoria before heading on home. Hope everyone gets registered for this one! Space will be slightly limited!

And then, before we have time to catch our breath, it's time for Euro Auto Fest at BMW Zentrum in Spartanburg SC October 18th. The field of 400 cars filled quickly, with Porsche as the marquee car. Many Mountain Area members are registered. Don't miss this wonderful event! Load up the kids and head on down.

Down the Road:

November 1st we are Touring Joara. If you haven't yet registered, please do so very soon. www.touringjoara.org Your registration is tax deductible. Come join a fabulous mix of all types of Sports Cars and they pay tribute to the history of this settlement and drive some wonderful back roads...

November 12-16 at Daytona the Historic/Vintage Daytona 24 Race.

December 6 we had been planning to meet at the McKee's but it appears we may have been granted a windfall and will be planning a bigger and more festive holiday get together and Naughty Santa Gift Exchange. Please stay tuned.

Hope to see all of you at a get together real soon!

Cheers and Don't Lift~

Triad Area By Jerry Kilcrease



Meeting: Third Tuesday of the month at 7:00pm, River Ridge Tap House, Clemmons, NC.

Contact Jerry Kilcrease, Area Director
triad-ad@carolinas-pca.com (336) 476-3120

At our September 16th monthly meeting we welcomed 44 members and guest and first time attendee Kim Davis. Kathy was there with a table full of Carolinas Region Goodie Store items and Sadie and Tanya worked the 50/50 split pot table. We asked our first time attendee to draw the lucky ticket and it was held by Rick Huskins. Ron Reed showed overheads taken at the Carolinas Region Sommerfest event held in Asheville and our guest speaker for the evening, Rick Huskins, shared a collection of photographs that he had recently taken at a couple of west coast Concours Events. Charles Branch and Dianne Younts celebrated birthdays during September so they were treated to a birthday desert and entertained by the group by singing a verse of "Happy Birthday". Vince and Blanche Gallo were absent but were recognized by the group with a big round of applause on their 15 year anniversary as PCA members. After the business meeting and dinner, members visited the Goodie Store table for some last minute shopping before heading home. Thanks to all that attended and we hope to see you again next month.

PAST EVENTS

August 30th, (Saturday), 2014 – Visit to YMCA Camp Hanes - All Triad Area PCA members and especially those that attended the June 20th-22nd, 2014, Roads and Rails Charity Tour were invited for a visit up to YMCA Camp Hanes in King, NC. We gathered in the parking lot at River Ridge Tap House and drove the back roads up to the camp. There we were greeted by camp personnel and ended up at the gun range having a ball trying to shoot down the clay targets. After a great lunch some of our group headed for the pool and some of us headed back home. Thanks again to the folks at YMCA Camp Hanes for their hospitality.

THE NEXT UPCOMING TRIAD AREA EVENTS

Oct. 11th, 2014 (Saturday) – Oktoberfest – Porsche of Greensboro will sponsor Oktoberfest on October 11th from 10am until 3pm at their facility located at 5603 Roanne Way in Greensboro (see the Oktoberfest flyer in this issue of Tobacco Roads for more details). We are planning to hold a people's choice "Charity Shine and Show Event" in the parking lot. All participants in the Shine and Show will register the day of the event and there will be a \$20.00 fee (all proceeds will be donated to charity). First, Second and Third place awards will be presented. Two technical sessions will be held by Porsche Certified Technicians discussion suspension and brake systems. Porsche of Greensboro will provide a free Bar-B-Q lunch at noon for all PCA members and guests. We will have a 50/50 split pot table along with door prizes provided by Porsche of Greensboro with chances being sold at \$1.00 per ticket with all proceeds going to charity. If you plan to join us for lunch, please RSVP to Jerry Kilcrease at jkilcrease@triad.rr.com or at 336-847-9292 so we can get a head count for the caterer.

December 2, 2014 (Tuesday) – CHRISTMAS PARTY - The Triad Area will hold its annual Christmas Party on Tuesday, December 2nd. The location and details will be coming later.

NEXT TRIAD AREA MONTHLY MEETING: The Triad Area will hold its October 21st monthly meeting at the River Ridge Tap House located at 1480 River Ridge Road in Clemmons. We start socializing around 6:30pm with dinner and a short business meeting starting around 7pm. Please contact Jerry Kilcrease at jkilcrease@triad.rr.com if you need directions or have any questions.



Camp Hanes visit 2014

Sun Fun Area By Melissa Sprouse Brown



Meeting: Third Tuesday of the month at 6:30pm Sun Fun's area meeting's rotate, see below for our next meeting location.

Contact Melissa Sprouse-Brown, Area Director
sunfun-ad@carolinas-pca.com

It's been a busy time in the Sun Fun area. Our most recent adventure was a Drive and Dine to Gasthaus Zur Elli in Prosperity on September 20th to participate in their famous Oktoberfest celebration. We had a nice caravan from the Seven Oaks Shopping Center in St. Andrews up the back way to Prosperity, with our group led by Rock Webb.

Rock positioned us in the town square, which we filled up with an assortment of Porsches. Our group then walked the short block to the restaurant, where we took up the entire inside dining room. We had a big time and enjoyed the traditional German food. After dinner, we all made our way out into the rear courtyard for the more rowdy activities, including seeing one of our own enter the beer chugging contest.

Afterwards, my husband and I left for Columbia in our new Ma-can and took a few back roads to find the interstate. The speed limit wasn't clearly marked, so the kind officer with the Town of Prosperity wanted to help us understand the rules. After much discussion, he decided to allow us to make a one hundred dollar donation to his town, so that we would always remember our time there.

Being true fans of all things German, Sun Fun is continuing the Oktoberfest celebration well into the month of October with our annual event at Doc's Grrrage in Lexington on October 21st.

This party just got even better, as we are having a fully catered dinner from 6 – 9pm. In appreciation of the crew at Doc's Grrrage hosting our event one more time, we are seeking a small group of volunteers to come out and help them clean the garage so it's ready for the crowd later in the day. Please contact Melissa at melissasprouse@aol.com or 803-312-4051 if you plan to attend the event and/or can volunteer to help.

Events in the Region



OKTOBERFEST !

SATURDAY, OCTOBER 11th, 2014

SPONSORED BY: PORSCHE OF GREENSBORO

HOSTED BY: TRIAD AREA PCA

WHEN: SATURDAY, OCTOBER 11TH, 2014

WHERE: Oktoberfest will be held at Porsche of Greensboro located at 5603 Roanne Way, in Greensboro (just off I-40 at Guilford College Road) from 10:00am until 3:00pm.

WHAT: People's Choice Charity "Shine and Show" Event - Plan to arrive by 10:00 am so you can get your car registered and staged. There will be a \$20 registration fee (registration will be on site) with all proceeds donated to charity. Winners will be determined by people's choice voting with awards at 2:30pm with 1st, 2nd, and 3rd place trophies.

WHAT ELSE: There will be two technical sessions presented

by certified Porsche Technicians – Discussing brake and suspension systems – Tech sessions will start at 1:00pm until 2:30pm – Porsche of Greensboro will also provide test drives “upon request”.

WHAT ELSE: There will be drawings for door prizes provided by Porsche of Greensboro. Tickets will be \$1.00 each. There will also be a 50/50 split the pot table that will be selling tickets for \$1.00 each with lucky ticket being drawn at 2:30pm. All proceeds from ticket sales will be donated to charity.

LUNCH: A free Bar-B-Q lunch with all the trimmings will be served to all PCA members and guests from noon until 1:00pm – If you plan to eat lunch, please RSVP to Jerry Kilcrease (336-847-9292 or jkilcrease@triad.rr.com) so that we can get a head count for the caterer.

PLEASE MAKE PLANS TO COME JOIN IN ON THE FUN AND FELLOWSHIP!

Euro Auto Festival

Key facts for the event!

The website for the event is:

www.euroautofestival.com

- The number of Porsches entered is 147
- The number of classes for Porsche judging is 11, not 9.
- The total number of entries is 435.
- Bob Ingram will be the guest judge and keynote speaker.
- Porsche of Greenville is sponsoring the Friday Reception with Chalmers Niemeyer of Porsche NA speaking

October 17th & 18th 2014
BMW Zentrum
Greer, South Carolina



Porsches & Parts

Notice: Caveat Emptor. Neither the Carolinas Region-PCA nor the Editors (Carolinas Region) endorse, guarantee or have, in any way, screened, verified or attest to the veracity of the following ads. The Carolinas Region makes no warranties, express or implied, with regard to any advertised goods or services. Buyers should practice due diligence.

Additional information on all classified ads can be found by either contacting the seller or checking our website for photos at www.carolinas-pca.com.

1985 1/2 Porsche 944: VIN WPOAA0946FN451467 Gold / Brown leather (with pinstripe inserts) interior. Automatic. 79875 miles. Looks amazing, not pristine but close, everything original. Always garaged. Came with stacks of receipts. Many items addressed over the last 2 years, timing belt, water pump, sensors, auto transmission dampner issue, tuneup, oil changes, etc. Great first Porsche. \$6500. Contact: Gary Agardy, Greenwood SC email: gagardy9@gmail.com Phone: 864-344-1965

1989 944 S2 Coupe: VIN WPOAB2941KN451847, Red w/black 112k Daily driver last 2 yrs. New tires - bra, sunroof pouch, tools incl. Records last three owners. \$6900. Contact: Ron Tedder Lewisville NC email: ronmtd@aol.com Phone: 336-399-9813

1994 3.8 RSR race car recreation: VIN WPAOAB0913ES120901. Built on 1987 Tub. The motor was taken from a low mileage 993, and built as a 3.8, to the highest standards. Crankshaft, cylinders rods and pistons are new, as is the camshaft. JE pistons with Mahle nikasil cylinders, Carrillo rods and Elgin cams with 110 lobe centers. Twin plug. Motec. 930 transmission, geared to create a user friendly, bullet proof four speed. Wevo shifter. Oil & Transmission coolers. Fuel Cell. Full cage. Fire system. Brake bias adjusted from the cockpit. Cool suit hook up and cooler. Radio. Engine dynoed at 386.4 HP, with 304 Ft/Lb torque at 5100 rpm. Dyno sheet is available. Power is put down by 11" and 13" x 18 Fiske wheels. New BBS wheels of the same dimensions are also available. Turbo brakes front and rear. Everything is fresh and race ready. \$45K OBO. Contact: Bill Eaddy, Columbia, SC email: bill@adamseaddy.com Phone: 803-609-1066

2004 Porsche GT3: VIN WPOAC29944S692928 Arctic Silver metallic, black leather with black belts - I am the original owner. Always garaged. Extras include front-end clear plastic bra, K and N air filter, GT3 Cup Car shifter and linkage, cruise control, DAS bolted roll bar, front radiator screens and control module flash control. Horse power approximately 430. One Porsche garage has serviced the car the entire ownership time and records are available. Another set of turbo wheels is available. Mileage: 37,600 Asking price \$59,900. Contact: Gary Hediger, Greer, SC email: ghediger@hedigerconsulting.com Phone: 864-787-5961 or 864-213-4429

2005 997 Carrera Coupe: VIN WPO AA29915S717484. Guards Red exterior, sand beige interior, manual 6 speed transmission. Sun roof. 103,000 miles. \$29,500. Very nice car. Certificate of Authenticity. New windshield and water pump 2013. H&R lowered springs 2009-have stock springs. Replaced rear main seal, clutch, single mass fly-wheel 2008. Replaced water pump 2014. Bose Sound system. 12 way power adjustable heated sport seats. PSM Sport mode. 996 spare tire. 18 inch wheels. Maintenance records. Contact: Don Morris, Cornelius NC email: 997don@gmail.com Phone: 704-892-0010

2006 Carrera 4S Cabriolet: Midnight Blue Metallic with Natural Brown Full Leather Interior, 24,700 miles. 6 Speed Manual with Sport Chrono, loaded with options, All Original Car, always covered and garaged. The exterior and interior is in excellent condition. \$63,900. Contact: Matt Motteler, Denver, NC email: mmotteler@gmail.com Phone: 704-467-0555

2007 Porsche Cayman S: VIN WPOAB29857U783015 \$34,950. No stories, no accidents, just a well maintained non-smoker, 6 speed

manual Cayman S that looks and drives like it just rolled out of the dealer's showroom. This is a well-optioned vehicle with Bose Premium Surround System, Heated Front Seats, Sport Steering Wheel, Wheel Caps with Colored Crest, Automatic Climate Control, Self-Dimming Mirrors, Rain Sensing Wipers, Bi-Xenon Headlight Package, Leather Sport Seats, Sport Shifter and Seat Belts in Guards Red. The interior is flawless, again, just like new. The exterior is in exceptional condition, the shape you'd expect from a garaged, well-maintained weekend driver only taken out in exceptional weather conditions. Contact: Kurt Voorhies, Charlotte, NC email: kurt.voorhies@interdyn-artis.com Phone: 704-649-3973

2007 Carrera S Coupe: GT Silver Metallic, 19,000 miles. Black full leather and instruments, Tiptronic, sport chrono plus-loaded with options, cost guard warranty, original owner, garaged, non-smoker. \$65,000. Mint condition. Fax: 336-454-9017 for option list. Contact: Paul Geniec, Jamestown, NC Phone: 336-454-1223

2008 Cayman: VIN WPOAA29878U760095. \$33,000. Absolutely pristine, spotless condition. Arctic Silver with Stone Grey leather interior, headliner, carpeting, wheels - all in as-new condition. Never eaten in. Incredibly low mileage, just under 8,100 original miles, reflecting weekend use. New OEM battery. Original MSRP \$60,030. North Carolina car - originally purchased at Deal of Asheville new. All services current. I purchased as a one-owner CPO from Deal with 1600 miles. Always garaged and hand-washed. Never in snow or ice. Non-smoking owner, one driver, no pets or kids. Bose, power/heated/memory seats, manual transmission, PCM with navigation, bi-xenon headlamps, Preferred Package Plus, self dimming mirrors, windshield rain sensor, colored wheel center crests. Speed-activated rear spoiler, HomeLink, entry alarm with interior surveillance. Completely stock except for full clear bra and OEM clear side markers. Selling to fund purchase of new Cayman. All books, records etc. as well as original window sticker. PCA member. Contact: Randy Fritz, Hickory NC Phone: 919-449-5041 email: rrrfritz@gmail.com

2013 Boxster: White, red leather, PCCB, XM, Bose, 19" S wheels, black carpet, deviated seat inlays, many extras. Mutiple show winner. 6500 miles. \$56,000. Contact: Doug McKee, Asheville, NC Phone: 828-255-3666

Parts - Parts Cars - Projects

Two Michelin Pilot Sports 235/35ZR/19: +/- 50% tread remaining. Good condition with even wear, no plugs or patches. \$125.00 OBO. Contact: Gary Moore, Greensboro, NC email: garymoore@triad.rr.com Custom Car Cover Custom Porsche car cover that fits 79-89 911 without whale tail. May fit other years of 911. Tan in color and comes with a storage bag. Great condition \$100. Contact: John Monaco, Hickory NC Phone: 941-592-8580 email: john.monaco@fs.utc.com

Non-Porsche

2010 Lexus HS250H Hybrid: 35mpg city/ 34mpg hwy on regular gas. Premium trim package/ Technology Package. Heated/ cooled seats. NAV/AM/FM/CD/Sat Radio/Bluetooth. Leather interior. Front & rear camera/park assist. Matador Mica Red/Tan interior. 3M clear bra. Tinted windows including windshield. Weather Tech mats. Warranty until 10/14. Extended warranty available. Hybrid warranty until 10/18. 20,850 miles. \$26,500 OBO. Contact: Mike Jones, Concord, NC email: mljjones@ctc.net Phone: 704-467-5042

Porsche Wanted

I BUY AIR-COOLED PORSCHEs. CALL MICHAEL TO SELL. Contact: Michael Baheri, Fort Mill, SC email: trimmotorcars@aol.com Phone: 704-451-5242



Builder of the finest Air-Cooled Engines.

Out Front and Pulling Away Again!

Two things make John Forbes a championship racer:
His driving skills and his extraordinary engine and tranny work.

- ◆ Porsche factory-trained master mechanic
- ◆ 40 year PCA member & supporter
- ◆ Free tech inspections for PCA members
- ◆ Ideal shop for all Porsche enthusiasts
- ◆ From street to track and everything in between

Located in Denver, NC off Old Hwy 16 at
6480 Denver Industrial Park Rd
(Beside the BFR red and white race trailer)

Black Forest Racing

Tel: 704-351-3304 or 704-489-0741 Email: john@blackforestracing.com

Placing a classified ad: how does it work?

The Carolinas Region has a classified ads coordinator who handles all incoming ads. Once the coordinator receives your ad, it is formatted and checked that it includes all of the essential information. The most common reasons for rejection are forgetting to include location (city and state) of the car or parts, forgetting to include your PCA membership number (which doesn't get printed in the ad) and forgetting to include an asking price. Other formatting includes fixing obvious typos and trimming both ad copy if it's too long and resizing pictures to 800x600 pixels. Note that only a single picture is published, and only in the web version. Be aware, too, that you will not typically get a confirmation email

or postcard in return. Your notification will be seeing the ad in the next edition of Tobacco Roads and on the web.

Before the end of the month, the coordinator sends the formatted ads and pictures (zero or one per ad) to both the Tobacco Roads editor and webmaster for inclusion. Because Tobacco Roads is a monthly publication, and because there's some prep time required for that, there is a lag between when an ad is received and when it gets published. To avoid making a mess of ad tracking, the publication of web ads and the Tobacco Roads ads is synchronized so that they both appear at close to the same time.

The process works well and efficiently, powered solely by the volunteer efforts of your fellow club members. If you try to pattern your ad after the example printed in each month's issue of Tobacco Roads, and if you include all of the required information and email or US mail the ad so that it arrives before the 15th of the month, you'll have the shortest possible duration between when you decide to sell your "baby" and when the ad appears in both Tobacco Roads and on <http://www.carolinas-pca.com>.

Want to buy or sell a Porsche, or Porsche related parts or items?

Guidelines for Carolinas Region Classified Ad Submissions

- 1) All ads should be submitted to Ed Beroset, Classified Ad Coordinator, at:
classifieds@carolinas-pca.com
602 Stonehill Rd
Chapel Hill, NC 27516-9526
Home: 919-942-3838
- 2) All ads will be posted to both Tobacco Roads and to the Regional Website unless otherwise directed. Submissions received by the 15th of the month will be posted in the following edition. Web and print classifieds work on the same monthly cycle
- 3) You must provide your current PCA membership number when submitting a classified ad.
- 4) No posting of ads for friends. Immediate family is ok.
- 5) No commercial ads. All commercial ads must be purchased. Contact TR Editor for pricing.
- 6) **Ads will run for two months.** If the item is not sold within that time frame the seller will need to contact the Classified Ad

Coordinator at classifieds@carolinas-pca.com and request an extension. Each extension will be for one additional month.

- 7) All pictures submitted should be in .JPG format and no larger than 800x600. One picture per submission.
- 8) Pictures will run on the website only.
- 9) All ads will be subject to editing for consistency and length.
- 10) Ads should include:
 - a. An accurate description of the item or items (including VIN preferably if applicable).
 - b. Price (Ads will not be accepted without pricing).
 - c. Where you and the item are located.
 - d. Contact information including name, phone number, and/or email address.

Below is a sample of the format we will utilize:

1964 356 Coupe: VIN 12323456. Champagne Yellow w/ Black interior. 150,100 miles. Very good condition. Paint bubbles on lower door skins. 12 volt conversion. \$42,995 firm. Contact Bob Smith, Hickory NC. bsmith@hotmail.com or (704) 555-1212.

Tobacco Roads

John Koury, Editor
Carolinas Region – PCA
539 Mammoth Oaks
Charlotte, NC 28270

PRSRT STD
U.S. POSTAGE
PAID
PERMIT #34
GREENSBORO, NC
27405



carolinas
PORSCHE CLUB OF AMERICA *region*

Goodie Store

Kathy Boehm • 336.566.7501 • KathyABoehm@gmail.com

The Rhinestones are back!
Ladies Tops • Caps • Visors
Give me a call for what is available



Order your PCA Name Badge today
by email

2014 Calendar *Come visit us!*
DE at Carolina Motorsports Park.....Oct 24-26
DE at Virginia International Raceway.....Nov 14-16

