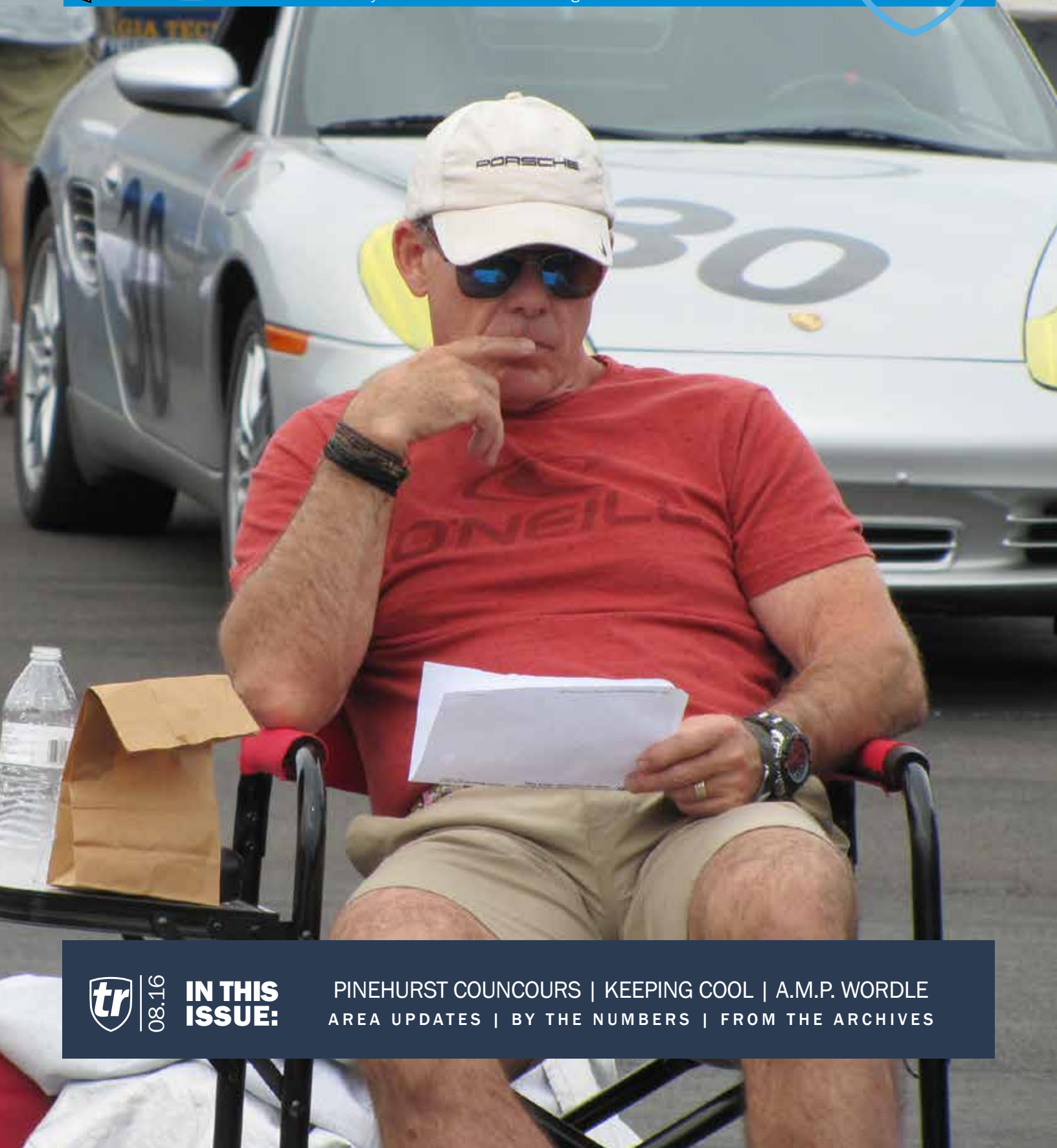


AUG 2016



TobaccoRoads

The monthly newsletter of the Carolinas Region Porsche Club of America



08.16

**IN THIS
ISSUE:**

PINEHURST COUNCOURS | KEEPING COOL | A.M.P. WORDLE
AREA UPDATES | BY THE NUMBERS | FROM THE ARCHIVES



Carolinas Region Summer Fest Returns to Greenville SC. August 26-28



Friday Night

Saturday

Sunday



Historic Event Hotel



Shine and Show at Cars and Coffee



Carolinas Region Autocross



Friday Night Social Night



Photo & Quizzick Rally with lunch
at the Pisagh Inn



Explore Downtown Greenville



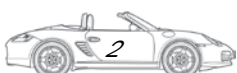
Saturday Night Dinner and Social



Register at <http://clubregistration.net> and search for Sommerfest.

Make you hotel reservation at The Westin Poinsett Hotel in Downtown Greenville 866-716-8108 (Code: Porsche Club)

Autocross Participation Requires Separate Registration



From the Driver's Seat

The Powell's Take on Parade, pt. 4: Jay Peak, Vermont

Brian Powell, President



Umzugstag!

Several months back, Porsche Cars North America contacted PCA to assist in putting together a Boxster display for the Heritage Gallery at One Porsche Drive in Atlanta. As Porsche sales and service technicians came through Atlanta to be updated on the new 718 Boxster, PCNA wanted to have examples of each generation representing the 20 years of Boxster production. The call was sent out across Zone 3 to locate models to put on display. Now, keep in mind that the Heritage Gallery usually has cars from the Porsche Museum in Germany and private collections like the Ingram Collection on display. So the bar was set quite high to start with and on top of that, the car had to be at OPD for 2 months.

After much internal debate, I decided to throw my hat in

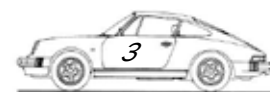
the ring. Back in March, I picked up a silver 2013 Boxster S, that while not pristine, it shows well with a Carrera Red interior. Putting the car on display would also mean no car for Parade. Given that the Boxster only seats 2 and as you read last month there were 4 of us going to Vermont, it wasn't such a hardship to give up the 1000 mile tow each way.



Well, I missed the cut for making it into the Heritage Gallery. But they did want mine to launch an owners exhibit outside Porsche Classic as a tie in to the 718 launch. Ok, I didn't make the gallery but I made the lobby. Good enough in my book. Either that or they only had 6 folks gullible enough to hand over their cars for 2 months. So in May, Angela and I drove down to deliver the Boxster and to have a nice tour of OPD with Ray Shaffer, Porsche Classic and Delivery Center Manager and also curator of the Heritage Gallery. What a dream job! After the tour, Ray pulled the Boxster into the lobby, we got a few quick pictures and said our goodbyes.

As the 718 launch drew to a close and it came time to move out the Boxster display, the owners were invited to Atlanta for a group photo, catered lunch and some other activities to be held on July 24. With a hint that we might get out on the Porsche Experience Center track, my son Ben and I arranged to meet in Atlanta for the day. He's inherited the Porsche gene and serves as an area director in Mobile, AL for the Sonnenschein region. We met Saturday night, dining at the original Chick-Fil-A which just happens to be across the street from One Porsche Drive. It's probably the only Chick-Fil-A that has a burger on the menu as well as wait staff that take your order at the table. Who knew?

When we got to OPD on Sunday morning, it turned out to be a much bigger Umzugstag than we'd assumed. In addition to moving out the Boxsters, the entire Gallery was being refreshed. Bob and Rory Ingram were there to pick up their collection of 911 RS's, from a 1967 911R to the recent 911 GT3 RS 4.0. As each vehicle exited the Gallery, some under their own power and some manually, it was obvious the Classic center staff were very experienced in moving vehicles in the tight space. Once outside they were staged and circled the Experience Center track for a PCNA photo op. As the RS's headed for the hauler, their replacements came in, also from the Ingram Collection, three examples of 356 models equipped with the "Fuhrmann" 4-cam engine. These 3, a 1959 356 GT (1 of 11), 1960 356 Super 90 GT (1 of 15) and a 1964 SC GT (1 of 6) also took a few spirited laps around the .8 mile loop as well. Even in the summer heat, everyone was at the edge of the track to hear those 4 cams go by in succession. Once they came off the track, it was time for the Boxster "touring" laps. Earlier at the drivers meeting, Ray had offered these laps as an opportunity to loosen the car up after sitting for 2 months. Well, put 5 eager Boxster owners out on a track behind a GT3RS pace car and you can pretty well know the outcome. Umzugstag! Flat spotted tires or not, the pace was rather spirited. We were arranged in chronological order which put a 2011 Boxster Spyder in front of me and a new 718 Boxster trailing. The black Spyder was owned by Lou Broyles, a Peachstate member who has also instructed for us at our CMP DE's a number of times. While the short tight track doesn't lend itself to carrying much speed, Lou and I had a blast, nose to tail in the twisties. Ben had to settle for sitting in the right seat and capturing the video on his phone. Once we were back in the garage and had lunch, the next group was wheeled out. Three Bob Akin Racing Porsches were going into the Gallery next. The 1982 935L, a 1984 935/84 and a 1984 962/10 all carried the Coca-Cola livery that they raced under. The 1984 935 is said to be the last 935 produced. This group along with a 1985 911 Speedster Prototype were not going on track, so the Boxsters had another chance to go back out. This time around, Ben drove while I held down the right seat. After our laps, as we headed for the trailer, I think I heard him say he'd be happy to take the '13 Boxster S home with him even though I did pick the PDK over the manual. We loaded the car on the trailer and said our goodbyes to the staff at One Porsche Drive. Ben headed south in his '01 Boxster S, and I headed the opposite direction on I-85 with mine in tow. We had seen a bit of Porsche history and had a great experience, one I was glad I got to share with him.



Editor's Notes: Busy Summer

Short Circuits and Things to Do...

Robert Rainer, Editor



Wow There is a page left. that must mean that it is time for an Editor's note. So it is the Second of the month, and I missed my self imposed deadline to get TR out by the first. The past month has been absolutely crazy. Work can really get in the way sometimes, but I suppose you have to pay for your fun somehow. I do want to thank everyone for the positive feedback I continue to receive with respect to Tobacco Roads. With the exception of just a couple of folks, most of you all seem to be appreciative of the issues. I have a few ideas about further embellishments, and I think I am going to try to further enhance the on-line version. What I really want to do is highlight our sponsors. They really are a big help, and even though your dues pays for most of the production costs associated with bringing you TR each month, our sponsors really do help out with their support.

So this month found me redoing a good bit of the electrical system on my 71 911. The funny part was the all the issues I had related to a poorly seated fuse!. So tracking down a short became quite the adventure of ripping apart wiring harnesses and some mass confusion on how the X bus could be hot, but this one circuit was not. A little jiggle, and the circuit was alive. Just shows that it is usually is the simple things that usually cause problems. I certainly made that issue more complicated then it needed to be. So now it is off to rebuilding the rage rover v8. That is going to be fun. All out, and I have to put it back together again.

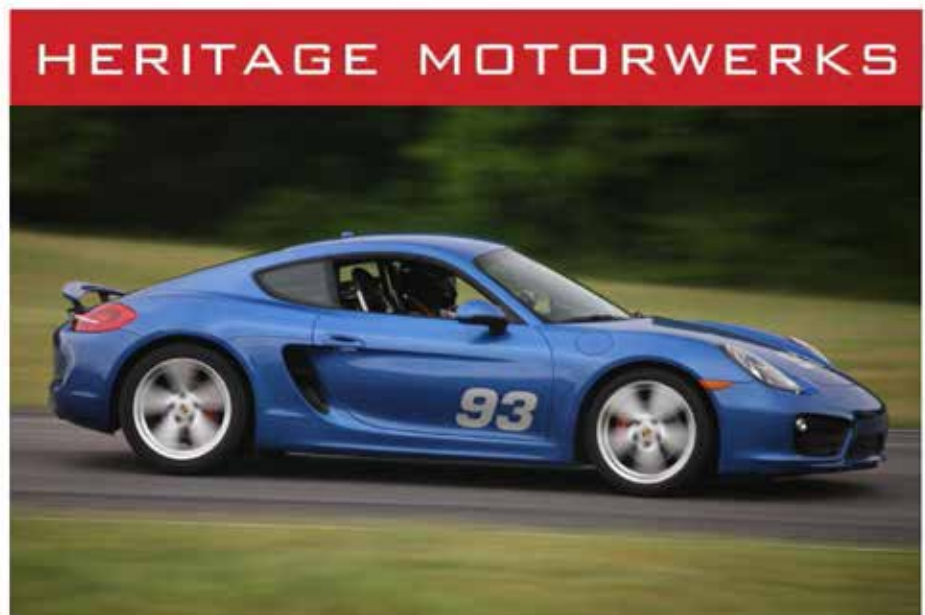
Still with me... Good .. I want to take this time and ask you to consider checking out our Sommerfest. I have put this together, and I got a bit of a lack luster response. So far we have about 13 couples. We have a great hotel, and a great venue in Downtown Greenville. I can tell you will have a wonderful time. It will be a great weekend get-a-way. We can really use some out of town guests to help put this event over the top. There is some time for you all to explore the area on foot, and some time for you to explore the roads. I am putting together a photo gimmick rally this weekend to support the event. We will have a showing of your photos. A couple of social events are also on the books. Registration details are on the inside cover

We also have the fall tour coming up. At last check, the event is filling up fast. It is going to go through some beautiful countryside and fall should be happening about that time. So consider that get away as well. See the back inside cover for details. I also know there are other events happening in your area.

Finally I asked the Area Directors to ask you all to contribute to TR. I really want to push your story out there. One of the coolest thing about the club is all the incredible stories you all bring to the table. I have truly met some fantastic people, and some the stories folks tell are just incredible. So please consider sharing. I did find out a great story about my car. A prior owner was a active member in PCA and they drove the car all throughout western NC. Seems like I am doing the same thing, and I had no idea.

So again thanks for the feedback, consider joining fellow PCA members in one of our area events. Also think about telling your story in a your porsche column

Take Care -- Robert Rainer



Accelerating into the front straight at Virginia International Raceway.
Photography by F&S Enterprises

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Contents

Page

From the Drivers Seat	3
Editor's Notes	4
New Members	5
Calendar	7
Pinehurst Concours	10
From the Archives	13
By the Numbers	16
Tech Werks	18
A.M.P. Wordle	21
Area Updates	23
Photo Blog	30

see area reports for more detailed information

Upstate

1st Monday of Month
Quaker Steak and Lube,
Greenville, SC

Triad

3rd Tuesday of month,
7:00pm River Ridge Tap
House 1480 River Ridge Road
Clemmons, NC

Triangle

4th Thursday of month 6:30pm
Tobacco Road Sports Cafe
1118 Environ Way
Chapel Hill, NC 27517

Hickory

2nd Tuesday of each month @ 6:30
Refer to monthly Area report for loca-
tion/details OR contact: hickory-ad@
carolinas-pca.com

Metrolina

3rd Wednesday of Month (or
check email updates)

Sand Hills

4th Tuesday of every Month
Rotating Meeting Location, refer to
Area Report for details

Recurring Cars and Coffees & Shine and Shows By Area:

Metrolina Area

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

Hickory Area

On hold until the spring. Keep your cars
warm though

Triangle Area

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

Triad Area

2nd Saturday Monthly 9AM to 12PM
Winston-Salem Cars 'n' Coffee at Reynolda
Village. April to October.

3rd Saturday Monthly: 8am- 10am.
Greensboro Cars 'n' Coffee at UNC-
Greensboro. 550 Tate St., which is lot 7
behind the Weatherspoon Art Museum. Year
round.

Upstate

4th Saturday Monthly: 8AM to 11AM, Mi-
chelin North America Headquarters
1 Parkway South & Pelham Road
Next to Marriott Hotel Intersection of Pel-
ham Road and The Parkway at Exit 54 of
I-85 in Greenville, SC.

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 member-
ships this month for five, ten, fifteen, twenty, thirty, or more years of PCA dedication.

Welcome New Members

Area	LAST_NAME	FIRST_NAME	CITY	STATE
Triad	King	Jeffrey	Winston-Salem	NC
Metrolina	Sarvey	Shaun	Matthews	NC
Upstate	Moore	Jeff	Anderson	SC
Triad	Wainscott	Michael	Greensboro	NC
Triad	Kennedy	Michael	Lexington	NC
Metrolina	Abney	Clarence	Cornelius	NC
Triad	White	Douglas	Winston Salem	NC
Triangle	McBride	J. Marvin	Pittsboro	NC
Upstate	Trujillo	Luis	Greenville	SC
Out of Region	Seiz	Greg	Newland	NC
Triad	Herrington	David	Winston-Salem	NC
Metrolina	Patel	Nirav	Fort Mill	SC
Sandhills	Schaller	Sevryn	Sanford	NC
Triangle	Brame	Randy	Durham	NC
Hickory	Wright	Frank	Hickory	NC
Triad	Surapaneni	Krishna	Winston-Salem	NC
Triad	Wenk	Billy	Mocksville	NC
Metrolina	Lyons	John	Charlotte	NC
Metrolina	Malschaert	Julien	Charlotte	NC
Upstate	Caulder	Jeff	Travelers Rest	SC
Upstate	Trujillo	Edgardo	Greenville	SC
Out of Region	Seiz	Shannon	Newland	NC
Hickory	Wright	Lisa	Hickory	NC
Metrolina	Lyons	Bridget	Charlotte	NC



5 Year				
Upstate	Baur	Mike	Simpsonville	SC
Hickory	McCloy	Joseph	Granite Falls	NC
Metrolina	Pharr	John	Concord	NC
Metrolina	Varney	Laura	Charlotte	NC
Upstate	DeShields	Otis	Pelzer	SC
Out of Region	Pharr	John	Kenmore	NY
Upstate	DeShields	Mike	Pelzer	SC
Triad	Keiser	Scott	Greensboro	NC
Upstate	Kelley	William	Greenwood	SC
10 Year				
Metrolina	Gould	Daniel	Charlotte	NC
Metrolina	Lindberg	John	Huntersville	NC
Upstate	Lever	Clyde	Fair Play	SC
Metrolina	Gould	Rebecca	Charlotte	NC
Metrolina	Lindberg	Patricia	Huntersville	NC
Upstate	Lever	Gayle	Fair Play	SC
15 Year				
Metrolina	Vaughan	Ty	Charlotte	NC
Upstate	Thompson	John	Gaston	SC
Upstate	Craven	Charles	IRMO	SC
Metrolina	Vaughan	Donna	Charlotte	NC
Upstate	Sharpe	Karen	Gaston	SC
Upstate	Craven	Charlene	IRMO	SC
20 Year				
Triad	Webster	Earl	Lexington	NC
Metrolina	Hecht	James	CORNELUIS	NC
Metrolina	Mather	David	CHARLOTTE	NC
Triad	Webster	Susan	Lexington	NC
Metrolina	Stocker	Jason	CORNELUIS	NC
Metrolina	Mather	Julie	CHARLOTTE	NC
25 Year				
Upstate	Balz	Arthur	GREENVILLE	SC
Upstate	Thomas	Louise	GREENVILLE	SC
30 Year				
Triad	King	Paul	JAMESTOWN	NC
Upstate	Budinich	John	ANDERSON	SC
Triad	King	Scott	JAMESTOWN	NC
Upstate	Budinich	Lora	ANDERSON	SC
35 Year				
Triad	Pickett	M	LEXINGTON	NC
Upstate	Chase	Peter	TAYLORS	SC
Triad	Cervini	Rose	LEXINGTON	NC
Upstate	Chase	Amy	TAYLORS	SC

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

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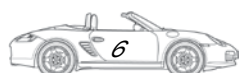
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Keeping It Current:

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**



2016 Calendar

See Area Reports for More Information

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

August

26-28	Sommerfest, Greenville, SC
27	Porsche Corral – American Children's Home Car Show, Lexington, NC
28	Autocross #4 – Greenville, SC

September

10	The Autolawn EuroClassic, SALT Block, Hickory, NC
24-25	Fall DE, CMP

October

2	Autocross #5 – Lexington, NC
22	Euro Auto Festival Greenville, SC

November

4-6	Fall Tour -- The Ridges Resort and Marina
12	Hickory Drive & Dine to Blowing Rock, NC
18	Solo Only DE, VIR
19-20	Season Finale DE, VIR

Event Color Key

Drivers Education or Club Race
Carolinas Region Autocross Series Event
Social, Multiple activity event, Shine & Show, Concours, etc.
Technical Session
Driving Tour - day trip
Driving Tour - overnight
No color means other notable event



Want to see photos
of recent
Carolinas Region
events?

Go to:

carolinasregionporsche-club.shutterfly.com/

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

INBOX
or
MAILBOX

TobaccoRoads
The monthly newsletter of the Carolinas Region Porsche Club of America

Whether you receive the hard copy or opt for electronic only, the digital option is always available on the region's website. 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.

If you wish to continue receiving the paper copy – no action is required.



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Are you a Facebook member?

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

Regional Support Team

Currently Vacant, inquire if interested in position

Advertising Coordinator
advertising@carolinas-pca.com
336.847.9293



Regional Historian/Archivist
Conrad Carter
historian@carolinas-pca.com

Currently Vacant, inquire if interested in position

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On the cover:

D.E. events are an integral part of the club. Kenny Bumgarner is prepping for a day at the track. Yes concentration is key. Check out what people are saying. Photo credit goes to Andy Shoun.



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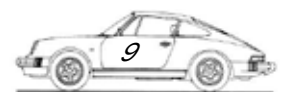
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PORSCHE



2016 Pinehurst Concours d'Elegance

By Marty Berret



2016 Pinehurst Concours d'Elegance

A little over four years ago the concept of a world class concours event on the fairways at the Home of American Golf was a vision in the minds of Jay Howard and Bob Ingram. In fact, the first concours event at Pinehurst in 2013 brought in a couple thousand local car folks to wet, cool fairways. However, thanks to Jay's and Bob's tenacity, some savvy redefinition of execution, and great weather, the 2015 event was very well received and drew 10,000 patrons. And, the 2016 concours held on Saturday, April 30 attracted about 12,500 car lovers. Moving the event from Sunday to Saturday and adding a concert by a well known music group have really sparked attendance growth; not to mention the quality of the 300 cars and motorcycles on two fairways at the beautiful Pinehurst Resort.



The 2016 top award, Best In Show, went to a 1928 Isotta Fraschini owned by Peter Boyle from Oil City, Pennsylvania. This is Peter's second top award at Pinehurst. His 1938 Steyr Roadster won in 2013. One hundred judged classic cars competed in thirteen classes. The top Porsche Class award went to a 1960 356B Super 90 owned by Tom Pike. Of course, I am a Porsche addict, but the Mercedes 300 SLs at this event were my favorites. Along with the judged classes there are a couple special displays. The Ingram family brought along three 356 Carreras and Cam talked to the crowd about each one!



Many show attendees consider the Fairway Club display of 180 cars owned by local car club members as much fun, and as interesting, as the judged classes. Unlike most other concours events that have Car & Coffee displays the day before the main event, at Pinehurst the Fairway Club cars stay on the show field right next to the judged classes. Seven marques were represented this year; Porsche with 63 cars (plus 3 Cayennes and one Macan) was by far the best represented marque. Other clubs displaying were Ferrari, Jaguar, Corvette, Mercedes, Thunderbird and BMW. Each Fairway Club member votes on their personal favorite car. Steve Gaddy's 1964 Porsche 356 coupe won the Fairway Club award.

Other events associated with the concours include the Iron Mike Classic



Car Rally and show at Ft. Bragg, a 5k run through 18 holes, an 18 hole par-3 golf tournament, entertainment by the North Carolina USO show stars, the Ft Bragg Army chorus, and the Black Daggers Army Parachute demonstration team. On Friday afternoon Sandhills Area PCA and RTP Corvette clubs teamed up to present Porsches & Corvettes On The Green in Tufts Park in the Village of Pinehurst. Seventy-four club members participated in this fun event.



The primary charity benefitting from the concours is the North Carolina USO. Last year the USO received a check for \$30,000, and their check this year should be a little larger! Thank you to all the PCA members who volunteered, participated in events and purchased tickets! If you missed the show this year, put Pinehurst on your schedule next spring!





We, the 2016 Board of Directors nominating committee (Shane Tisdale, Wayne Capwell, and Robert Rainer), would like to present our slate of nominees for the elected positions of the Carolinas Region Porsche Club of America Board of Directors for 2017/ 2019 for your consideration.

President: Brian Powell
Vice President: Bill Scarbrough
Treasurer: Sadie Kilcrease
Secretary: Cheryl Capwell

BOARD OF DIRECTORS ANNOUNCEMENT



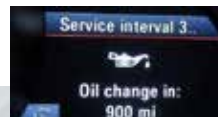
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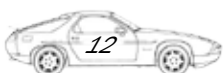
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From the Archives

TR Content in 1966

By Conrad Carter



I thought a fitting subject for an article by the newbie Historian might be a review of the contents of the 1966 Edition of the *Carolinas* Newsletter. (Note: the date is penciled in on the cover). FWIW, the Past Presidents plaque starts in 1961 so this is likely not the first issue!

This particular copy was mailed to Mr. Norman K. Wright at 102 Oakview Drive, Greenville, SC with a 6 cents stamp! The return address was shown as 344 McAlway Road, Charlotte.

The newsletter opens with a nice letter to the membership from President H. Tom Creasy, Jr. I will note that our Past Presidents plaque indicates that he lived in Danville, Va so we weren't just the Carolinas in the mid 1960's. The letter was Tom's way of starting the year off by introducing himself to the membership. He asked everyone to let him know what they thought of the planned activities for the coming year.



The Calendar of Events for 1966:

March 25 & 26 – 12-hour Enduro Race at Sebring, FL

April 16 & 17 – 1.1 mile Buckhorn Hillclimb in Greenville, SC. A block of rooms was set aside at Holiday Inn (\$10.00 per night!).

April 23 & 24 – Chimney Rock Hillclimb with \$1,500 purse!!! (that was a LOT of \$'s in '66!)

April 30 & May 01 – SCCA National race at VIR

June 11 & 12 – “Sun Fun Festival” at Myrtle Beach. A gymkhana (autocross?) will be main event with trophies.

July 31 & August 01 – VIR 400 F.I.A. race.

August 6 & 7 – “VIR Autocross”. This was a PCA event!

October – Pisgah Inn with scenic tour on Sunday

December – Annual Christmas Dinner in Charlotte with High Speed Autocross at World 600 track on Sunday.

Note: **BOLD** events were sponsored by PCA.

There was also an article entitled, “Bill and Mary Barley’s Treffen Report 1965”. It described a trip to Germany with 145 members of the Seventh Treffen. They were all there to see and drive their new 911 or 912 and to tour the factory! The “tour” included a day long rally through the Black Forest. Bill & Mary’s car was a 5-speed 912! They proceeded to go on a 3,000 mile zig-zag tour through Germany, Switzerland and Italy. Top speed was reported to be 115 mph and “effortless cruising” speed of 100 mph! The car was shipped to them at the conclusion of the trip

QUESTIONNAIRE SUMMARY – 72 were mailed out and 27 returned. Could there have been only 72 members in the region?

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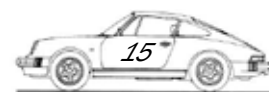


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BOXSTER (986): 1997 – 2004; BOXSTER (987): 2005 – 2012

Two-door, mid-engined, six-cylinder convertible. The saviour of Porsche after the recession-hit '90s, the Boxster offered true entry-level Porsche ownership. 911-esque looks drew criticism from press (and 911 owners!), but sublime chassis and instant responses more than made up for this. Early straight-line performance worries of original cars now totally forgotten thanks to 2.7 and 3.2 S engines. Boxster S is now serious contender for the only Porsche you'll ever need! Superb chassis dynamics provides Boxster with serious point-to-point ability and rewards are purer for some than current 911s. Image not the strongest, but crucially Boxster stimulates all the right senses and is a real mini-911 with down-to-earth running costs.

Eight years after the first car's launch a heavily revised Boxster arrived. Both the 2.7 and 3.2 S feature slightly improved straight-line performance and a new exterior, but the real step forward is in cabin quality, which now mimics the 997's for layout and quality.

With the old Boxster still at the top of the roadster pack, Porsche needed to do little to the driving dynamics to keep the new model fresh. However, like it did with the 997, Porsche has achieved the impossible and made an almost perfect car even greater. S receives Cayman S's 3.4 engine, 2.7 gets 5hp boost.

2010 saw the introduction of the lightest Porsche road car: the Boxster Spyder. Weighing 80kg less than the Boxster S on which it is based it's been on an extreme diet. The electronic hood is replaced by a canvas rain cover saving 21kg. The doors and front luggage lid are aluminium and the interior has been comprehensively stripped with no radio, air-con, cup holders, door pulls and door bins. Even the wheels are lighter. The Boxster was already a dynamic masterpiece, but the Spyder takes things to the next level. Replacing the original Boxster was never going to be an easy task, but in the 981 it appears Porsche managed to do just that.



BOXSTER 981: 2012 –

Two-door, two-seat, mid-engined roadster. 2.7 or 3.4-litre water-cooled flat-six, rear-wheel drive, six-speed manual gearbox fitted as standard, seven-speed PDK double-clutch gearbox available as an option. How do you improve on perfection? In the Boxster's case we're not sure how but we're sure glad they had a go. What, on paper at least, looks like a collection of individual improvements and upgrades amount to a finished product that is one of Porsche's very best road cars.

The Boxster has always been inherently right and in the 981 Porsche improved on its mid-engined dynamics further still allowing you to maximise the performance on offer from either of its flat-six engines. That it also looks more honed and aggressive, has a far greater quality interior and now comes equipped as standard with those little bits of kit that should have always been so, makes for one of the best sports-car packages you can buy.

The 2.7 needs enthusiasm to extract the most from it and if it was our money we'd go for a 3.4S straight-out-the-box with only a slippery diff the essential extra to take full advantage of the car's sublime chassis.

BOXSTER 987 (2005MY –) Wheelbase (mm): 2415, Length/Width (mm): 4315/1780. Track front/rear (mm): 1490/1534 (2.7), 1486/1528 (3.2S) – **Significant developments:** **2005:** 2.7 and S launched with subtly revamped exterior and new interior. 2.7 gains 12hp over old model, while 3.2-litre ups power by 20hp. Torque is also increased in both cars. PCCB, PASM and Sport Chrono pack are optional extras, variable ratio steering rack standard; **2006:** 2007 Model Year – VarioCam Plus engines from the Cayman and Cayman S replace existing engines; power up to 245hp and 295hp respectively, revised Tiptronic S software; **2009:** 2009 Model Year – All-new flat-six engines: 255hp 2.9-litre is new entry model, 310hp 3.4-litre motor with direct-fuel injection for the S. Six-speed manual gearbox standard, seven-speed PDK optional. Limited-slip differential, touchscreen sat-nav and Bluetooth phone are all optional extras. Both models get new front and rear bumpers. **2010:** The lightest production Porsche money can buy goes on-sale in the form of the Boxster Spyder. Electric folding roof is replaced with a Lotus Elise style canvas rag, there's a new engine cover, aluminium doors and front luggage compartment lid and the radio, sat-nav and air-con have all been ditched. The standard seats are hip hugging sport bucket items and the doorcards and door pulls are inspired by the 911 GT3 RS. There is even a set of lighter alloy wheels and the ECU map from the Cayman S to extract a further 10hp from the 3.4-litre motor. Six-speed manual is standard, PDK optional with Sport Chrono Plus and Launch Control Porsche claim a 4.8-second 0-62mph time.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60* (s)	TOP SPEED (mph)
Boxster 2.7	2005 to '07	1295	2687	240	200	6.2	160
Boxster 3.2S	2005 to '07	1345	3179	280	237	5.5	168
Boxster 2.7	2007 to '09	1295	2687	245	201	6.1	160
Boxster 3.4S	2007 to '09	1345	3386	295	251	5.4	169
Boxster 2.9	2009 to '12	1335	2893	255	214	5.9	163
Boxster 3.4S	2009 to '12	1355	3436	310	265	5.3	170
Boxster Spyder	2010 to '12	1275	3436	320	273	5.1	166

BOXSTER 981 (2012MY –) Wheelbase (mm): 2475, Length/Width (mm): 4374/1801. Track front/rear (mm): 1526/1536 (2.7), 1526/1540 (3.4S) – **Significant developments:** **2012:** Just like the 911 the Boxster came in for a major overhaul in 2012, its first since the original was launched in 1996. A longer wheelbase, lighter, wider track and cleaner, more efficient engines the Boxster had grown into a true thoroughbred. The range now started with a 265hp 2.7-litre engine Boxster, fitted with a six-speed manual as standard or available with the optional seven-speed PDK (which adds 30kg to the kerbweight). The Boxster came with the same transmission options but was powered by a 315hp 3.4-litre engine. PASM is optional on both models, so too are dynamic engine mounts and Porsche Torque Vectoring which also includes a mechanical locking differential. Electromechanical power steering is standard. Wheels sizes range from 18 through to 20s, and the brakes are more powerful, the S borrowing its discs and callipers from the 991 Carrera. An electric parking brake is now standard, PCB still optional. The 981 wears a completely new body and new roof and the interior takes its styling cues from the 991. **2015:** Boxster Spyder arrives. Reminiscent of its 987 forebear, the 981 Spyder is a topless GT4 without the input of Weissach: 3.8 911 power, 30kgs lighter than the Boxster GTS, manual only like GT4 – no PDK, 911 Carrera brakes, 918-style steering wheel and seats. Bereft of a radio or air-conditioning system, these can be reinstated at no cost. £15,000 dearer than the old Spyder, but it's the most radical Boxster we've ever seen. At only £4000 cheaper than the GT4, a proper Porsche Motorsport model, though it's only for the hardcore wind-in-the-hair aficionados.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 (s)	TOP SPEED (mph)
Boxster 2.7	2012 –	1310	2706	265	206	5.8	164
Boxster 3.4S	2012 –	1320	3436	315	265	5.1	173
Boxster Spyder	2015	1315	3800	375	TBC	4.5	TBC

Cayman 987 (2005 – 2009; 2009 – 2013), 981 (2013 –)

Cayman S – Wheelbase (mm): 2415, Length/Width (mm): 4315/1801. Track front/rear (mm): 1490/1534 (Cayman), 1486/1528 (Cayman S); **2006 –** 3.4-litre water-cooled flat-six is enlarged Boxster S engine with 997 Carrera 2 internals producing 15hp and 14lb ft of torque over the mid-engined roadster. Six-speed manual gearbox is standard with first and second ratios shorter than those found in the Boxster S. Tiptronic S optional, variable rate steering also carried over from Boxster and Carrera models. Boxster S brakes standard, PCCB optional as is Porsche Active Suspension Management (PASM) and Sports Chrono pack. Body is 100 per cent stiffer than Boxster S, and is as stiff as a 997 Carrera 2 Coupé. Porsche Stability Management (PSM) comes as standard; **2006:** 2007 Model Year – Entry-level Porsche coupé receives 2.7-litre flat-six engine fitted with VarioCam Plus technology. Five-speed manual gearbox standard, six-speed manual and five-speed Tiptronic S available as option. Steel springs and gas dampers standard, PASM optional; **2009:** 2009 Model Year – All-new flat-six engines with 265hp 2.9 replacing 2.7 engine, with a new 320hp 3.4-litre motor for the S, which also comes with direct-fuel injection as standard. Six-speed manual gearbox standard with seven-speed double clutch PDK an option. Optional limited-slip differential turns it into a genuine 911 alternative. Mild redesign includes new bumpers and head and tail-lamps. PCM3 is available with touchscreen sat-nav and Bluetooth phone capability. **2011:** 2011 Model Year – Cayman R introduced; lighter more powerful version of Cayman S with 330hp and 1295kg kerb weight. Aluminium doors and front bonnet, 19-inch wheels and an Alcantara sport interior. First R model in 43 years. Series production car.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62 (s)	MAX MPH
Cayman S	2005 – '09	1340	3386	295	251	5.4	171
Cayman 2.7	2007 – '09	1300	2687	245	201	6.1	162
Cayman 2.9	2009 – '12	1330	2893	265	221	5.8	164
Cayman S	2009 – '12	1350	3436	320	273	4.9	171
Cayman R	2011 – '12	1295	3436	330	273	5.0*	175

*manufacturer's claim

Cayman 981 – Wheelbase (mm): 2475, Length/Width (mm): 4380/1801. Track front/rear (mm): 1526/1536 (Cayman), 1526/1540 (Cayman S); **2013 –** 275hp, 2.7-litre and 325hp 3.4-litre DFI flat-six engines. Six-speed manual gearbox standard, seven-speed PDK optional (adds 30kg). New, lighter body and longer wheelbase; electromechanical power steering standard. PASM, Porsche Torque Vectoring and

mechanical locking diff all optional as is the Sport Chrono pack and launch control and a sports exhaust. 18-20-inch wheels available, brakes carried over from the Boxster, including 991 Carrera stoppers for the Cayman S, PCCB optional. New interior as per 981 Boxster making the Cayman a serious alternative to a 911. As with all modern Porsches it is very spec sensitive and in our experience less always amounts to more. **2014:** Cayman GTS arrives and finally moves the Cayman story on. 3.6-litre flat-six produces 340hp with 280lb ft torque. The heaviest Cayman to date (1345) is offset by the additional power, the package has been tailored to provide the best possible driving experience. PASM and Sport Chrono with Dynamic Engine Mounts come as standard. Standard GTS alloy wheels are 8 (front) and 9.5 (rear) x20-inch Carrera S rims. A no cost option is Sports suspension lowering the car by -20mm. The one to have. **2015:** The Cayman we'd all been waiting for. 991 Carrera S 3.8-litre flat six, GT3 aluminium suspension and chassis parts, PTV, PSM fitted as standard. Only available with a six-speed manual gearbox, shade lighter than the GTS (1340kg) but the rest of the figures don't do it justice. The 385hp figure is conservative, it feels quicker, 310lb ft torque equate to a 0-62 time 0.2-seconds quicker than the GTS. Six-piston calipers (front), four-piston calipers (rear), ventilated discs or optional PCCB. A cut price GT3 and finally a Cayman to give the 911 a run for its money.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62*	MAX MPH
Cayman 2.7	2013 -	1310	2706	275	213	5.7	165
Cayman 3.4S	2013 -	1320	3436	325	272	5.0	175
Cayman GTS	2014 -	1345	3436	340	280	4.6	177
Cayman GT4	2015-	1340b	3800	385	310	4.4	183

*manufacturer's claim

Cayenne (2003 - '07; 2007 - '10; 2010-'13; 2014-)

Cayenne - Wheelbase (mm): 2855, length/width (mm): 4782 (4786 Turbo)/1928, track front/rear (mm): 1655 - 1641/1670 - 1656 (17-20-inch wheels); Introduced in 2003 with choice of normally-aspirated or twin-turbocharged 4.5-litre V8. Six-speed manual gearbox for five- and six-speed Tiptronic S for Turbo (optional on S). Porsche Active Suspension Management (PASM), adjustable ride height, electronic damper control, differential locks, six-pot calipers, 18-inch alloys standard, 19- and 20-inch optional. Porsche Traction Management, PSM, ABS, ABD and ASR all standard; **2004:** Entry-level Cayenne is the first Porsche to sport V6 power. 24-valve engine produces 250hp and 228lb ft, transmitted through a six-speed manual transmission. Steel springs standard, PASM and air suspension optional. V6 is also fitted with smaller brakes; **2006:** 2006 Model Year - Cayenne Turbo S gains an extra 72hp, 0-62mph in 5.2 seconds, 167mph and 2355 kilos; **2007:** 2007 Model Year - Second generation Cayenne: V6, V8 S and Turbo all get direct fuel injection engines to improve performance, economy and emissions, while face-lift improves the looks. Porsche Dynamic Chassis Control active anti-roll bars available on cars with PASM; **2007:** 2008 Model Year - GTS model introduced. Combines Turbo looks with V8 S running gear. Shorter ratios in both manual and Tiptronic gearbox fitted. Turbo brakes standard. New Turbo S model announced. Power up to 550hp, torque to 553lb ft, 174mph and a 0-60mph in 4.3 seconds; **2009:** 2009 Model Year - Porsche does the dirty and introduces a Cayenne diesel. Three-litre Audi sourced V6 is available in entry-level trim only but comes with six-speed Tiptronic S as standard. 100-litre fuel tank capacity provides over 600 mile range and 30mpg. **2010 Cayenne** - Wheelbase (mm): 2895, length/width (mm): 4846/1939, track front/rear: 1655 (1643 Turbo)/1669 (1657 Turbo); Introduced in 2010 this is the first all-new Cayenne since the original. Bigger in every dimension the new Cayenne's design does an amazing job of disguising the car's larger dimensions and its natural bulk. Engine range is carried over from the previous model but now includes Porsche's very first Hybrid powered vehicle with the Hybrid Drive model which sees a 3.0 supercharged V6 working in parallel with a 47hp electric motor. All but the entry level Cayenne V6 petrol are equipped with a new eight-speed Tiptronic automatic gearbox (the V6 gets a six-speed manual as standard). Porsche has also done away with the original Cayenne's heavy duty four-wheel drive system, replacing the low ratio gearbox with the latest development of Porsche Traction Management with the enhanced electronics of the new Tiptronic S transmission. Diesel and Hybrid models get permanent all-wheel drive, while the others get an active system. PASM, PDCC and PCCB are all optional extra. All Cayenne's also get a new interior based on the design first seen in the Panamera and provides a higher level of quality and refinement that was missing in the outgoing model. **2012:** The line-up grows with the introduction of the GTS. Fitted with the same 4.8-litre V8 as the Cayenne S, the GTS engine receives a host of modifications and upgrade that push power to 420hp and torque to 380lb (up 20hp and 11lb ft respectively). Eight-speed Tiptronic S is the only gearbox fitted and the chassis combines steel springs with PASM. Air suspension is an option. The GTS rides 24mm lower than an S, has a wider front and rear track and 20-inch wheels are standard. Front bumper and lights are from the Cayenne Turbo, there is a new lower lip spoiler, side skirts and a bi-plane rear wing. The windows are framed with a black glass trim. Leather and Alcantara trims the interior. **2013:** Two new Cayenne's for the 2013 model year: the S Diesel and the Turbo S. The latter is a bell-and whistles Turbo with the boost wound up and the power increased 50hp to 550hp. Two-tone leather options are standard as is a host of standard equipment that is optional on the Turbo. The S Diesel takes a twin-turbo charged 4.8-litre Audi V8 diesel and creates the best Cayenne we've sampled. The spec is the same as the petrol engined S, but with enough torque to tear-up the book of torque clichés. **2014:** Fourth generation Cayenne offers five models at launch continuing where the previous version left off: S, Turbo, Diesel, Diesel S, and S E-Hybrid. More power and torque, lower fuel consumption, sharper and cleaner exterior design and increased levels of interior comfort. Longer aluminium bonnet, headlights incorporate DRL, new 918-style steering wheel. 3.6-litre biturbo replaces V8 petrol engine, it's the same unit found in Macan (420hp and 550Nm torque). S E-Hybrid uses the same drivetrain as Panamera S E-Hybrid, although there are differences - chiefly the batteries which are now more optimised for greater performance.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62/60*	MAX MPH
Cayenne S	2003 to '06	2245	4511	340	310	7.2	150
Cayenne Turbo	2003 to '06	2355	4511	450	457	5.6	165
Cayenne	2004 to '06	2160	3189	250	228	9.1	133
Cayenne Turbo S	2006 to '07	2355	4511	521	531	5.2	167
Cayenne	2007 to '10	2160	3598	290	283	8.1	141
Cayenne S	2007 to '10	2225	4806	385	369	6.5*	156
Cayenne Turbo	2007 to '10	2355	4806	500	516	5.0*	171
Cayenne GTS	2007 to '10	2225	4806	405	369	6.1	157
Cayenne Turbo S	2008 to '10	2355	4806	550	553	4.0	174



CAYMAN 987: 2005 - 2013

Two-door, mid-engined, six-cylinder coupé. Its near perfect weight distribution and mid-engined dynamic stability make the Cayman one of the finest drivers' cars ever made. This is something Porsche is acutely aware of, hence the model is not available with a limited-slip differential and, until further notice, we will only see smaller-engined variants of the Cayman to avoid any deflection for the company's headline sports car.

At the end of 2010 Porsche announced the Cayman R at the LA Auto Show. Following a similar development programme as the Boxster Spyder, the Cayman R is a lighter, more powerful version of the Cayman S. Power is up 10hp to 330hp, and the kerb weight drops 55kg to 1295kg. Aluminium for the bonnet and doors and a stripped interior and a smaller fuel tank are all contributing factors to the weight loss.



CAYMAN 981: 2013 -

Two-door, mid-engined, six-cylinder coupé. Like its Boxster sibling the Cayman underwent a thorough overhaul in 2012, which must have been a thankless task for the engineers as the outgoing 987 was deemed one of the best sports cars money could buy.

Once again, though, Porsche's engineers came up trumps and produced a truly sensational car. Still sharing much with the Boxster - wheelbase, engines, gearbox, suspension and steering - the Cayman was finally let of its leash and allowed to show us just what it is capable of. Alert, precise, involving and dynamically astute, the 981 Cayman is one of the purest drivers cars and greatest sports cars to have come out of Stuttgart. It really is that good.

The 2.7-litre car needs working hard to maximise its performance, but the 3.4S is honey sweet providing the perfect blend of performance with precision to make it one of the quickest cross-country cars you can buy. The manual is still the slick six-speed car carried over from the 987 and is still the default option. Even the electric power steering doesn't seem to effect the Cayman like it does the Boxster and Carrera models. Porsche perfection? Possibly.



CAYENNE: 2014 -

Five-door, front-engined SUV. The changes are subtle for this, the fourth generation Cayenne ahead of the arrival of a completely new model expected in 2017. Five models were made available at launch, very much continuing where the previous version left off: S, Turbo, Diesel, Diesel S, and S E-Hybrid. They now have more power and torque, lower fuel consumption, sharper and cleaner exterior design and increased levels of interior comfort. Visual changes primarily comprise a longer aluminium bonnet, shapelier headlights (now incorporating the daytime running lights in a similar fashion to the Macan) and revised rear styling to match. Adaptive cooling vines hidden in the front bumpers of the

Tech Werks – Keeping Cool

Air Conditioning

By Robert Rainer



It's also been with us longer than you might think. Packard invented automotive AC all the way back in 1939, and in 1940 was the first car company to offer factory-installed air conditioning. Of course, this early system didn't have a thermostat, but it was better than not having anything at all. The idea caught on, though, and by 1969, more than half of all new cars were sold with air conditioning built in. That's not including the aftermarket AC units that could be installed during the first heat wave of the year, when the new owner regretted his penny-pinching at the dealership in January.

Eventually, it was determined that the refrigerant used for decades in automotive AC, known as R-12, CFC-12, or its brand name Freon, was damaging the ozone layer (it's a chlorofluorocarbon). It was banned from being manufactured in the United States and an alternative, called R-134a or HFC-134a, was required for all cars manufactured after 1996. Now, any car older than that needs to be retrofitted with a new system that can use the newer, safer refrigerant.

Air conditioning has worked pretty much the same way for its entire existence: it cools and removes humidity from the air. There are three main parts to the system -- the compressor, condenser, and evaporator -- that achieve this, plus a few other parts to keep the system running smoothly. Let's take a look at each.

The High-pressure Side

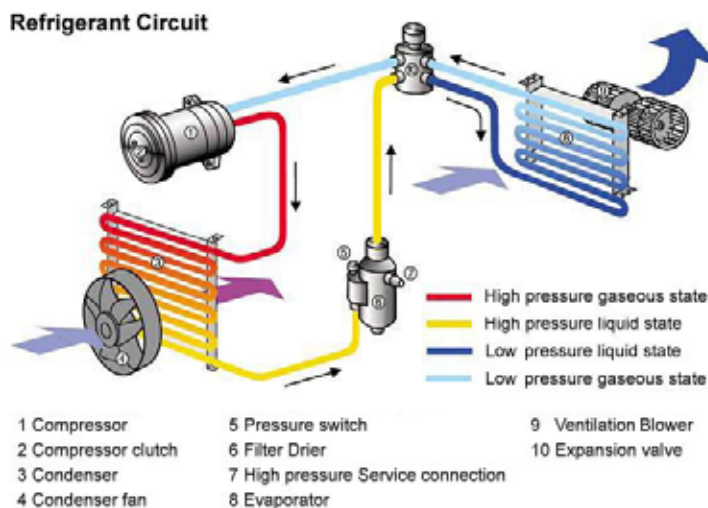
All automotive air conditioning systems are (nearly) closed loops with a high-pressure side and low-pressure side. We'll start with the high-pressure side as it leads from the engine to the passenger compartment:

Compressor: The compressor is a pump driven by a belt attached to the engine's crankshaft. When the refrigerant is drawn into the compressor, it is in a low-pressure gaseous form. Once the gas is inside the pump, the compressor lives up to its name. The belt drives the pump, which puts the gas under pressure and forces it out to the condenser. Compressors cannot compress liquids, only gasses. You'll see as we go through the system that there are other parts whose job it is to capture any water that accidentally makes into the AC loop.

Condenser: The condenser is basically a radiator, and it serves the same purpose as the one in your car: to radiate heat out of the system. The refrigerant enters the condenser as a pressurized gas from the compressor. The process of pressurizing the gas and moving it to the condenser creates heat, but air flowing around the twisting tubes of the condenser cool the refrigerant down until it forms a liquid again. Imagine steam cooling down and condensing back into water, and you've got the idea. The liquid

refrigerant is now a high-pressure liquid and nearly ready to cool the car.

Receiver-Dryer: But first, the refrigerant needs to be prepped for the evaporator. As it moves out of the condenser, the liquid goes through a little reservoir installed in the line. This receiver-dryer contains desiccants, small granules that attract water. You've seen packets of desiccants in shoeboxes, where they do the same thing: attract water from the air to keep new shoes fresh and ready for your feet. (They're usually labeled "Do not eat.") In the receiver-dryer, they remove any water that has entered the system. If the water is allowed to remain and possibly form ice crystals, it can damage the air conditioning system.



That's enough high-pressure for anyone, so let's move on to the low-pressure side of the system.

The Low-pressure Side

Thermal Expansion Valve (TXV): Here, the system changes from the high-pressure side to the low-pressure side. If you were to touch this part of the system, you'd feel it change from hot to cold. The high-pressure liquid refrigerant flows from the receiver-dryer through the expansion valve, where it is allowed to expand. This expansion reduces the pressure on the refrigerant, so it can move into the evaporator. The valve senses pressure and regulates the flow of refrigerant, which allows the system to operate steadily, but the moving parts of the valve can wear out and sometimes require replacement.

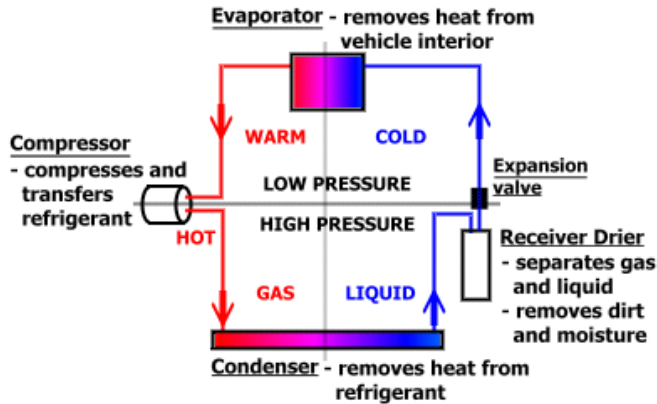
Some vehicles have an orifice tube rather than an expansion valve, but it serves the same purpose in allowing the refrigerant to expand and the pressure to be lowered before the liquid enters the evaporator. The orifice tube allows refrigerant to flow at a constant rate and has no moving parts, but it can become clogged with debris over time. Systems with an orifice tube automatically turn the AC system on and off to regulate the flow of refrigerant to the evaporator.

Evaporator: This is where the magic happens.



While all the other parts of the system are located in the engine compartment, this one is in the cabin, usually above the footwell on the passenger side. It also looks like a radiator, with its coil of tubes and fins, but its job is to absorb heat rather than dissipate it.

Refrigerant enters the evaporator coil as a cold, low-pressure liquid, ideally at 32 degrees Fahrenheit (0 degrees Celsius), which is why you don't want any water in the system. The refrigerant doesn't freeze at this temperature, but it does have a very low boiling point. The heat in the cabin of the car is enough to make the R-134a in the evaporator boil and become a gas again, just like water turning back to steam. In its gaseous form,



refrigerant can absorb a lot of heat.

The gas moves out of the evaporator -- and out of the passenger compartment of the car, taking the heat with it. A fan blowing over the outside of the evaporator coil blows cool air into the passenger compartment. The refrigerant in gas form then enters the compressor, where it is pressurized and the whole process starts all over again.

If the system uses an orifice tube, there will be an accumulator between the evaporator and the compressor. An orifice tube sometimes lets too much refrigerant into the evaporator and it doesn't all boil. Since the compressor cannot compress liquid, only gas, the accumulator traps any excess liquid before it can get into the compressor.

The evaporator also takes humidity out of the air in the car, which helps you feel cool. Water in the air condenses on the evaporator coil, along with dirt and pollen and anything else floating around in the cabin. When you stop the car and see water dripping underneath, it's probably the water from the AC evaporator and nothing to worry about.

Is your car's air conditioner blowing warm air only and no cool air? Your A/C cooling problem could be caused by any of the following:

Your A/C system may have lost its charge of refrigerant. This is probably the most common cause of a no cooling problem. Another possible cause of no cooling may be that your A/C compressor is not engaging when you turn on the A/C. This can be caused by an electrical fault in the A/C compressor circuit or the magnetic clutch that drives the compressor. Another cause could be an internal obstruction inside the refrigerant circuit that is preventing refrigerant from circulating inside the A/C system. Another possibility might be a blend air door inside the HVAC unit that is stuck in the HEAT position and is preventing air from flowing through the A/C evaporator.

Compressor Checks

Start with the compressor. Does it engage when you turn on the A/C?

If so, the compressor is working and the A/C system probably contains enough refrigerant to make cold air, so the problem is inside the HVAC unit. Replace the motor that controls the blend air door (this is a difficult job and best left to a professional since it involves tearing apart the HVAC unit -- about an 8 to 10 hour job!).

If the compressor does not engage when you turn on the A/C, see if it will run by jumping the compressor clutch wire directly to the battery (use a fused jumper wire). If the compressor works when you jump it, and the A/C blows cold air, the system contains refrigerant and the fault is likely a bad A/C compressor clutch relay or a bad clutch cycling switch or pressure switch.

If the compressor does not engage when you jump it, the problem is a bad compressor clutch.

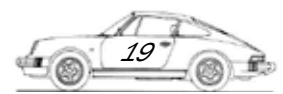
If the clutch engages but the compressor does not turn (the belt will start to slip and squeal), the compressor is locked up and you need a new compressor.

If the compressor clutch engages and turns the compressor, but the A/C still does not blow cold air, the system is probably low on refrigerant and needs to be recharged.

Refrigerant Checks

Connect an A/C pressure gauge to the HIGH SIDE service port (located in the high pressure hose that runs between the compressor and the condenser in the front of the engine compartment). The gauge will tell you if there is any pressure in the system. Simply depressing the service fitting valve with a small screwdriver to see if any refrigerant squirts out is NOT an accurate check because it tells you how much pressure is in the system. It may still have some pressure but not enough to trip the low pressure safety switch so the compressor will engage.

If your A/C system is low or out of refrigerant, check for leaks, then have the A/C system vacuum purged to remove air. After the air is out, it can be recharged with the specified amount of refrigerant. It is important to get any air out as this will reduce cooling efficiency and may make the compressor noisy.



A/C DIAGNOSIS CHART

Low Side	High Side	Duct Temp	Possible Cause
Low	Low	Warm	Low refrigerant charge
High	High	Warm	Overcharge of refrigerant
High	High	Some Cool	Air in the system or Overcharge
Normal	Normal	Warm	Moisture in the system
Low	Low	Warm	Expansion valve stuck closed
Low	Low	Warm	Orifice tube plugged
Low	Low	Warm	High side restriction
High	Low	Warm	Compressor or control valve failed

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the accumulator, or on the suction hose that goes from the evaporator to the compressor).

Start the engine, turn on the A/C to MAX, and rev the engine to 2000 RPM. Hold the engine speed and note the High and Low side pressure gauge readings.

NOTE: High and Low side pressure readings will vary with ambient temperature and humidity. The higher the temperature and/or humidity, the higher the gauge readings.

With late model R134a systems, good high pressure readings should range from 150 to 220 PSI at 80 degrees F, 170 to 250 PSI at 90 degrees F, and 195 to 280 PSI at 100 degrees F.

A/C System Functional Checks

If the refrigeration circuit seems to be working (refrigerant in the system, compressor running and building pressure), but there is still no cooling, the problem might be an obstruction in the orifice tube (located in the high pressure hose between the condenser in the front of the radiator, and the evaporator located in the passenger compartment). A blockage here will prevent the refrigerant from entering the evaporator or recirculating through the refrigeration circuit.

If the orifice tube is plugged, the high side pressure reading will be lower than normal, and the low side reading will also be lower than normal because no refrigerant is circulating through the system.

If the refrigeration circuit seems to be functioning normally (compressor running, frost or condensation on the high pressure line from the condenser to the evaporator), but no cool air is blowing out of the ducts inside the car (and the blower is working), the fault is likely a BLEND AIR door that is stuck in the HEAT position, or possibly a badly clogged cabin air filter that is restricting airflow. Another possibility would be a fault in the automatic climate control system such as a bad interior temperature sensor or control module.

My advice to you if you know nothing about A/C service is to find a repair shop that specializes in A/C repairs and let them diagnose and repair your air conditioning cooling problem. Today's A/C systems with automatic climate control are very complex and require special tools and know-how to diagnose and repair.

A/C Gauge Readings

To determine the HIGH SIDE and LOW SIDE pressures inside your vehicle's air conditioning system, you need an A/C Gauge Set. The Gauge Set must be connected to the A/C service ports on vehicle to read the pressures while the system is running.

With the engine OFF, connect the A/C Gauge Set High Pressure Hose (the one with the larger coupler fitting) to the High Side service port (usually located in the compressor output line that goes from the compressor to the condenser). Connect the Low Pressure Hose (the one with the smaller coupling) to the Low Side Service port (usually located on

A High side pressure reading of less than 150 PSI indicates a low charge or a compressor problem. A high pressure reading over 300 PSI would indicate an overcharge condition (too much refrigerant in system) or a restriction in the high side.

Good low pressure readings with R134a should usually be in the 30 to 35 PSI range. If higher, there may be a low side restriction. If the reading is lower, the system may be low on refrigerant.

With older R12 A/C systems (1994 model year vehicles and older that have NOT been retrofitted to R134a), the HIGH side pressure readings will typically be 150 to 185 PSI at 80 degrees F, 175 to 205 PSI at 90 degrees F, and 200 to 250 PSI at 100 degrees F. Normal LOW side readings with R12 should be around 20 to 30 PSI for an expansion valve system, or 15 to 40 PSI for an orifice tube system.



High Low Pressure
About 50 to 75PSI



Higher High Side Pressures
250 Degrees F (on cooler days)
325 Degrees F (Cooling Fan "On"?)





A. M. P. DRIVER'S ED QUOTES

Karl & Teresa Dearnley, -- I had not been or seen Atlanta Motorsports Park other than a map drawing. I have to say once you see the facility it is most impressive with wonderful buildings and parking area. The track itself is outstanding. Multi elevation changes and corner technicalities make a very busy drive that was so much fun, even with a low HP car. Also my wife Teresa as a spectator thoroughly enjoyed viewing from the spectator balcony. The whole weekend was outstanding.

Steve Barrie -- Love the facilities and the paved paddock. AMP is like Roebling on crack. They're both momentum tracks that favor handling over power, but the hills just "AMP" it up!!!

Carlos Mira -- I thoroughly enjoy AMP. It has elevation change, sweeping turns, 2nd gear turns, etc. All in all the facilities were excellent. I'll continue to attend this event

Andy Shoun -- I absolutely enjoyed the weekend adventure! At first, I was intimidated by the blind hills and tight turns, but soon learned to love the compact track and fast pace. The facilities were first rate. Looking forward to a return to the north Georgia mountains!

Terry Burnett -- What I really liked was how truly friendly the participants are. We opted to forego another event that weekend to run with your group, and we are glad we did. Thanks for a great weekend!

Rodney Fossum -- Much better facility than on our prior visit. We all had lots of fun. Good students and great instructors. What a great weekend!

Bryan Edwards -- I was pleasantly surprised at the progress made at the facility/infrastructure at AMP. I attended the inaugural Carolinas PCA event there. The difference between the two events is night and day and made it an extremely enjoyable weekend. I enjoy AMP because it is a technical track that rewards skill over brute horsepower. I have a 37 year old 911sc that I was able to closely run with GT4's and Turbos due to momentum based cornering versus a track like VIR with straights that leave my old car with no chance of keeping up. AMP is a "busy" track, but if you want to test yourself and your cornering abilities, it's a go to track for improving your capabilities as a competent driver!

Jay McArdle -- This track is very busy and fun to drive. It was my first time on it and I had a blast. I would definitely go again and it was 525 miles each way for me. I thought the track personnel did a great job and as usual, the Carolinas PCA event was top notch. . It was a great event and those that did not go missed out. Well done!

Ken Husler -- What a terrific weekend at AMP! As a relatively new participant in DE's (this was my 3rd) it was great to experience a new track In addition to having 16 turns on the 2 mile course, there were several blind turns due to the elevation changes. This was a fun new challenge after driving on a flat track (Roebling). AMP also has a beautiful new clubhouse. As a member of Florida Crown Region (near Jacksonville, FL.), I appreciated the hospitality of all of the Carolina Region folks. I certainly look forward to another visit to AMP.

Tim Ramsey -- It was a great event- well organized, very relaxed atmosphere, and great people. The run groups were staged well and I think everyone had plenty of track time. AMP has really great facilities. The track was well kept - clean and neat. I had an absolute blast. My biggest thrill was watching my nephew, participate in his very first track event. All I kept hearing from him was "that was awesome". I look forward to running with your club in the future.

Bobby Cranford -- This was my first DE. The on track instruction and class room instruction started making sense and I started realizing that driving on track well is difficult and takes a lot of practice. The Carolina's region program for DEs seems well structured and design to actually teach you something and not just let you on a track to go fast. AMPs facilities were very nice and the track was challenging. It was not a fast track and I can see why. Turn 6 was a tough one to get right. Thoroughly enjoyed myself and was challenged to improve my driving skills.



Cierra Buckman -- This was my second HPDE. The facilities were clean, the track staff were friendly, and, as always at PCA events, I met many wonderful new people. When I showed up to the track on Friday for inspection, I was a little intimidated by all the drastic elevation changes and turns. I didn't feel prepared for my first session. However, I had an incredibly enthusiastic instructor, who was supportive as I worked on my line. It's great to have an opportunity to meet other people who enjoy cars and the track as much as I do. I can't wait for the next event! --

Paul Babinski -- Great experience this week-end with PCA DE at AMP. Warm hospitality, hot weather and 'cool' track combining fun, sun and runs.

Carmine and Amy Dell Aquila -- As usual, the event was exceptionally managed, friendly, professional, courteous, all bases covered. I personally enjoy participating at different venues and this was a good choice. Kudos to all. We're looking forward to the next one

Tommy Buckman -- It was the first time for our 2001 BMW M3. The track was very entertaining with curves and elevation changes. Never a moment to relax. I really felt like I was getting the line down as best as possible the 2nd day. Our classroom instructor was also very good at presenting and disseminating information to the groups. The facilities were really clean and well kept.

Jesse Ellington --I thoroughly enjoyed the track layout, the elevation changes, the complexity of the turns. Track surface grip is great and surface is smooth. The compression turns leave me wanting to come back and get better there specifically. Would definitely go again. No venue complaints at all.



Area Updates:

APR 2016

Triad Area By Jerry Kilcrease



Meeting: Third Tuesday of the month at 7:00 PM
River Ridge Tap House, Clemmons NC
Contact Jerry Kilcrease, Area Director
triad-ad@carolinas-pca.com (336) 476-3120

The Triad Area held its July 19th monthly meeting at River Ridge Taphouse in Clemmons and I was pleased to welcome 60 members and guests that came out to join us. Our special guest from YMCA Camp Hanes, Mari Pat Thomas was introduced and welcomed along with Steve Sudler the new marketing manager for Porsche of Greensboro. Teresa Seagraves won the 50/50

August 4th and/or August 21st – Optional dates to visit YMCA Camp Hanes in King, NC – Thursday, August 4, 2016 - depart from River Ridge Tap House, Clemmons, NC, at 5:00 PM, arriving at Camp Hanes in King, NC, at 6:00 PM. Have dinner, tour the camp and see the facilities. For this visit, please RSVP not later than August 1, 2016.

Sunday, August 21, 2016 - depart from River Ridge Tap House, Clemmons, NC, at 1:00 PM, arriving at Camp Hanes in King, NC, at 2:00 PM. Have lunch, tour the camp and see the facilities. For this visit, please RSVP not later than August 18, 2016.

RSVP and questions to: Robert Van Camp at rvancamp@gsrj.com or

Charlie Massler at charles.massler@gmail.com

August 27th – Porsche Corral Charity Event at The American Children's Home Car Show: The Porsche Corral Charity Event was rescheduled to August 27th due to inclement weather back in May. The event will be held in conjunction with the American Children's Home 18th Annual Car Show. Flyer with complete details and registration information is located in this edition of Tobacco Roads and in the Calendar Section of Carolinas Region website. Contact jkilcrease@triad.rr.com if you have any questions.

September 10th – Cars & Coffee at Reynolda Village- The Triad Area PCA has been invited by Lee Davis, sponsor of the event, to be the "marquee" display at Cars and Coffee to be held at Reynolda Village in Winston-Salem on Saturday, September 10th, from 9am until 12pm.

Afterwards there is an optional drive planned up to VIR with the possibility of getting in a few parade laps on the track. We hope to have a good selection of Porsches on display so please make plans to join us. While there is no registration required we are asking that you RSVP to jkilcrease@triad.rr.com so we can get a car count for staging purposes.



split the pot and birthday deserts for the month of July went to Robert Brouknight, Scott Owen, Tom Wood, Frank Tullos, Andy Meixner, Jennifer Patino, Serge Ayache and Jerry Kilcrease. After a short business meeting discussing PCA activities, including upcoming and past PCA events, I asked Robert Van Camp to give the group a short discussion summarizing the events held during the Roads and Rails event. During his discussion Robert asked Charlies Massler, Cynthia Stokes, Emily Branch and Tanya Reed to join him and they were recognized for their hard work and planning efforts in making the event successful. Robert also asked Jason Hauser and all the attendees from Porsche of Greensboro to step forward and receive an award in appreciation of their support (and of the support received from Porsche of Hickory). Then we asked our special guest from Camp Hanes, Mari Pat Thomas, to join us up front where she was presented a check for \$16,000.00 that included all the proceeds from the Roads and Rails Event. This was the largest charity contribution ever made by the Triad Area PCA and we are all very proud of all those that helped. While we all love our Porsches....in my mind "it is the people"...that keep bringing us back...thanks, hope to see you next month....and bring a friend..

UPCOMING TRIAD AREA HOSTED EVENTS:



PAST TRIAD AREA HOSTED EVENTS:

June 3rd-5th 2016 – Drive to Blowing Rock: Co-Chairmen Bill Suite and Rick Huskins did a great job of planning a relaxing weekend and a pleasant drive up to Blowing Rock, NC. We gathered at Porsche of Greensboro's showroom and they hosted with coffee and doughnuts. We had 12 cars in the group when we left the parking lot and caravanned up Galax, VA. We had lunch in Galax and met up with Bill and Shirley Suite, then on to Blowing Rock. Saturday we drove the back roads and on to the parkway for Little Switzerland for lunch then afterwards we continued our drive: we stopped to visit the Penland Gallery; then back to Blowing Rock for dinner. Sunday morning after breakfast we said our good byes and everyone headed out in different directions. I also want to mention that Bill and Rick donated all registration fees for this event to YMCA Camp Hanes in King, NC.



June 24th-26th – Roads and Rails Charity Drive: This year co-chairs Robert Van Camp and Charlie Massler took the group up to Romney, WV, for a train trip on the Potomac Eagle Scenic Railroad. We started from the Porsche of Greensboro showroom where we were treated to special unveiling of the new Boxster 718 and Boxster 718 S. After coffee and pastries we headed out to Charlottesville and lunched at the famous Michie Tavern; then on to our host hotel located in Winchester, Va. At dinner on Friday night we held a silent auction and a 50/50 split the pot drawing to raise more money for Camp Hanes. Saturday we drove to Romney and boarded the train where Robert had arranged for our own private cars. Once we headed out, a catered lunch was served, then most everyone headed out to the open car to check out the scenery. Everyone kept looking for the bald eagles and were very pleased to have sighted several

of them along the way up and on the return trip back. Saturday night's dinner was held at the Winchester Country Club, then after breakfast on Sunday morning most of us said our good-byes and headed back home. Many thanks to Robert, Charlie, Emily and Tanya for their planning and fund raising that made this year's Roads and Rails Charity Drive the most successful yet.

NEXT TRIAD AREA MEETING – TUESDAY, AUGUST 16th, 2016

The Triad Area will hold its next monthly meeting on Tuesday, August 16th, at the River Ridge Tap house in Clemmons. We start socializing around 6:30pm and start our dinner business meeting at 7:00pm. Please make plans to come and join us....and bring a friend. Thanks, hope to see you there.



Metrolina Area by Laura Varney



Monthly Meeting: Third Wednesday of the month at 7:00 PM, see report for location. Contact Laura Varney Area Director metrolina-ad@carolinas-pca.com

We had a great June meeting, which took place at the Waldhorn, where we had 32 folks in attendance. We had an unexpected guest from our Hickory area Michael Vittorio who spoke a little about the Fall Tour and other activities in our regions which was very informative. Quentin from GMP Performance talked to us about some of the exiting changes at their facility including a new enclosed trailer to be used during Autocross and other events. In addition we had our usual 50/50 drawing with some generous raffle items which were donated by Steve Mann from Hendrick.

Upcoming Local Events

July 24th: Morning drive to **Raffaldini Vineyards** will start at the Outlet Mall off of I-485 – 5404 New Fashion Way, Charlotte, 28278 outside of the Under Armour Factory Store and we will be departing at **8:30AM**. Rich Wittholt has mapped out an exciting drive and will provide us with a printable map before the 24th. Once we are at the winery, there will be cars on display from other clubs as well as

entertainment and food for purchase by a local Italian Restaurant who will have their food truck onsite. You can learn more about the Vineyard at: <http://www.raffaldini.com/>. If you are interested in this event, please RSVP to me directly so we have an idea who will be joining us for the ride to the vineyard.

August 26-28 - Sommerfest will take place in Greenville, SC and we will be staying at The Westin Poinsett. <https://clubregistration.net/events/event-search.cfm>.

November 4th – 6th: Fall Tour is an exciting event that will take place November 4th through the 6th and will be in Hiawassee, Georgia. Sign up for this event will be available on www.clubregistration.net July 18th.

I will be working with Brian Powell to plan an overnight trip to Asheville for later this year, and the Holiday Party is tentatively scheduled for December 10th, so mark your calendars!

Laura Varney
Carolinas PCA - Metrolina Area Director
metrolina-ad@carolinas-pca.com
704-619-3425



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Hickory Area By Michael Vittorria



Meeting: Second Tuesday each month at 6:30 PM
Refer to Monthly Area Report for Location/Detail
Contact Michael Vittorria, Area Director
hickory-ad@carolinas-pca.com

This month's meeting was held on July 9 and was our third Saturday meeting/drive and dine of the year. These meetings/events have become very popular and this month's was certainly no exception. As has become tradition, the generous folks at Porsche of Hickory provided meeting space and a light breakfast for all attendees.



Following some general comments and a review of upcoming activities, Bryson and Kathy Kiser and Bob and Judy Futrell spoke to the group about their recent experiences at Porsche Parade. Both of these couples have attended a number of Parades and their enthusiasm for the event is contagious. They did a great job of describing the event and their reasons for participating and encouraged others to do so in the future.



After a brief drivers meeting, sixteen cars and their occupants lined up for the drive to Crumpler, NC and the Shatley Springs Inn and Restaurant. As he has for the past couple of years, Jim Buchanan did a great job of charting a route that was both scenic and fun. Being the driving enthusiast that he is, Jim always finds a way to include some fun "twisties" along the route

If you haven't been to Shatley Spings for a meal, you really owe it to yourself to do so. Located in the foothills of rural Ashe County, the restaurant is a bit of a sprawling affair - very casual - serving all you can eat "country cooking family style." Though they don't take reservations, they were kind enough to provide a separate seating area for our group of 30+ diners. Good food, good company - what a fun time. We have made this an annual event so hopefully you can join us next year.

The last of this years Drive and Dine events will be held on Saturday, November 12. Porsche of Hickory has invited us to meet at their Paramount Classic Cars facility where they will serve a light breakfast and offer a tour of their restoration shop and facilities for service and repair of air cooled Porsches. Following a brief meeting and tour, we will depart for a scenic drive to Blowing Rock, NC and lunch at Rustique. Those of you who attended last year's event will remember the wonderful hospitality shown us by Rustique owner, chef and Porsche enthusiast, Shayne Lewis. This years event promises to be more of the same.

Our August meeting will be a repeat of last year's "Barbecue on the Lake". On Saturday, August 13 we will gather at the Anchors Landing Community Clubhouse on Lake Hickory for a barbecue lunch, fellowship and maybe even a boat ride. To assure we order the correct amount of food, advance registration is required. The cost will be \$14.00 per person and includes barbecue, sides and tea/lemonade. Details and registration for the event can be found at: www.ClubRegistration.net.



Triangle Area By Adam Morrison



Monthly Meeting: Fourth Tuesday of Month
Tobacco Road Sports Cafe
1118 Environ Way, Chapel Hill 27517
Contact Adam Morrison, Area Director
triangle-ad@carolinas-pca.com (336) 239-5735

Future Events:

Sommerfest in Greenville, SC August 26-28 promises to be a fantastic event. Check out more details at www.clubregistration.net

The Triangle Area participated in the Tri-Area Spring Drive, Shine & Show in Pittsboro, NC. We met at Porsche Southpoint. Despite the fact that Pittsboro is just a few minutes south of Durham, we managed to make it a 40 minute drive by taking a some of the twistiest roads in our area. Jim Sykes did a marvelous job including some fantastic roads with great views of Jordan Lake as well.



Drive the Dragon.

We are in the planning stages of a drive to the Dragon between NC & TN. We are planning to leave on a Thursday night and driving the area on Friday. The area is too congested during the weekend. Stay tuned for more details.

No the papers in the windshields are not parking tickets. They identified the cars for the people's choice awards. Believe it or not we had a winner from each of the three areas. (I'm still protesting that the four Guards Red Boxsters with tan interiors had to divide the votes. Haha) Seriously there were a lot of beautiful cars that participated. It still impresses that we can drive these cars through curvy backroads and they show as well or better than they handle and drive.

Join our MeetUp Group to keep up with future Triangle Area events. <http://www.meetup.com/triangle-area-carolinas-region-pca/>

Adam Morrison
Triad-AD@carolinas-pca.com
336-239-5735

Earlier in the month we had an impromptu shop day. I sent out a MeetUp letting fellow members know that I would be spending the day in my home shop working on the car and offered to have fellow members bring their projects over to assistance and fellowship. Participants could have brought any project as long as they agreed to help others who showed up as well. We got a lot of work done too:

- Changed oil
- Installed a performance exhaust
- Upgraded a big brake kit
- Fixed hanging interior door latches on two different cars
- Installed vinyl graphics
- Debated the best wheel cleaners ☺
- Flushed and bled brakes
-

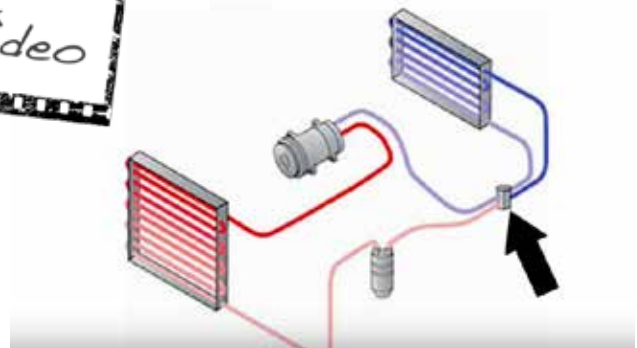


Stay tuned to our meetup page for more events like this.

Recurring Triangle Events:

Cars & Coffee: 8:30am every 3rd Saturday @ Panera Bread, Patterson Place. 3603 Witherspoon Blvd Durham, NC 27707.

Dinner Meeting: 6:30pm every 4th Thursday @ Nantucket Grill, 5925 Farrington Rd Durham, NC 919-402-0077.



Sandhills Area By Marty Barrett



Meeting: Fourth Tuesday of the month at 6:30 PM
Rotating Location - See report below
Contact Marty Barrett, Area Director
Sandhills-ad@carolinas-pca.com

Sandhills June dinner attracted 32 members and guests to Vito's in Southern Pines. Tom Holderfield, owner of Porsche Fayetteville, joined us to confirm the customer appreciation track day scheduled for Oct 22 at CMP, and to tell us about the new 718 Boxster S just released and in their showroom. Larry Wolff introduced his guests, Jean Noel and Randi who own a custom interior shop in Pittsboro. They just finished a beautiful restoration on Larry's '76 S (picture below), and they have done work for Bob Ingram...like the Gmund Coupe that won it's class at Pebble Beach.

July 9th was the Tri-Area show in Pittsboro. Sandhills had eight cars participate in the drive, show and dine event. Overall a great turnout of over 30 cars at the Carolina Brewery. Thanks to Jerry Kilcrease and Adam Morrison and all those who attended this 3rd annual event!

July 16th Cape Fear area invited us to join them for a drive to the USS NC Battleship Museum and lunch in Wilmington. They send a group of cars to our Pinehurst Concours and join us for events in Fayetteville.



Porsche ladies set up lunch too. Bill's topic is Porsche DIY tasks, tools and finding help.

Sandhills Porsches are headed to the mountains in August!

Marty



July 25th is our next tech session. This one is hosted by Bill & Barbara Ainsley at their home in Pinehurst. Barbara and a few



We are proud to announce the return of Cody Forbes to Black Forest Racing. Over the last few years he has been working as a lead mechanic at a European performance shop in Charlotte, specializing in water-cooled Porsches. Adding his expertise to John Forbes' air cooled speciality services we are now expanding to service all years and models of Porsche vehicles.

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Porsches & Parts

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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.

Porsches

1976 Porsche 911S Recently completed a 5 year restoration. Excellent condition! Many new parts and stacks of receipts. \$27,500 OBO. Contact: Bob Andrews, Statesville, NC email: boband@bellsouth.net Phone: 704-880-6065

1994 968 Porsche Cabriolet

Grand prix white with camel interior and new black soft top. Tiptronic transmission, PS, PB, PW, P mirrors, Power driver seat, AC, AM/FM CD. Timing belt service at 119,000 and currently with less than 120,000 miles. Very nice original condition (no accidents) with recent oil and filter change and 42 point inspection with no reported issues. Asking \$11,900. Contact me for more information and photos. Contact: Curt Spiegel, Monroe, NC email: c_spieg@hotmail.com Phone: 704-289-1158

2001 996 Twin Turbo Tiptronic, seal grey with grey leather interior, 62k miles, major service just completed with new plugs, new water pumps, new coil packs, trans service, new alternator, differential service, new CV boots, custom stainless exhaust system, flashed ECU, new tires, clear title, never wrecked, PPis welcome, owned for 3 years. \$42,000. Contact: Curt Baker, Concord, NC email: socarhomes@gmail.com Phone: 704-918-6272

2002 911 Turbo Beautiful 2002 911 Turbo with only 72k original miles. Silver with full black leather interior, adjustable Bilstein PSS10 suspension, 6-speed manual transmission, Custom Premium Sound, Dark Maple Wood Trim, Porsche Crest embossed in headrests, 18 inch BBS wheels, and more. VIN WP0AB29922S685816, Current Carfax, Price \$45,000 Contact: Matt Motteler, Denver, NC email: mmotteler@gmail.com Phone: 704-467-0555

Parts – Parts Cars – Projects

18" OZ Anthracite wheels & tires For Porsche GT3, Carrera-S (for wide body), came off 2007 GT3. Only a few cycles @VIR on track. OZ racing Alleggerita 18" rear. 12x18" H2 ET 68, Hoosier P315/30 ZR18 R6 Front 8.5 x 18 H2 ET 53, Hoosier P245/35 ZR18 R6. Like New! \$1,900.. Contact: Derrick Denman, Iron Station, NC (near Charlotte). email: ddenmandc@gmail.com Phone: 704-779-8887 (text first)

Porsche RECERO Leather/Alcantara Race Seats. Out of 2007 GT3. Schroth 5-point harness belts and SharkWerks fire extinguisher kit. \$3,200. Contact: Derrick Denman, Iron Station, NC (near Charlotte) email: ddenmandc@gmail.com Phone: 704-779-8887 (text first)



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By
Brian
Powell





Fall Tour 2016

The Ridges Resort and Marina

November 4-6, 2016

Tour ...

Depart Porsche of Hickory for a scenic drive through the foothills of NC/GA to Hiawassee, GA; stopping for lunch along the way in Asheville, NC.

Lodging ...

Located on the peaceful shores of Lake Chatuge and surrounded by the picturesque Blue Ridge Mountains, **The Ridges Resort and Marina** (www.theridgesresort.com) offers an intimate, very relaxing setting for visiting with friends and enjoying the scenic surroundings. Special discounted PCA Rate of \$139/night (+\$13.95/room/night resort fee) includes a hot breakfast each morning.

Registration ...

\$129.00 per couple; \$69.00 single - Includes Friday evening reception and dinner and Saturday dinner. Registration opens July 18, (www.ClubRegistration.net) Register early! This event is limited to the first 40 cars registered. Due to contractual obligations with the Resort, registrations cannot be accepted after September 5.

Sponsored by:

Porsche of Hickory

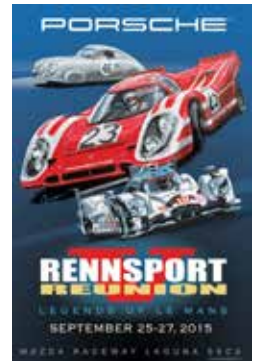
Additional information can be found on our web site: www.Carolinas-PCA.com



Tobacco Roads

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