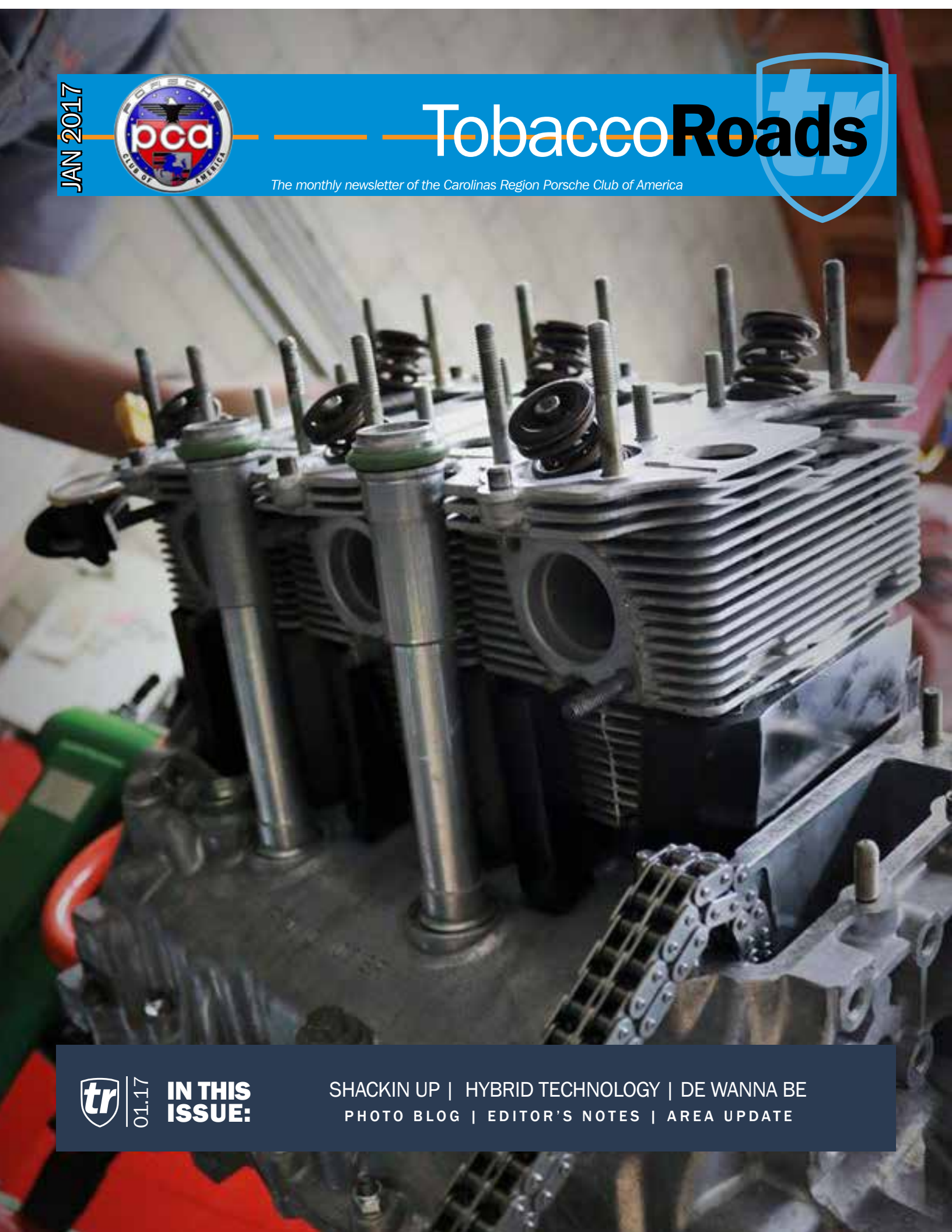


JAN 2017



TobaccoRoads

The monthly newsletter of the Carolinas Region Porsche Club of America



01.17

**IN THIS
ISSUE:**

SHACKIN UP | HYBRID TECHNOLOGY | DE WANNA BE
PHOTO BLOG | EDITOR'S NOTES | AREA UPDATE



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From the Driver's Seat

By Brian Powell, President



Hope you all had a happy holiday season. I know our household has been a whirlwind since mid-November when my son, Ben and his wife Kirstie attended our year end Drivers Ed event at VIR. It was a great event with Ben, Kirstie and my daughter Rachel, all at VIR over the weekend. Ben and I were driving in different run groups, so we had a full schedule with one of us either getting ready to go on track or just coming off. Or catching up with good friends that we hadn't seen in awhile. And like any extended family reunion, the time passes quickly and you realize you didn't get to catch up with everyone that you would have liked to. If you'd like to find out more about what a Drivers Ed event is all about and how to get started, our winter DE seminar will be January 29th at Carolina Motorsports Park.

After the VIR weekend, Ben came back to Charlotte where he had a small repair to do on his 2001 Boxster S. With the Boxster also serving occasional daily driver duties on his commute from Mobile to Pensacola, he had a CV boot that was beginning to crack. So before he headed back to Mobile, we swapped out both half axles. Its not a particularly difficult task, one that I had done a few times before. But it is one that has its gotcha's, to drop the belly pan and clear enough working room to disconnect and drop out the half axle. From wheels up to when we torqued the last lug, it took about 4 hours with both of us wrenching on it. I'm not sure what was more fun from this Dad's point of view, spending the weekend with him at VIR or having our own tech session.

As we closed out 2016, I was able to visit several areas for their yearend holiday parties. In particular the Upstate party, which was graciously hosted by Porsche of Greenville. The Upstate closes out their year with a dinner and live auction with the proceeds going to charity. This was also John Budinich's last meeting as the Area Director. He will be stepping down after 6 years in the position. John's obviously has been hiding a secret talent all these years. He made a fine auctioneer. We appreciate John's service to the club and know that the area will be in good hands with the new AD, Johnny Edwards.

As we start putting together our 2017 calendar, we've got a couple new items on the calendar. As we've grown, its become increasingly difficult to keep the region members informed. Many of us participate in conference calls for our day jobs. We'll try the same for the club. On February 4th, we'll have a region-wide moderated conference call. More details will be coming out, but this will be an opportunity for you to find out more about your region membership, finances and activities.

Also we're starting an alternative meeting to those in between Charlotte, Hickory and Statesville. If you find yourself looking at a long commute to Metrolina or Hickory, join us in downtown Davidson at Summit Coffee on January 24th. We'll meet upstairs to share a beverage, talk about upcoming events and see if there's an interest in a regular meeting in the Lake Norman vicinity. Hope to see you there.

New Meeting Opportunity launching January 24th!

Join us for coffee or an adult beverage at

Summit Coffee
128 South Main Street
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<http://www.summitcoffee.com/>

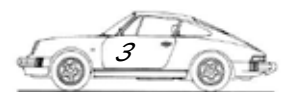
Find out what's going on in the region
and connect with other members in the
North Meck/South Iredell area.

Jan - Apr on the 4th Tuesday of each month.
(1/24, 2/28, 3/28, 4/25)

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see area reports for more detailed information

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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

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.

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

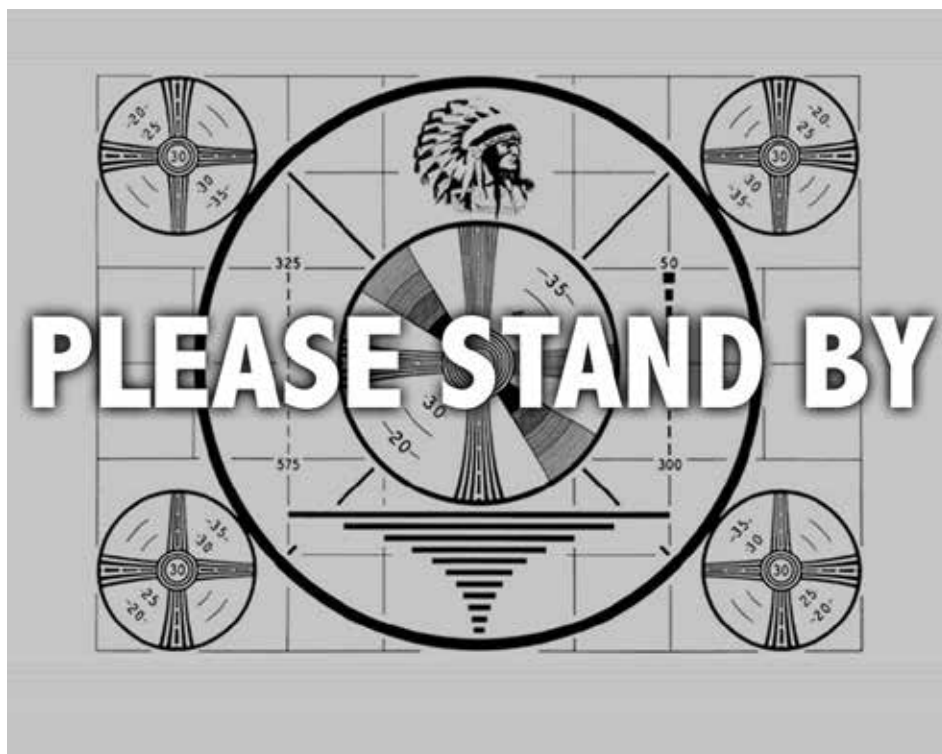
Triad Area

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.

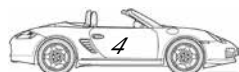
Upstate

4th Saturday Monthly: 8AM to 11AM, 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.



This is normally where our membership info goes. We are having a bit of issues with gathering this info It will be back next month.

Evidently I got a month a head, and I am trying to get back on Schedule



Editor's Notes



By Robert Rainer



So I usually don't have room to write a column, but we are working out some issues with getting our membership recognitions worked out. So I will take this opportunity to reflect and let you know about some things that are going to be happening.

After doing tobacco Roads for a while, it is clear that there are some tribes in the club. There is the track tribe, the drive tribe, the show tribe, and probably some others. I think the important thing to recognize is that there are a great many opportunities to do things with your local and regional PC club.

At our board meetings, we talked about how many members are engaged, and it turns out we have about 10% of members who are active in the area events. I think if you ask folks who engage with the club, you will hear a constant chorus of accolades for the events. The events are usually well orchestrated and reach a critical mass of participants that allows for great comradery.

Without a doubt it is the many volunteer members who make this club what it is. You really need to thank your area directors. They put in the time, and organize events to simply make things happen. In addition many of these folks donate their time on a regional level and help out other areas. I am constantly amazed at what members of the Carolinas region do to make this a vibrant and fun club.

So why am I telling you all of this? First to encourage you to engage with the club and join one of the tribes. Second, on Jan 21st, the regional board is going to meet in Greenville SC to discuss the up coming year. We will talk about DE events, Drive and Dines, and regional tours. I hope to update the calendar and even write about some upcoming events. So be sure to check out tobacco roads to learn about events happening in the club.

I also want to thank everyone for the accolades I have been receiving for Tobacco Roads. People have been wonderful in their responses. That being said, I do make mistakes. I have discovered, that there is so much going on in the region that I cannot keep up. Occasionally I do send out false truths, but that is the word of 2016 after all, so I don't beat myself too bad, but I still hate it when things are not as accurate. Lucky for me, some folks have agreed to proof my work, and I will be very grateful for their input.

Finally for you Charlotte folks out there, it seems that I-85 is like the Berlin wall. It is just hard to get around in the Metrolina area, and folks are beginning to discuss how the club can help to make things work a bit better for you. To that end, the board is discussing a north and south area in the Charlotte area. We looked at the distribution of members, and this seems to make the most sense. You will see that there is a meeting opportunity on Jan 24th for the North Mek and South Iredell forks to come together. So if you are in those areas, check it out.

So this brings me to my constant call and plea for material. I have to say members have been great in submitting write-ups as trips. I am still green with envy over Jim Proper's Porsche Summer. That was quite the adventure. I would also encourage you to submit a Your Porsche piece. It is a way to share your story. How you came about your car, and after getting it, how were you able to enjoy some special moments. I plan to travel to the werks reunion in Amelia Island this year, and maybe we can meet up and I can get some stories. I am trying to keep up with Tech Werks, and hopefully you are enjoying those pieces. I would love to hear from you and help you develop a piece for tobacco Roads.

Finally when I get some great material, I hope to send out a full color edition. I hope to be able to do one a year. We did pick up a few new sponsors, and I hope you will help support them, they truly are great businesses that support our love of driving our cars.

So in parting, I hope you are enjoying Tobacco Roads, your local area's events, being part of the greatest region of PCA and most of all your time driving your Porsche.

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

Editor

Robert Rainer
728 Plume St
Spartanburg, SC 29302
editor@carolinas-pca.com

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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:

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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>

December

- 6 Triad Area Christmas Party
- 14 Metrolina Area Christmas Party
- 15 Hickory Area Holiday Party

January

- 29 Intro to DE Winter Seminar at CMP

February

March

- 10 PCA National Instructor School at Carolina Motorsports Park
- 11-12 DE Event at Carolina Motorsports Park
- 31-02 Hurricane Region Spring Tour 2017

April

- 22-23 Autocross Event 1 Greensboro, NC

May

- 6-7 DE Event Atlanta Motorsports Park
- 5-7 Hurricane Region Brevard, NC, tour

June

- 3-4 Autocross Event 2 Greenville SC

July

- 15-16 Autocross Event 3 Greensboro, NC

August

- 26-27 Autocross Event 4 Greenville, NC

September

- 9-10 DE Event at Carolina Motorsports Park
- 20-24 PCA Treffen Asheville, Grove Park Inn

October

- 14 Autocross Event 5 Greensboro, NC

November

- 17-19 DE Event at VIRginia International Raceway

December

- 17-19 DE Event at VIRginia International Raceway

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



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or
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hickory-ad@carolinas-pca.com
 (704) 258-3772



Metrolina
 Director
 Laura Varney
metrolina-ad@carolinas-pca.com



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



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



Upstate SC
 Johnny Edwards
upstate-ad@carolinas-pca.com
 (864) 918-3915



Triangle
 Adam Morrison
triangle-ad@carolinas-pca.com
 (336)-239-5735

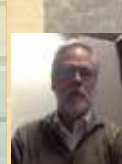
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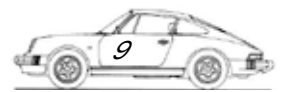
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PORSCHE



The Journey is the Reward:

PCA members shacking up in Mississippi

By Bob Futrell



With winter coming on and inclement weather in the near future our little driving group needed one last road trip to round out the year. We take turns planning these little excursions and I planned our last one, our trip to War, West Virginia and beyond. This time Bryson Kiser stepped up and said he had one in mind

that he had wanted to do for several years. Bryson is a prolific trip planner and Judy and I have logged tens of thousands of miles over the years either behind or in front of Bryson and Kathy so we committed without hesitation. Then Bryson announced that we were going to drive across several states, all on back roads, then end up in Mississippi where we would shack up and sing the blues. Now you have to realize that some of our trips have been a little different in the past, but right away I knew this one was going to be a difficult sell to the group. Then he explained that we were

taking back roads to find some of the little known towns and attractions and that we weren't so much going to sing the blues, but we would visit some of the old blues clubs along the blues highway in Mississippi and listen to some blues. Much better, but there is still that "shacking up" thing.

With the plans made, Bryson sent out emails to our group of intrepid traveler and almost immediately excuses started coming back in. Paul Bossert had a golf trip planned, Vic and TJ Friedman were busy planning spring tour, Maggie and John Piccone couldn't go because John had an old girlfriend in Mississippi and Lisa and Rainer Wepler couldn't go because Elizabeth's cat had eaten their passports. Having spent several years in college at old Miss I thought that one had some merit, since some parts of Mississippi should require a passport. This left us with just The Kisers, the Futrells and the Silkstones committed, so Bryson went outside our usual group and recruited some fresh blood, Jill and Terry Bledsoe that had not been scared off by reports of our past exploits, and we now had 4 cars.

Nov 28th rolled around and we all met at the mineral museum in Spruce Pine and set off on our journey. When Bryson said all back roads he wasn't kidding. We wound our way through Mars Hill, Newport, Sevierville and stopped at the Museum of Appalachia in Norris, Tn for a tour and lunch. Really good museum. After lunch, more backroads and we ended up for

the night at the lodge at Cumberland Falls State park in Corbin, Ky. We enjoyed dinner at the lodge and then some mountain dulcimer music in the lodge lobby. Cumberland Falls is known to be one of a very few places in the world that has regular night rainbows over the falls called "moonbows". These occur at

regular intervals in fall and early winter, but as luck would have it we were there at the wrong time. Next morning after breakfast we visited the falls and then set off for more adventures in the back woods of Ky. around noon we found ourselves at the Shaker Village at Pleasant Hill, Ky where we toured the grounds and had a great Shaker lunch. Tuesday evening found us in Cave City, Ky where we were booked into our first night in an indian teepee. Back in the 1930's a chain of "wigwam Villages" were built across the US, many of them along route 66. We had wanted to stay in one for some time and this was our chance. Only 3 of the villages still survive, Cave City, Ky and one in Arizona and another in California. As I said, they were built in the 30's and unfortunately that may have been the last time any thing had been done to them. A little run down, but still an

adventure. A couple of glasses of wine and we slept well with no indian raids during the nights.

Wednesday morning found us still headed across Ky where we stopped in

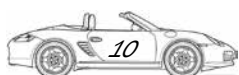
Bowling Green to tour the Corvette museum and have lunch. Very nice. Mid-afternoon we stopped in Fairview at the Jefferson Davis memorial and museum. Unfortunately it was closed for renovation, so back on the road. Dinner time found us in Grand Rivers, Ky at Patties 1880's restaurant where we dined on their famous porkchops and they did not disappoint. Patties



Wigwam Village



Cumberland Falls





Jefferson Davis Memorial

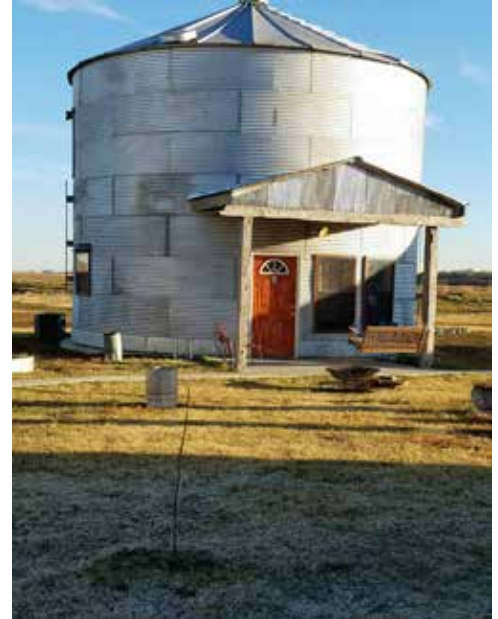
1800's iron furnaces. Lots of civil war history in the area. Of particular interest to Judy and I since my relatives came from the area and we lived close by before we retired and moved to NC. We stopped in Dover TN and toured the Fort Donelson civil war battlefield. Lunch was in Memphis, Tn at Interstate BBQ as we headed south toward our ultimate destination along hwy 61, known as the Blues Highway. Evening came and there it was!!!!!! The Shackup Inn in Clarksdale, Ms, the crossroads of the Blues. Finally we are shacking up. If you have never been to the shackup inn you should go. It is an old cotton plantation with a cotton gin and other plantation buildings that have been renovated for lodging as well as several old turn of the century sharecropper shacks that have been moved in and kept authentic. Enclosed is a picture of the converted metal grain bin that Judy and I stayed in. Much better than an indian teepee.

also has several acres of some of the most intense Christmas lights imaginable. Wednesday night we spent at Barkley lodge on the waters of Kentucky Lake.

Thursday morning we headed south on the Trace, a road that runs the full length of the Land Between the Lakes recreation area. Along the way we passed buffalo and elk herds and

mandatory donation at the casinos, but luck was with us and we came away with gas money. Friday night we set out to find a small back alley blues club that had been recommended to us. We finally found it and we went early to be sure we could get good seats. Not to worry, it was small and we got good seats, and we did beat the crowd. In fact about 9 pm we realized that we were the crowd. We have now visited some real Mississippi blues clubs. Then back to our grain bin for our final night in Clarksdale, Ms

Saturday early we all left on our various routes home, another great adventure under our belts. Who would have guessed shacking up in Mississippi could be so much fun. Bryson and Kathy again successfully led us through uncharted territory and beyond. Get your Porsches out of the garage and make some memories.



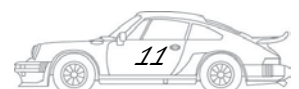
Grain Silo



Patties 1880s Restaurant

Thursday night we went downtown Clarksdale to Morgan Freeman's "Ground Zero Blues Club" for some Mississippi blues. While we enjoyed the music an older Black fellow came over and introduced himself as "razor blade" and talked with us for a while. He later sang a

couple of songs. Nice evening of music and we got the T shirts to prove it. Friday morning we visited the Delta Blues Museum and as we toured it we came upon a display of memorabilia honoring our new friend "Razor Blade". Little did we know that we now were friends with a blues legend. Being so close to Tunica, Judy and I felt compelled to run up and make the





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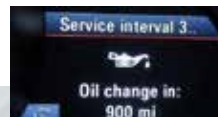
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Tech Hybrid Technology

Werks From Prius to Le Mans LMP1

Hybrid cars are vehicles or cars that use two or more power sources generally gasoline and electricity. This is why they are hybrid because they do not just rely on one power source to power themselves. The simplest hybrid car is the one that can be pedaled with an engine. In this type of cars, the two power sources are mostly the electric motor and internal combustion engine.

As much as the storage of energy for electric motor is readily available by the battery, this engine generates its own power with the help of gasoline in the fuel tank. Hybrid cars combine the best features of combustion engine and electric cars. The above combination allows the electric motor to use gasoline engine more efficiently and cut down on the fuel usage.

Conventional vehicles use gasoline or diesel to power an internal combustion engine. Hybrids also use an internal combustion engine—and can be fueled like normal cars—but have an electric motor and battery, and can be partially or wholly powered by electricity.

By using both a conventional engine and electric motor, the best hybrids achieve significantly better fuel efficiency than their non-hybrid counterparts. They also pollute less and save drivers money through fuel savings.

The most advanced hybrids have larger batteries and can recharge their batteries from an outlet, allowing them to drive extended distances on electricity before switching to gasoline or diesel. Known as “plug-in hybrids,” these cars can offer much-improved environmental performance and increased fuel savings by substituting grid electricity for gasoline.

The Toyota Prius is the most popular hybrid car and has the capability to switch between gasoline and electric engine. The electric motor, fitted inside the car is the primary source for moving the car at slow speed up to about 15 miles per hour. At higher speeds, the gasoline engine takes hold and becomes the primary workhorse for the car. When you need extra speed both engines work extra together and give it extra boost.

When you need to slow down and apply brakes, the hybrid car harnesses power from the brakes and stores them in the electrical generator. The generator produces twin benefits: firstly it puts extra load which helps in slowing down the car and secondly it convert's the car mechanical energy into electrical energy and stores it back in to attached batteries.

Types of Hybrid Vehicles

There are two types of hybrid cars available that you can use or bear in mind when shopping for you next car. Both of them use gasoline-electric hybrid technology.

The parallel hybrid car has both its gasoline engine and electric motor working independently to power the car. Both of these engines are linked to the transmission hence can run the car all at the same time. This basically means the car engine is completely supported by both the engines all the time.

The series hybrid car has a gasoline engine. The engine is there to provide the power needed to run the electric motor. It also can charge the battery. In short, this means, gasoline in this case will not power your car at any particularly moment. It will also not drive the car.

Hybrid car features



The addition of a battery-powered electric motor increases the fuel efficiency of hybrids in a number of ways.

Like the switch that turns off your refrigerator's light bulb when the door is closed, "idle-off" is a feature that turns off your car's conventional engine when the vehicle is stopped, saving fuel. The battery provides energy for the air conditioner and accessories while the vehicle idles at stoplights or in traffic, and the electric motor can start the vehicle moving again. If needed, the conventional engine will reengage to provide more power for acceleration.

"Regenerative braking" is another fuel-saving feature. Conventional cars rely entirely on friction brakes to slow down, dissipating the vehicle's kinetic energy as heat. Regenerative braking allows some of that energy to be captured, turned into electricity, and stored in the batteries. This stored electricity can later be used to run the motor and accelerate the vehicle.

Having an electric motor also allows for more efficient engine design. This "power assist" feature helps reduce demands on a hybrid's gasoline engine, which in turn can be downsized and more efficiently operated. The gasoline engine produces less power, but when combined with electric motors, the system's total power can equal or exceed that of a conventional vehicle.

The most efficient hybrids utilize "electric-only drive," allowing the vehicle to drive entirely on electricity and use less fuel. In hybrids that can't be plugged-in, electric-only drive is typically only utilized at low speeds and startup, enabling the gas or diesel-powered engine to operate at higher speeds, where it's most efficient. Most plug-in hybrids—which tend to have larger batteries and motors—can drive entirely on electricity at relatively high speeds for extended distances (typically 10 to 30 miles).

Different hybrids also use different types of "drivetrains," the mechanical components that deliver power to the driving wheels. Learn about the implications of different hybrid drivetrains here.

Differences between hybrids and other EVs

Hybrids that can't be recharged from an outlet aren't generally considered to be electric vehicles, as they rely exclusively on gasoline or diesel for energy. Plug-in hybrids, described above, are considered electric vehicles, along with battery electric and hydrogen fuel cell vehicles. Learn more about how plug-in vehicles work >

Battery electric vehicles only use an electric motor and battery, eschewing conventional engines altogether. Because they don't use gas or diesel, battery electrics are often cleaner and cheaper to fuel than hybrids and conventional vehicles. Learn more about how battery electrics work >

Hydrogen fuel cell vehicles power an electric motor and battery by converting stored hydrogen gas to electricity using a fuel cell. These vehicles are only beginning to come to market, but offer great potential as a low-carbon alternative to conventional cars and trucks as they have no tailpipe emissions, reduced global warming emissions, and can be refueled at a filling station similar to a gasoline vehicle. Learn more about how fuel cells and fuel cell vehicles work >

How Hybrids Work

Hybrid electric vehicles (HEVs) combine the benefits of gasoline engines and electric motors. They can be designed to meet different goals, such as better fuel economy or more power. Most hybrids use several advanced technologies:

- **Regenerative Braking.** Regenerative braking recaptures energy normally lost during coasting or braking. It uses the forward motion of the wheels to turn the motor. This generates electricity and helps slow the vehicle.
- **Electric Motor Drive/Assist.** The electric motor provides power to assist the engine in accelerating, passing, or hill climbing. This allows a smaller, more-efficient engine to be used. In some hybrids, the electric motor alone propels the vehicle at low speeds, where gasoline engines are least efficient.
- **Automatic Start/Stop.** Automatically shuts off the engine when the vehicle comes to a stop and restarts it when the accelerator is pressed. This reduces wasted energy from idling.



On To Le Mans Porsche Intelligent Performance

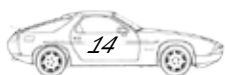
Stuttgart. The Le Mans Prototype Porsche 919 Hybrid has its only 2016 appearance in Germany. At the six-hour race at the Nürburgring, the fourth round of the FIA World Endurance Championship. At the same time its mission is the technology of future sports cars.

800-Volt technology

With the 919 Hybrid, Porsche has developed a new field of technology at racing speed. For the "Mission E", a fully electric road-going concept sports car unveiled in 2015, the designers adopted the 800-Volt technology from the prototype racer. Porsche has exhausted all possibilities in designing the two-time Le Mans winner – especially in terms of the drive concept. It consists of the two-litre, V4 turbocharged petrol engine, the most



efficient combustion motor that Porsche has built up to now, and two different energy recovery systems.



HOW DOES A HYBRID ENGINE WORK?

We've all heard of how great hybrid cars are at conserving gas, and with fuel prices on the rise, many consumers are considering making the switch.

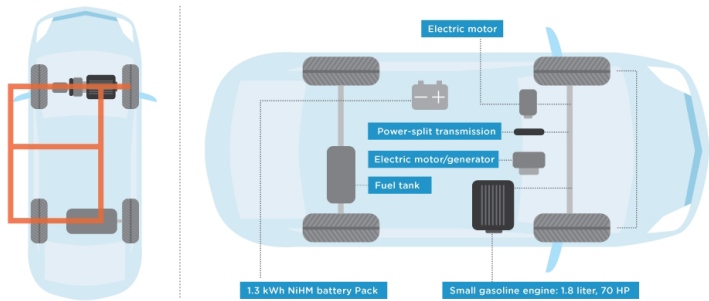
4X The price of gas is a major reason why sales of green cars - including hybrids - are expected to increase 4X by 2016.

75% of those who say they would consider a hybrid cite lower fuel costs as the main reason.

THE HYBRID REVEALED

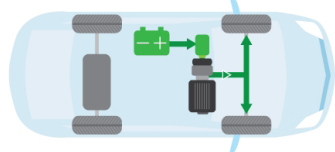
The Toyota Prius is the world's most popular hybrid car. Here is how it works:

A hybrid vehicle uses a combination of an internal combustion engine and a battery electric drive system to increase fuel economy and reduce emissions.



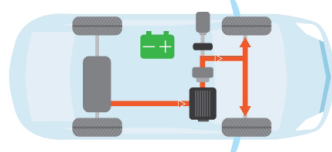
HOW THE ENGINE AND THE MOTORS WORK TOGETHER

WHEN PULLING AWAY FROM A STOP



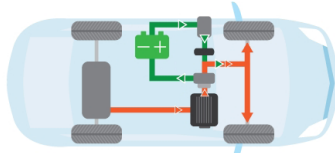
The electric motor powers the car, drawing on the battery for power. Up to 15 MPH, the vehicle uses only the electrical motor for power. This is one of the reasons why hybrids are more efficient during city driving than on the highway.

DURING NORMAL CRUISING



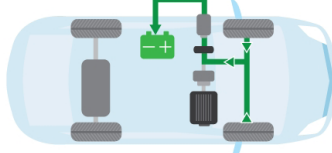
Only the gasoline engine is used because this is when it is most efficient. During cruising, the gasoline engine can also power the generator, which produces electricity and stores it in the batteries for later use.

DURING HEAVY ACCELERATION



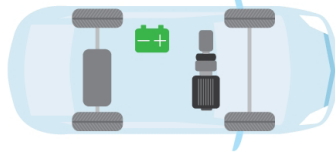
Both the gasoline engine and the electric motor work together to increase power to the wheels. The joint effort of the engine and motor working together is only possible because of the power-split transmission, which combines the torque that each one puts out. At this time, the gasoline engine also powers the generator. The electric motor uses electricity from the battery and the generator as needed.

DURING BRAKING AND CRUISING



When the brakes are applied or the pressure is released from the gas pedal, the hybrid uses a clever system known as 'regenerative braking.' Since the vehicle is already slowing down, it doesn't need to keep the gasoline engine or the electrical motor running. The hybrid stops feeding power to the wheels and allows the spinning wheels to power the vehicle's generator. The generator then produces electricity and stores it in the battery for later use.

WHEN REACHING A COMPLETE STOP



Both the gasoline engine and the electric motor turn off. The vehicle uses the battery power to run all the auxiliary vehicle systems, such as air conditioning, radio, lights, etc.

THIS EXPLAINS HOW THE PRIUS REACHES:

51 MPG / CITY

48 MPG / HIGHWAY



The car emits 71% less CO₂ than a Hummer H3, and 20% less methane gas than an adult sheep.

THE FUTURE OF THE HYBRID

The most fuel-efficient hybrid is the Volkswagen diesel Hybrid L1 concept.

It can travel 100 kilometers on a single liter of fuel. That's 235 MPG.

The VW L1 could make it from New York City to Los Angeles, California on just 11.8 gallons of fuel.

\$3.82

The L1 is due to hit the market in 2013, but with regular gas priced around \$3.82/gallon, the technology is needed now more than ever.

Sources: gas2.org | consumersearch.com | car-emissions.com | hybridcars.com | greenautoblog.com | GreenCarReports.com



Pressing a button

During braking, a generator at the front axle converts the car's kinetic energy into electrical energy. In the split exhaust system, one turbine drives the turbocharger while another converts surplus energy into electrical energy. The braking energy contributes 60 per cent, with the remaining 40 per cent coming from exhaust gas. The recuperated electrical energy is stored temporarily in a lithium-ion battery and feeds an electric motor on demand. "On demand" means: the driver wants to accelerate and calls up the energy at the press of a button. In accordance with the latest regulation changes, the power from the combustion engine is just under 500 HP (368 kW), and the output from the electric motor is well over 400 HP (294 kW).

The amount of recovered energy

The use and interplay of these two energy sources require a sophisticated strategy. In every braking phase, energy is won – that is, recuperated. On the Nürburgring's 5.148-kilometre Grand Prix circuit this happens 17 times per lap, before every corner. The amount of recovered energy depends on the severity of the braking manoeuvre, or in other words, the speed at which the driver arrives at the corner and how tight it is. Braking and recuperation last until the apex of every corner, the driver then accelerates again. In this moment, the aim is to utilise as much energy as possible. Hence, the driver steps on the throttle pedal using fuel energy, and also "boosts" electrical energy from the battery.

The extra turbine at work

While the combustion engine drives the rear axle, the electric motor takes care of the front axle. The 919 catapults out of the corner without any loss of traction using all-wheel drive – and in the process recuperates energy again because on the straights the extra turbine in the exhaust tract is hard at work. At constantly high engine speeds, the pressure in the exhaust system increases rapidly and drives the second turbine connected directly to an electric generator. Both energy sources, however, are limited by the regulations: a driver may not use more than 1.8-litres of fuel per lap and no more than 1.3 kilowatt hours (4.68 megajoules) of electricity. He must calculate this carefully so that at the end of the lap he has used exactly this amount – no more, no less. He who uses more is penalized. He who uses less, loses performance. He must stop "boosting" and lift his foot off the throttle at exactly the right moment.

Converted to the 13.629-kilometre lap of Le Mans, which is the scale model for the regulations, the amount of electrical energy allowed is 2.22 kilowatt hours. This corresponds to eight megajoules – and that is the highest energy class stipulated in the regulations. Porsche was the first and in 2015 the only manufacturer that dared to push the limits so far. In 2016 Toyota is also competing in the eight megajoule class. Audi uses six megajoules. The WEC regulations almost completely balance these differences.

For the concept choice for the Porsche 919 Hybrid a very close look at the individual alternatives was taken. There was no question that Porsche would use the braking energy at the front axle as this means a huge amount of energy from areas already partially developed combined with massive progress. For the second system brake energy recuperation at the rear axle or through utilizing exhaust gas were considered. Two aspects



pointed in favour of the exhaust solution: Firstly weight, and then efficiency. With brake energy recovery, the system has to recuperate energy within a very short space of time, which means coping with a lot of energy, but at the expense of weight. The acceleration phases, however, are much longer than the braking phases, which allow a longer period of recuperation and make the system lighter. Plus with the combustion engine the 919 already has a drive system on the rear axle. Even more power at the rear would have generated more inefficient wheel spin. Moreover, this leads to heavy tyre wear.

Arguably Porsche's bravest decision for the hybrid system of the 919 was opting for 800 Volts. Establishing the voltage level is a fundamental decision in electric drive systems. It influences all else – the battery design, electronics design, e-motor design and charging technology. Porsche pushed this as far as possible.

The storage dilemma

It was difficult to find components for this high voltage, particularly a suitable storage medium. Flywheel generator, supercapacitors or battery? Porsche chose a liquid-cooled lithium-ion battery, with hundreds of individual cells, each enclosed in its own cylindrical metal capsule – seven centimeters high and 1.8 centimeters in diameter.

In both a road and racing car, power density and energy density must be balanced. The higher the power density of a cell, the faster energy can be recharged and released. The other parameter, energy density, determines the amount of energy that can be stored. In racing, the cells – figuratively speaking – must have a huge opening. Because as soon as the driver brakes, a massive energy hit comes in, and when he boosts it must leave at exactly the same speed. An everyday comparison: If an empty lithium-ion battery in a smartphone had the same power density as the 919, it would be completely recharged within a lot less than a single second. The downside: A brief chat and it would be empty again. So that the smartphone lasts for days, the energy density has priority, and that means storage capacity.

Important basic knowledge was discovered

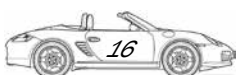
In an electric car for everyday use, storage capacity translates into range. In this regard, the requirements of the racing car and a road-going electric car therefore are different. But with the 919 Porsche has advanced into regions of hybrid management that were previously unimaginable. The 919 served as the testing lab for the voltage level of future hybrid systems. Important basic knowledge was discovered during the LMP1 programme. Such as cooling for the energy storage (battery) and the electric

motor, the connection technology for extreme high voltage as well as the battery management and the systems' design. From this experience, the colleagues in production development gained important expertise for the four-door concept car Mission E with 800-Volt technology. From this concept car a series product will appear by the end of the decade to become the first purely electric driven Porsche.



Ok if you made it this far, you are one of my readers. I grabbed this piece from several web sites. I hope you enjoyed this stitch job. What prompted this article was the fact that my Brother in law just got a new Cayenne hybrid. He is the second convert that I have been able to get into a porsche. So My other care is a prius. I have a 71 911, 85.5 944 and a 88 928, and I enjoy each for what they do. MPG. My Prius Gets 52 mines to the gallon. It is my daily driver, and the hybrid technology is something else. I first got exposed to a prius when we got on for my daughter. It was a Generation 1 from 2001. The funkiest thing was the car turning off while at a stop light. Also with the electric motor, it was quick to get up and go. I gave the car to a buddy of mine for nothing, he calls it the freeus. He still drives it. The care developed the triangle of death, an idiot light that indicated a short in the high voltage socket. He started to drive the car often, and the light went away. So another positive is that you have to keep driving these cars, they should not be left standing.

The other inspiration for this article is that I was scheduled to fly on fathers day. It was 6 AM. There was a light bulb out in the cockpit. They had to cal a technician. Think about it, 6 Am fathers day, a Sunday, it took a while for the mechanic to come in a change the light bulb. Back in the terminal using the free wi-fi, and I was able to stream the Le Mans race, and I got to see the Prius lead the whole damm race, and loose power as the Porsche 919 whisked by to capture the checkers on the very last 1/2 lap. Have to love endurance racing.



Driver's Education:

The Importance of Being Smooth

By: John Babinski



I've been fortunate that my track driving experiences picked up in the final months of 2016. I was a driver in another teams Porsche 944 Chumpcar at Atlanta Motorsports Park in Oct. for 14 hours of racing, then attended the Carolinas Region 3 day DE at VIR in Nov. in my Boxster, followed that up with a driving experience at the new Porsche headquarters in Atlanta comparing mid vs. rear engine cars and finally finished out the year with 15 hours of endurance racing with my BMW at a Chumpcar race at Barber Motorsports Park. At each of these events I was reminded about the importance of being smooth if you want to go fast.

At AMP I was driving for Visceral Racing in their 1986 Porsche 944. This is the second year I've driven with this team at AMP. Ron, the car owner and team captain, is a die hard Porsche guy and his mission is to prove that a mostly stock 944 can be competitive in Chumpcar. They have historically garnered a reputation for the opposite due to mechanical reliability issues with a 30 year old car or simply not having enough power. Ron has the car very well set up but his top priority since he's running a stock engine is to make it as light as possible. His car was dubbed "the swiss cheese car" due to all the weight reduction holes he's put in the bodywork. As an example of his weight reduction passions, after cutting off all the support structure on the underside of the hood he still felt it weighed too much. So he cut 2" and 3" holes over the hood and then simply covered the entire thing with a single piece of vinyl for aerodynamics. The hood could literally be picked up using 2 fingers. All his work paid off in a car that handles great and can keep up with the pack on a technical track like AMP. I've raced at AMP in 4 events plus have done multiple DE's there. It's a track I feel like I know well. I like it's technical nature, elevation changes and challenging corners. You are busy in the car the entire time – no long straights to relax. At under 2 miles long and with 70 cars racing things can get busy on track. And here is where being smooth paid off. By looking further ahead, doing some extra pre-planning for the best corners to pass and being patient to maximize the opportunities to our advantage we were able to have an extremely successful race and finished 2nd overall on Sunday.

On to VIR. My last visit to VIR was the clubs last DE there in 2015. Since then the track got re-repaved. The repaving done 2 years ago was disintegrating in high stress areas of the track and VIR being the class operation it is opted to simply repave the entire track rather than trying to maintain it in piecemeal fashion for several more years. And boy was that new surface smooth. What surprised me was how much grip the surface had yet how little tire wear I experienced. I was using an old set of Nitto NT-01 tires and other than the normal reduction in tread depth, my tires actually looked better after the event than before I started. Yup – smooth is good!!

Next up was a visit to the new Porsche Center in Atlanta. I had been gifted a driving experience and chose the mid vs. rear engine experience. That provided 45 minutes in a Silver Cayman GTS followed by 45 minutes in a Red 911S. Both were absolutely amazing machines full of technology that abruptly reminded me of the simplicity of my base 1999 Boxster. Did I mention that we have been under extreme drought conditions in Georgia? Or that it hadn't rained any measurable amount

in several months? Or that the forecast on the day of my visit was for a strong front to pass through with heavy rain and high winds? Or that it was forecast to start in the Atlanta area exactly at 2 PM which was also exactly the time my experience was to begin? So it wasn't a real surprise when my Instructor Kyler and I walked out onto the deck outside the café at 2PM to look over the course and his umbrella completed folded inside out with a gust of wind and rain as a way for Mother Nature to say "Get ready boys – you're in for something special". And so we headed out in this abysmal weather with windshield wipers going full blast as water covered the entire course. Around the handling course we went avoiding the standing water and looking for a "dry" line. Through the slalom course, across the kick plate, and around the skid pad. Pretty surreal having sprinklers going to wet down the surfaces and watching the rain and wind knocking down that artificial spray with it's own much more powerful natural spray. I've raced my fair share of stints in wet conditions so it really doesn't bother me too much. For some the weather would have ruined the experience. For me it just added to it. The single most important thing about doing all those exercises well in those conditions was simply being smooth. After going through the kick plate exercise several times and being able to catch the car repeatedly at increasing speeds even my Instructor commented that I had "quick hands but very smooth". I think learning to drive on icy NJ roads as a kid may have helped a bit too. On the other end of the not so smooth spectrum was our attempt to use launch control in the 911 while sitting in an inch deep puddle of water. Tires spinning, tires grabbing, nannies engaging and disengaging. I'd hate to think of all the commands the car's computer gave out in that short burst of time as we tried to overload it. I'm sure it was a fun sight for anyone watching but I was simply holding on and hoping the car stayed on a straight path. So I guess not so smooth can be fun at times, it may just not necessarily be the fastest.

I finished the year with my Chumpcar race at Barber down in Birmingham, AL. We're pretty fortunate in the south to be able to race virtually year round with weather that typically cooperates at tracks like Barber and Road Atlanta and Sebring. However, the forecast for our December race weekend had an arctic blast reaching all the way down to Alabama. Freezing temperatures were in order with lows in the 20's at the start of the race Saturday morning. Our series requires road tires with a treadwear rating of at least 180. And that is what everyone runs. However, those tires are Extreme Performance Summer tires which all come with a warning to not use them in freezing temperatures. The rubber compound which works so well in the hot to make them "sticky" turns solid below freezing virtually eliminating any grip. As our first driver out found out (as well as many other drivers) being smooth with deliberate driving inputs was the only way to get around the track semi quickly until the sun rose a little higher and the track and tires warmed up. I got another reminder about the importance of being smooth after the race as I was analyzing our lap times and reviewing in car video footage. Our fastest driver (not me) was consistently fast, setting several of our teams fastest times in consecutive laps. Watching his video was enlightening. His race line and race craft looked similar to our other drivers but he was amazingly composed and relaxed. Extremely smooth and gentle like he was out for a Sunday drive in the country rather than fighting in the year end



championship race with 70 of the best and fastest cars. I wanted to credit his fast lap times with the fact that he had the Saturday afternoon session where we finally got our tire pressures settled in and the tires and track had warmed up giving better traction. That theory got shot down when he took the car out for the first stint in the cold on Sunday morning and immediately turned similar lap times. Yup, that Jimmy, he's one smooth driver!!

Don't forget about our Winter DE seminar coming up on Sun Jan 29. See the ad in this issue of Tobacco Roads and be sure to pre-register. For first time participants who preregister you'll be

eligible to receive a \$100 rebate after attending your first event.

And that first event is coming up quickly. Saturday and Sunday March 11-12 is our first DE of the season at Carolina Motorsports Park (CMP). Registration opens Jan. 9 using www.clubregistration.net. On Friday March 10th we'll also be hosting the PCA National Instructor Course at CMP. If you're interested and think you have the proper experience and qualification, or just need more information, please contact our Chief Instructor Shane Tisdale at chiefinstructor@carolinas-pca.com

MID-WINTER TRACK SEMINAR

Sunday, January 29th, 2017

11:00 am to 1:00 pm

Carolina Motorsports Park, Kershaw, SC

Have you considered participating in Carolinas Region's Drivers Education Events but have not had the opportunity to do so? Or maybe you have some questions: What to expect? Will it damage my car? Who are the instructors and how do they teach me? What do I have to do to my Porsche to participate? – If you have any of these questions or others, this event is for you! This is our annual off-track seminar to introduce the concepts behind the Carolinas Region's Driver Education Program, which is a series of high performance driving schools conducted at local tracks like Carolina Motorsports Park – IT IS NOT A RACING SCHOOL!

You will have the opportunity to casually discuss the program with instructors and club members that have been enjoying "life on the track" for years. We will discuss the operation of a Drivers Ed weekend, concentrating on what you need (or want) to know as a participant. We will also talk about some of the fundamental concepts of performance driving such as turning, braking and accelerating properly, and the vocabulary used to describe track driving. Videos and other materials will be used to give you a thorough understanding of what a weekend at the track entails. We'll discuss the roles of the instructors and how they can help you understand your car and your driving. We will discuss the safety check and tech inspection that is performed on each car to ensure a safe and enjoyable event. Finally, if time allows, we'll tour Carolina Motorsports Park.

This seminar is open to all Carolinas Region members who have not participated in a Drivers Education event, or who have very limited experience on the track. **Region members with no prior track experience will receive a \$100 rebate after completing their first Carolinas Region DE event** You MUST pre-register to receive this rebate.

Registration is Free! Space is limited!

Please send your registration information including name, number attending (please limit to those actually interested in attending a DE event), address, telephone number, track experience if any, and email address to:

John Babinski at driversed@carolinas-pca.com

Name: _____ Email: _____

Address: _____ Telephone: _____

Number Attending: _____

Track Experience (if any) _____

By postal mail to John Babinski, 243 Lake View Ct., Lavonia, GA 30553 ATTN: Mid Winter Track Seminar



Area Updates: Jan 2017

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 did not have a regular monthly meeting in December due to the busy schedules during the Christmas Holiday season.

But we did hold our Christmas Party on December 6th at Porsche of Greensboro's showroom. We were very pleased to have 83 PCA members and guests come out and join us. Porsche

of Greensboro did a great job of decorating the show room and providing heavy hors d'oeuvres with several side dishes along with beverages and desert for everyone. There was no registration fee but we did ask attendees to consider making a monetary donation to the Greensboro Urban Ministry Food Bank. When the donations were totaled we were pleased to announce that the Triad Area PCA would be donating a total of \$1,850.00 to the food bank (thanks to everyone for their generosity). We also took the opportunity to present our "2016



Sponsorship Award" to Porsche of Greensboro for their support to the Carolinas Region and to the Triad Area PCA throughout the year. Matt Davis and Steve Sudler were on hand to accept

the award as everyone joined in with a big round of applause. All attendees were given a ticket for a chance to win one of the 25 door prizes that were donated by Porsche of Greensboro and by the Triad Area PCA. At the end of the party the winning tickets were drawn and the winners came forward and collected their prize. Thanks again to everyone that attended and thanks again to Porsche of Greensboro for sponsoring our 2016 Christmas Party.



CHANGES IN MONTHLY MEETING LOCATIONS FOR 2017

During 2017 the Triad Area PCA plans to rotate a few of our monthly meeting location between River Ridge Taphouse and Porsche of Greensboro. In discussing the 2017 Sponsorship Program with Porsche of Greensboro, POG expressed an interest in hosting three (3) of our regular monthly meetings at their showroom facility in Greensboro. Porsche of Greensboro will provide a light meal, breakfast or hors d'oeuvres (whichever is appropriate) with beverages for all attendees. The monthly meeting dates currently planned to be held at Porsche of Greensboro are March 21st; June 20th and September 16th. The March 21st and June 19th meetings will start in the evenings at 7:00pm. The September 16th will be a Saturday morning meeting starting at 9:00am (complete details will be coming later). All other monthly meetings will be held at River Ridge Taphouse in Clemmons.

2017 AGENDA FOR TRIAD AREA EVENTS (preliminary):

The 2017 agenda for Triad Area hosted events is a work in process as there are some events that are still in the planning phase and there are some events that are still being considered. The final agenda should be completed soon. Meanwhile the events listed below reflects the current status...

1. January 11th – Tour RCR Race Shop and Museum – Charlie Massler, Chairman (event flyer with registration is located in December edition of Tobacco Roads)
2. February 25th – Tech Session – Porsche of Greensboro
3. April 28th-30th – Exploring Blowing Rock #2 – Rick Huskins/Bill Suite, Chairmen
4. May 20th – Porsche Corral Charity Event @ ACH – Jerry Kilcrease, Chairman
5. June 3rd – Membership Appreciation Picnic – Herbert/Kathy Boehm, Chairmen
6. June 22nd-25th – Roads and Rails Charity Drive – Robert Van Camp, Chairman
7. Oct. 14th – Oktoberfest Event – Jerry Kilcrease, Chairman
8. Dec. 5th – Christmas Party – Jerry Kilcrease, Chairman



DONATION PRESENTATION TO GREENSBORO URBAN MINISTRIES

December 14th, 2016: Myron Wilkins, Executive Director of the Greensboro Urban Ministry along with Lane Brown, Director of Development and Communications, met with Matt Davis, Manager Porsche of Greensboro, and Steve Sudler, Director of Marketing, in the show room at Porsche of Greensboro for the donation presentation. This is the second year that the Triad Area PCA has donated to the Greensboro Urban Ministry as we welcomed the opportunity to once again Partner with the Food Bank. Our donation will enable the food bank to provide hot meals to those among us that need a helping hand during this Christmas Holiday Season. Thanks to everyone that contributed and thanks to Porsche of Greensboro for sponsoring our 2016 Christmas Party.



UPCOMING TRIAD AREA HOSTED EVENTS:

Tech Session – Saturday, February 25th - The Triad Area will host a tech session at Porsche of Greensboro from 9:00am until noon on Saturday, February 25th, 2017. The tech session will take place in the maintenance facility and Scott Owens, Porsche Technician, will be instructing. Scott is planning to demonstrate several service applications and plans to interact with attendees by having volunteers to actually help perform the tasks under his supervision. Several work stations will also be available that will display a variety of maintenance and car care demonstrations that should be of interest to everyone. Coffee, beverages and assorted pastries will be available. We hope you will make plans to join us. Please RSVP to jkilcrease@triad.rr.com or by phone at

NEXT TRIAD AREA MEETING – TUESDAY, JANUARY 17TH, 2017

The Triad Area will hold its next monthly meeting on Tuesday, January 17th 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...Thanks, hope to see you there.



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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

2016 has been a very active and (I hope you agree) successful year for the Hickory Area Club.

We've did a lot this year: regular monthly meetings, special programs, multiple Drive and Dines, charity rally, vendor sponsored events and, of course Region sponsored activities.

But more importantly, we did it with our friends! Our core group has grown in number and involvement over this past year and a sense of camaraderie has developed such that folks genuinely seem to enjoy their time together.

In celebration, 53 of our members and friends gathered at Lake Hickory Country Club on December 15 to commemorate the Season and to express appreciation to all those - members and sponsors alike - who have contributed to our Club's success.

Participants met in the Grand Ball Room for cocktails, after which they enjoyed a very nice buffet dinner with a variety of "decadent" deserts

Afterwards, we traveled through "memory lane" with a review of events and activities from the past year. Special recognition was given to members and sponsors who contributed in particular ways to the past year's success. Of particular note are members of the Area Planning Team:

- Donna and Keith Antal
- Jim and Lisa Buchanan
- Gail and White Iddings
- Jane Vittorio

Without their help and guidance, our year would have been much less productive.

Special recognition went to **Porsche of Hickory** for their sponsorship support for many of our activities throughout the year. Thanks to their generosity, every attendee received a very nice gift in recognition of the Holiday Season and as an expression of gratitude. The addition of the "dirty Santa" component to the gift distribution added a good bit of humor to an already enjoyable evening. Thanks again to all who attended.

Your generosity is appreciated.

As you will recall, on this past October 22 we held our Fall Color/NC History Charity Rally. Organized and run by Bob and Judy Futrell, this event was held to raise money for the Crossnore School (www.crossnoreschool.org). Thanks to the generosity of all who participated and to matching contributions courtesy of the Carolinas Region, we were able to deliver a check for \$2150.00.


Since we did so on National "Giving" Day, it was further matched by an anonymous donor. As a



consequence, this event resulted in a contribution of \$4300.00 that will be used to install basketball "courts" at the School's cottages.

An additional \$700.00 was raised from 50/50 raffles held at many of our monthly meetings. These funds have been distributed to other local charities in support of their operations. A sincere "Thank You" is in order for all those who contributed to these efforts.


As Area Director, it has been truly gratifying to see so many folks enjoying one another's company and having such a good time. Thank you to our members for providing me the opportunity to be a part of your group. We look forward to an equally successful 2017.



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Triangle Area By Adam Morrison



Monthly Meeting: Fourth Thursday 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

Dec 10th we met at Porsche Southpoint and drove to the NC Museum of Art for a guided tour. We expected to see some beautiful cars and learn fascinating facts about “Rolling Sculpture Art Deco Cars from the 1930s and ‘40s”. We were not disappointed. It is worth the trip to check out these beautiful machines. It was also interesting to see what these cars cost in today’s dollars.



<http://ncartmuseum.org/exhibitions/archive/rollingsculpture>

At the beginning of the exhibit there’s a car that I imagine could have been a forebearer of the modern Porsche Cayman in style and price. Although I wish you luck finding one in the classified ads. Go check it out if you haven’t already. Let me know what you think.

We also turned our monthly dinner meeting into a Christmas Party where we raised almost \$400 raffling off some of our most ‘prized’ possessions. It is great to get to spend such great time with wonderful people. Jim reminded us that our club is not about the cars, we are about the people. So true Jim; so very true.



Our region’s president even brought a Porsche mug for the raffle. Brian also teased with a possibility of a regional trip to the Porsche Experience Center in Atlanta. Stay tuned for details.

We seem to be settling into our new monthly dinner meeting spot at Nantucket Grill on Farrington Rd. It is always nice to see friends and catch up. The food is delicious and the cake



servings are HUGE. I look forward to seeing everyone at the next dinner.

Recurring Triangle Events:

1st Saturday: 9:00am every 1st Saturday @ Porsche Southpoint. 122 Kentington Dr, Durham, NC 27713. Sponsored by Porsche Southpoint.

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.

Future Events:

NC Museum of Art’s Rolling Sculpture Art Deco Cars from the 1930s and ‘40s Dec 10th. Meet at Porsche Southpoint at 9:30. Arrive at the museum by 10:00.

Christmas party 6:30pm Dec 22nd at Nantucket Grill. Like last year, bring an item to auction off for charity. We have door prizes from the Goodie Store and more.

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



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 Area delivered a check for \$2690 to Sandhills Community College Foundation which funds a full year academic scholarship in Automotive Technology. Members generosity and the matching money from Carolinas Region allowed this years scholarship to also fund books/materials, tools and some fees for the scholarship recipient. Thank you!

Fayetteville Porsche agreed to be Sandhills primary sponsor for the third consecutive year! They will advertise in TR, host tech sessions, new vehicle introduction events, a tour send off event, and a track event at CMP in 2017. The dealers generous support, and parts/labor discounts, contributes to the enjoyment of our Porsches, and the quality of all local Sandhills events.

Rory and Bob Ingram will invite Carolinas Region members to the museum in Durham in February or March. He will give Area Directors a Saturday date by mid-January. Attendance will be limited to about fifty, and must be 16 or older.

The most significant event in Sandhills Area every year is the

Pinehurst Concours d'Elegance. The date is Saturday, May 6. At least 300 vehicles will be displayed on fairways at the Pinehurst Resort. Many Sandhills Area members volunteer to support the concours, including four committee chair positions.

Last year 70 PCA members cars, along with six other marques, were displayed in the Fairway Club adjacent to the twelve classes of judged cars. 12,500 attended the 2016 event and survey results revealed they enjoyed the Fairway Club display as much as the judged classic vehicles.

Schedule details and general admission tickets to the 2017 Concours are available on the pinehurstconcours.com web site. Fairway Club tickets for PCA members will be available in early February. There will also be a Porsche and Corvette display Friday afternoon in Pinehurst Village park. PCNA will be there on Saturday with a selection of new Porsches to test drive. All tickets include a concert immediately after awards with country music star Sara Evans featured this year.

Sandhills next dinner meeting is January 24, 6:30, at Thyme and Place in So. Pines. The February 28th meeting is at Elliott's on Linden in Pinehurst.

Merry Christmas, Happy Holidays & Happy New Year!

Marty



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

Our annual Holiday Party took place on December 14th at Charlotte Motor Speedway Club overlooking the Holiday light display on the track. We raised \$2835 through our Silent Auction Items and raffle items and the funds will be donated to support the Second Harvest Food Bank of Metrolina. This would not be possible without the generous contributions by our supporters including Hendrick Porsche, GMP Performance, Exclusive Motorwerks, Massage Envy/Christian Roedlich and Continental Tire. Continental donated a set of 4 tires, Exclusive Motorwerks donated 4 oil changes, GMP Performance donated a generous gift certificate for service and Hendrick donated numerous Porsche items including a backpack, travel mugs, coffee mugs, license plate with valve stem covers, tire pressure gauge, model cars, calendars and track gear. Here are some pictures from our event.



Our monthly meetings will be held on the third Wednesday of each month and the January meeting will take place at the Waldhorn in Pineville on January 18th at 7PM. On February 15th we will also be at the Waldhorn where in addition to dinner we will have Porsche Trivia night courtesy of Steve Mann of Hendrick Porsche, so brush up on your car trivia knowledge! We are tentatively scheduled to have our March meeting at the Speedway Club and more details will follow as we get closer to that date.



Upstate Area By John Budinich



Meeting: First Monday of the month at 6:30 PM
Quaker Steak & Lube
10 Chrome Drive Greenville SC
Contact John Budinich, Area Director
upstate-ad@carolinas-pca.com (864) 915-0011

It is with mixed emotions that I write this Area Update. On a high note, we just closed out a fantastic year of Porsche Club activities with our annual Christmas Party and Charity Auction (details below). We have seen Upstate Area participation at meetings and other events grow throughout the year and the future of the Club looks strong.

On the other hand, this is the last Area Update I will be writing, as I am stepping down as Upstate Area Director at the end of the year. I have had a great six year run as Area Director and I have enjoyed every minute of it. I have made many new friends over the years and I learned a great deal about the Club and its workings. My reason for stepping down is simple, work and other activities are taking up more of my time and I cannot dedicate the time I feel is necessary to tend to the activities of Area Director and to look out for the Upstate Area member's interests. I plan to remain a very active member of the Carolinas region and the Upstate Area but it is time to give someone else the opportunity to guide the Area.

Introducing the New Upstate Area Director:

The above leads me to another high note. I am pleased to announce Johnny Edwards will be taking over the role of Upstate Area Director, effective January 2nd. Johnny is recently retired after a 35-year career with the US Government, the last 11 years of which were spent in Germany. It was during these years in Germany that his Porsche passion began. His first two Porsche cars were a 2007 Cayman and then a 2009 Cayman S. His wife, Kathy also got the Porsche bug and soon bought a 2006 Cayenne Turbo which she still owns. In 2012, while participating in a Porsche Sport Driving School (PSDS) event at the Red Bull Ring in Austria, one of Johnny's instructors advised him that if he wanted to go faster, he needed to buy a faster car. This led to Johnny's current ride, a 2010 997.2 Turbo.

Johnny has taken six PSDS courses (all in Europe) and holds a current German National Competitor's "A" license. He has driven the F1 tracks at Spa-Francorchamps, the Nürburgring, and the Red Bull Ring. He has also driven the Porsche test track at Leipzig on numerous occasions and has hundreds of laps at the Nürburgring Nordschleife. Johnny would like to bring his passion and experiences in Europe to the Upstate Area. He wants to learn more from the members of the Upstate, help the Upstate Area continue to grow and provide an outstanding outlet for all of its members. I encourage all of you to come out to a monthly meeting and take the opportunity to get to know Johnny better.

Christmas Party & Charity Auction:

We held our Annual Christmas Party, Charity Auction and Member Appreciation event on Friday, December 16. This party

was open to all members and their spouses/guests. The party was held at Porsche of Greenville in the main showroom and we had a great turnout of about 90 people. We were also lucky to have Brian Powell, President of the Carolinas Region, and his wife Angela join us. Food was catered by Hans & Franz Biergarten and Porsche of Greenville provided the refreshments.

As part of the festivities, we held our much anticipated Annual Charity Auction. The auction is always the centerpiece of our year-long charity activities and this year continued that long standing tradition. We collected many Porsche and non-Porsche related items for the auction, donated by PCA members, Michelin, Porsche of Greenville, and other local businesses. Once everyone had a chance to socialize and have a bite to eat, the auction began. We missed our regular auctioneer, Shane Tisdale, as he was under the weather and could not attend. I tried to fill in as auctioneer with the help of Gary Hediger. Gary brought his wit and humor to the proceedings, which kept the crowd involved and entertained.

One thing about the charity auction, you never know what items will draw a lot of bids and what will end up being bargains. We had some very spirited bidding throughout the evening, notably for a pillow in the shape of a Porsche 911, a rideable kiddie Porsche that came with its official Nurburgring day pass and various pictures, artifacts, spirits and gifts too numerous to mention. Check out the photos from the party to get an idea of the items on hand.

There were a few special items I would like to mention, as they were big hits and a bit out of the ordinary. In addition to a backpack stuffed with "swag", Johnny Valencia of Michelin provided a certificate for \$1,200 worth of Michelin tires. As expected, this item generated a lot of interest and some spirited bidding. Porsche of Greenville contributed a number of items, the aforementioned Porsche 911 pillow and Porsche Design items for the home and office. Their big surprise was also a first for the Upstate Area charity auction, a 2008 Porsche Cayenne Turbo. The Cayenne had a very reasonable reserve price and whatever was bid over the reserve went to the charity fund. We had two members in attendance bidding on the vehicle and they were serious. When the dust settled, we had one very happy member with a new for them Cayenne to take home and \$800 added to the charity fund. Congratulations Kristen!

Finally, the Upstate Area's very own Sally Carrera Pez dispenser made her annual appearance. The story behind this item is the winning bidder acts as the caretaker of Sally Carrera and brings her back to be auctioned off again next year. This is a symbol of the Upstate Area's commitment to supporting charitable causes. Over the years, Sally has raised thousands of dollars for charity. She did not disappoint as she raised \$400 on her own again this year.

All in all everyone in attendance seemed to have a great time and we raised \$11,000 for The Society of St. Vincent DePaul. This is a local Upstate charity that provides assistance to families in need. The charity is completely run by volunteers and every penny collected goes out to the families needing assistance, with no administrative fees or overhead. Over the past six years



the Upstate Area has raised over \$67,000 for charity. This is a combination of our monthly 50/50 raffle, charity ride alongs and the Christmas Party Auction. It has been my pleasure to be involved in this activity as Area Director for those six years. I know Johnny Edwards and the Upstate Area members will continue to support local charities for years to come.

Reminder: Upstate Area of Carolinas Region PCA Email Distribution List

We are now using Mailchimp for local, Upstate Area communications. We want to capitalize on this opportunity to build a more complete and accurate distribution list as well. This effort will ensure we reach all Upstate Area members, both existing and new, who are interested in receiving updates on local activities. Complete instructions on how to opt in to the email distribution list are in the December issue of Tobacco Roads in the Upstate Area report. If you have any questions, feel free to email me at

upstate-ad@carolinas-PCA.com.

Upcoming Upstate Area Meetings

Monday, January 2, 6:30 pm at Quaker Steak & Lube, Greenville, SC

Monday, February 6, 6:30 pm at Quaker Steak & Lube, Greenville, SC

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.

Thank you all for your support and participation over the years and I look forward to seeing you at a future meeting or event.

John

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.

Porsches

2007 911 Carrera S Coupe \$53,000 GT Silver Metallic/Black 19800 Miles. Full black leather adn instruments. Triptronic (instant finger paddle shifting of gears or automatic) Loaded with 30 options. Original owner, garaged, non smoker. Come on and call for photos and options list. Paul Geniec Jamestown, NC 336-4551223 201301399@pca.org

Parts – Parts Cars – Projects

Pirelli PZERO PZ4 N1 tires Set of 4 (2 front & 2 rear) Pirelli PZERO PZ4 Porsche Spec N1 Tires. Front size: 235/45ZR-18, Rear size: 265/45ZR-18. Tires have ~700 Miles of street use. Taken off of a 981 Cayman. Asking \$850 for the set of 4. Local Pick-up in Seneca, SC. or can arrange meeting place. Contact: Jeff Price, Seneca, SC

email: johnjprice84@gmail.com Phone: 864-634-1206

4 Michelin Pilot Sport Cup 2 Tires I have a set of 4 Michelin Pilot Sport Cup 2 tires. Two of the are 235/35/19, two are 295/30/19. The date codes are 2014 and 2015. They are used but have plenty of life left on them. See pictures. \$850 obo. Contact: Josh Bloom, Simpsonville, SC email: joshua.bloom@gmail.com Phone: 864-506-3740

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)

Non Porsche For Sale

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.



PHOTOGRAPHY BLOG

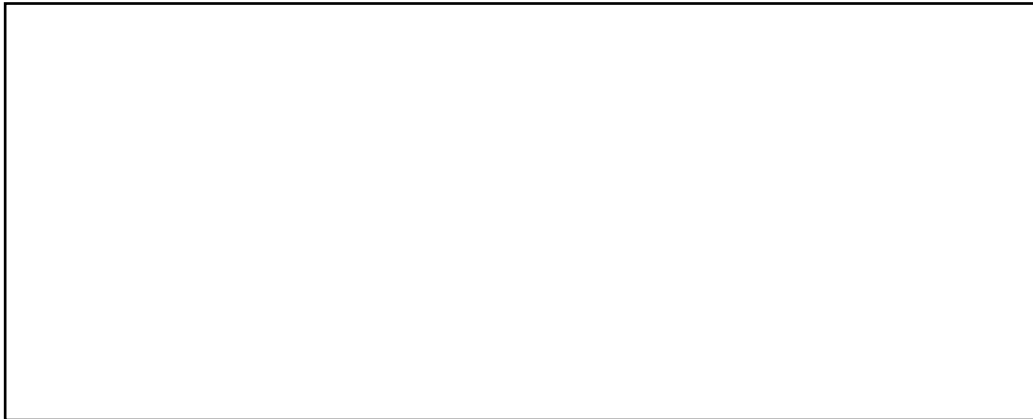
UPSTATE HOLIDAY PARTY



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