

Dec 2017



# TobaccoRoads



The monthly newsletter of the Carolinas Region Porsche Club of America



12.17

**IN THIS  
ISSUE:**

FALL TOUR REPORT | 24 HOURS AT DAYTONA | INSTRUCTOR OF YEAR  
AREA REPORTS | DE VIR REPORT | PHOTOBLOG



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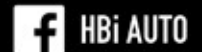
# 10% OFF FOR PCA MEMBERS



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-DEANNA W.



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# From the Driver's Seat

Finding a Happy Place

Brian Powell, President



Angela and I had the opportunity to visit One Porsche Drive again recently. Last summer, our 2013 Boxster S was on display there as the Club Car of the Month. The exhibit, which rotates every month, features a car of a PCA member and highlights the connection between PCA and Porsche Cars North America. We've had several members, Michael Vittorio being one, who have had their cars on display there. You may have recently received an email looking for a 928 to be part the same. Its a great program if you ever have the occasion to take advantage of it. Yes, you do have to part with your car for a month. But whether its a 912, 924, 928 or 911 GT3RS, it's in a place where it is appreciated and valued. So we had been invited down with the other PCA members who had participated in the Club Car display to have dinner at Restaurant 356 as a token of appreciation by PCNA. It was a tough choice, going meant having to navigate Atlanta traffic. We had not been down since the region's OPD tour in April, so we decided to go. The Heritage Gallery had a new "Made for America" exhibit featuring the handful of race and street vehicles made specifically for the US market, like the 1992-1994 911 RS America and 962. The highlighted vehicle was a 1952 America Roadster, one of 21 made, from the Ingram Collection. 40 years later, Porsche commemorated it in a 1992 911 America Roadster which was also part of the special display. Not part of the Made for America display, but also in the gallery, were more "common" cars like a 906, a 959 and the last 550 Spyder made are currently in the gallery. Angela must have seen me drooling, as she snapped a photo of me and posted it on Instagram captioned as "Brian's Happy Place". As you can expect from a bunch of PCA members, dinner conversations tended to be Porsche-related. We all agreed, while "The Happiest Place on Earth" is taken by Disney, for PCA members it more accurately describes OPD. If you haven't been down to Atlanta to tour One Porsche Drive, be on the lookout for our region tour in spring of 2018.

A couple days later, I visited VIR for our annual Fall Driver's Ed finale. Once again, John and Shane put on a great event with over 240 drivers attending the sell out event. Our event at VIR draws participants from Florida to Ontario. Lots of GT4's and GT3's, but also the random McLaren, Viper and a couple recent Camaros in attendance. Before the event wrapped up, many were

already asking for our 2018 date so they could be sure to put it on their calendar. This event has become their "Happy Place", returning every year as if on a pilgrimage. We'll be back again to VIR in 2018 on the weekend before Thanksgiving.

Another pilgrimage on that you might consider in 2018 is Porsche Parade. It's a weeklong immersion, filled with competitive and social events hosted by PCA National. Next year's Mecca will be July 8-14 at the Tan-Tar-A Resort on Lake of the Ozarks in Osage Beach, Missouri. Being a resort location, I expect we'll see early housing registration. Similar to Jay Peak, you should be able to confirm housing accommodations prior to event registrations. Look for more from PCA National after the first of the year.

There are lots of options near and far, for a "Happy Place" for the Porsche-afflicted. Where ever your travels take you this holiday season, be safe. Merry Christmas and Happy Holidays.

**HERITAGE MOTORWERKS**

**THIS IS HERITAGE**

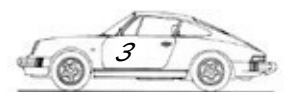
Traditions are passed down, skills learned and with over three decades of history with Porsche cars, we have the first-hand experience that's been handed down from generations. Whether it's ironing out a complicated diagnosis of a 959 electrical system or offering a solution for the M96/M97 engine "IMS" bearing, we're prepared to take care of the Porsche enthusiast.

1988  
Porsche 959 'Sport'  
(1 of 29)

**HERITAGE MOTORWERKS**

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Phone: 828.322.2241 • Mobile: 828.244.5169  
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# Feature Stories

Fall Tour Report 8

2017 Classic 24  
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Nov 8-12 12

Instructor of the  
Year 23

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## 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.

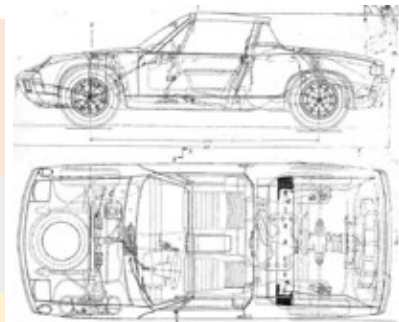
Last Name	First Name	City	State	PCA Carolina's Area
Bakstad	Craig	Mooreville	NC	Hickory
Mathews	Jeffrey	Mooreville	NC	Hickory
Bailey	Beth	YORK	SC	Metrolina
Johns	Dale	Charlotte	NC	Metrolina
Johnston	Emery	York	SC	Metrolina
Leonard	Clara	Cornelius	NC	Metrolina
Perkins	Michael	Waxhaw	NC	Metrolina
Rice	John	WAXHAW	NC	Metrolina
Savitsky	Ivan	Charlotte	NC	Metrolina
Ballinger	Nermin	Advance	NC	Triad
Fox	Kent	Greensboro	NC	Triad
Holbert	Todd	Oak Ridge	NC	Triad
Owens	Rick	Greensboro	NC	Triad
Cornwell	Steve	Durham	NC	Triangle
Gulisano	Jose	Chapel Hill	NC	Triangle
Kearns	Chasidy	Chapel Hill	NC	Triangle
Kearns	Daniel	Chapel Hill	NC	Triangle
Weaver	Doug	Durham	NC	Triangle
Pyle	Seth K.	Blacksburg	SC	Upstate
Quillen	Chris	Travelers Rest	SC	Upstate
Taylor	Neil	Simpsonville	SC	Upstate

Want to see photos  
of recent  
Carolinas Region  
events?

Go to:  
[carolinasregionporscheclub.shutterfly.com/](http://carolinasregionporscheclub.shutterfly.com/)  
If you want to contribute your own photos send an email to Ron Reed, Regional Media Coordinator, at [media@carolinas-pca.com](mailto:media@carolinas-pca.com)



45 year anniversary				
Boles	John	Estero	FL	Sandhills
Timmerman	Ralph	Travelers Rest	SC	Upstate
Timmerman	Nancy	CAVENDISH	VT	
35 year anniversary				
Ely	Joseph	WINSTON-SALEM	NC	Triad
Ely	Katherine	WINSTON-SALEM	NC	Triad
30 year anniversary				
Benatatos	Brooke	ROCKLEDGE	FL	Sandhills
Hodges	L	CHAPEL HILL	NC	Triangle
Hodges	Elizabeth	CHAPEL HILL	NC	Triangle
Walker	Ivan	Greenville	SC	Upstate
20 year anniversary				
Ball	Ervin	ASHEVILLE	NC	Hickory
Ball	Carol	ASHEVILLE	NC	Hickory
Chan	Sieu	CHARLOTTE	NC	Metrolina
Chi Tak Chan	Tom	CHARLOTTE	NC	Metrolina
15 year anniversary				
Elvington	Don	SIMPSONVILLE	SC	Upstate
Elvington	Allie	SIMPSONVILLE	SC	Upstate
Thomas	Danny	West Columbia	SC	Upstate
Thomas	Jacob	West Columbia	SC	Upstate
10 year anniversary				
Faust	Daniel	Nebo	NC	Hickory
Faust	Lorraine	Nebo	NC	Hickory
Kirkland	Timothy	Hickory	NC	Hickory
McCulloch	Richard	Charlotte	NC	Metrolina
McCulloch	Joan	Charlotte	NC	Metrolina
Sanders	Christopher	Charlotte	NC	Metrolina
Sanders	Carolyn	Charlotte	NC	Metrolina
Sofio	Ed	Cornelius	NC	Metrolina
Sofio	Robin	Cornelius	NC	Metrolina
Krummel	Kurt	Carmel	IN	Sandhills
Krummel	Michelle	Ellicott City	MD	
5 year anniversary				
Bossert	Paul	Morganton	NC	Hickory
Leaman	Richard	Mooresville	NC	Hickory
Weston	Charles	Charlotte	NC	Metrolina
Winters	Sam	Summerfield	NC	Triad
Winters	Debbie	Summerfield	NC	Triad
Chilcott	Charles	Durham	NC	Triangle
Cooperberg	Charles	Durham	NC	Triangle
Cooperberg	Maricela	Durham	NC	Triangle
Pastore	Mike	Greer	SC	Upstate
Smith	Alan	Greenville	SC	Upstate
Smith	Rebecca	Greenville	SC	Upstate
Leaman	Hunter	Topsfield	MA	



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

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

## 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](http://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](mailto: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	
5	Triad Area Holiday Party
9	Upstate Area Holiday Party
12	Metrolina Area Holiday Party
19	Hickory Area Holiday Party
January	
28	Intro to DE Winter Seminar @ CMP Kershaw SC
February	
March	
16	PCA National Instructor School Kershaw SC
17-18	DE Event 1 @ CMP (Carolina Motorsports Park)
May	
June	
July	
August	
September	
8-9	DE Event 2 @ CMP (Carolina Motorsports Park)
October	
November	
16-18	DE Event 3 @ VIR Virginia International Raceway)

# INBOX or MAILBOX



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](mailto: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.**



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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## Black Forest Racing

Tel: 704-351-3304 or 704-489-0741

Email: [Office@BlackForestRacing.com](mailto:Office@BlackForestRacing.com)



# Carolinas Region Officers and Board Members



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## Standing Committee Chairs



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 Re Racer  
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**Track**  
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 John Babinski  
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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](mailto:advertising@carolinas-pca.com)



**Regional Historian/Archivist**  
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[historian@carolinas-pca.com](mailto:historian@carolinas-pca.com)

**Picture Coming Soon**

**Communications Coordinator**  
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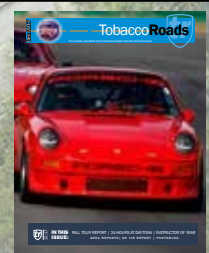


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 (704) 467-5042



### ON THE COVER

VIR proves to be a popular DE event. It attracts participants from many PCA regions. Here we see an air cooled 911 with a 928 in hot pursuit. Love the Guards Red



# The Journey Is The Reward:



Fall Tour Report

By Michael Vittorio

On November 3-5, perhaps the largest group of members ever to participate in the Carolinas Region Fall Tour came together for this year's annual event - 44 cars and 87 people were registered. As they have for several years, the event was sponsored by our good friends at Porsche of Hickory

**Gathering.** The event began early on Friday morning with registration at Porsche of Hickory where participants were provided a light breakfast, compliments of our sponsor. As part of the registration process, each participant received a Carolinas Region name tag compliments of our Regions Board of Directors. In addition, thanks to the generosity of Porsche Of Hickory, each "car" received a very nice sports bag embossed with the Porsche crest and Carolinas Region Fall Tour logo.



Following breakfast and some time spent getting to know one another, "route meister" Bob Futrell described our tour route to The Ridges Resort in Hiawassee, Georgia. Based on feedback from last year, Bob actually designed two routes - a "scenic", longer route for those who yearn for the twisty back roads and a shorter, more "direct" route for those who just want to get there - as it turned out, a great decision. Following a safety review, our drivers meeting concluded and we were ready to hit the road.

Since we had such a large number of cars, we divided into three groups with a lead and sweep car for each. As it happened, the folks who chose the "scenic" route comprised two of these groups while those who wanted a more direct route made up the third. Our designated lunch stop was The Waynesville Country Club with one personal break along the way. Until we reached that point, everyone followed the same route.

**Lunch.** Everyone arrived on time at our lunch venue and enjoyed a sandwich and salad buffet. The folks at The Waynesville Country Club did a great job providing us with private parking and getting us in and out of the dining room in a timely manner. Since the "scenic" groups had a 3 hour and 45 minute drive ahead of them, they chose to leave a few minutes ahead of schedule.



**Tour.** In designing the "scenic" drive, Bob's intent was to include a little something for everyone. Based on the feedback, he succeeded admirably. Of course, with a group this size, not everyone was enamored with all aspects of the route - some thought it too long, others too short; some felt there were too many turns, others, not enough. Despite these differences, there was general consensus that it was a beautiful drive: great weather, beautiful Fall colors, very little traffic and plenty of twisty back roads on which to exercise our cars. The rest of us took a shorter and less challenging route. Though not quite as exciting, the Fall colors and a "taste of the twisties" contributed to a very relaxing and enjoyable ride.



**Friday dinner.** By 4:30, everyone had arrived at The Ridges and checked-in. Since cocktails and dinner were not until later, several groups of folks gathered in various places around the resort to socialize, have a cocktail and discuss the events of the day.

At 6:00, the bar opened with hors d'ouvers provided compliments of the Resort. Originally scheduled to take part in the Lake Pavilion, the threat of light rain and cool weather encouraged us to have cocktails and dinner inside. Dinner featured pork, beef and chicken barbecue with all the fixin's - even banana pudding.





**Car Show.** On Saturday morning, those who chose to participate were invited to move their cars to a reserved area for our Shine and Show event. Thirty-one cars were entered and eligible for "Managers Choice" and "People's Choice" awards to be presented at dinner on Saturday evening.

Though admittedly not "car people", Ridges' Managers Andrea and Cammie took seriously their task of choosing the car they feel best captures the spirit of The Ridges. Tour participants were given the opportunity to select up to three cars as their "People's" choice.

Since judging occurred over a period of about 90 minutes, this provided another great opportunity for folks to socialize and plan the remainder of their day.



**Drives.** One of the reasons folks so like the Ridges as a Fall Tour venue is that it is centrally located among several picturesque small towns that provide interesting opportunities for day trips. And the roads that take you there are tailor made for our Porsches!

Participants had Saturday afternoon free to explore some of these roads and towns or just hang around the Resort. A number of people joined small groups and visited Helen, GA, Dahlonega, GA or Blue Ridge, GA for lunch, shopping or just sight seeing. Some others went to Blue Ridge to ride the Fall Colors train. Still others went shopping for antiques or stayed at the Resort to hike and hang out with friends.

Regardless the activity chosen, we all experienced great weather, beautiful Fall Colors and the camaraderie of good friends.

**Dinner.** Just as on the evening before, Saturday

night dinner was preceded by a cocktail party on the veranda. What fun! The ladies had an opportunity to "dress up" if they so desired and everyone seemed to have a story about the day's activities.



Dinner itself was a buffet that included grilled filet of beef, Tuscan chicken breast and grilled salmon. And when everyone had their fill of these delicacies, a wonderful raspberry cheesecake was served. All in all, the food was very good and the service was excellent.

**Awards.** Following dinner we had our little awards presentation. The Managers Choice Award went to Rudy and Martha Mauney for their red over white 2015 Boxster. Along with the honor of being selected, they received a two-night stay at The Ridges compliments of the Resort.

The People's Choice Award (a wine and food basket) went to Shane and Sandy Tisdale for their beautiful silver 1969 911. Interestingly, last years People's Choice Award also went to a 1969 911 - that owned by Phil and Ruth Evans. It would appear our Members continue to have a special





place in their hearts for the older air-cooled cars.

To raise money for charity, we organized a 50/50 drawing. Thanks to the generosity of those who participated,

we raised \$450.00, half of which will be donated to The Crossnore School. The remainder was won by John Price who announced that he would donate this amount to the Upstate Areas chosen charity, the St Vincent DePaul Society.



**Gathering.**

After a full day and a great meal, participants joined their friends for s'mores around the fire pit or at one of the other many "lounges"



areas throughout the Resort. Thanks to the presence of another event - a wedding - on the grounds of the Resort, we were treated to live music throughout much of the evening. Though it went on a little too late for some folks, most considered the entertainment a fun bonus.

**Departure.** On Sunday morning, participants departed at their leisure. A few traveled directly home though many chose to take further advantage of the area to travel some of the great roads and visit attractions along the way.

We had a great time. The feedback provided about the venue and the event in general was overwhelmingly positive with a majority of participants declaring their intent to join us again next year. We hope you will choose to do so as well.

If you are interested in viewing additional photos from Fall Tour, just "click" on this link or enter it into your browser search window.: [pix.sfly.com/JFh\\_sRV-](http://pix.sfly.com/JFh_sRV-)



# MID-WINTER TRACK SEMINAR

Sunday, January 28th, 2018

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 and weather allows, we'll tour the Carolina Motorsports Park track.

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!

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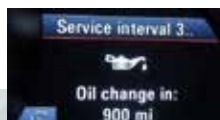
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# Weekends

2017 Classic 24 Hours of Daytona Nov 8-12

Dave Roberts



Having raced the first two Daytona 24 Hour Classic's, it was easy decision to race it again this year. This is an excellent event put on by the Historic Sports car Racing organization. The race attracts cars and drivers from around the world along with a number of professional drivers, many who will drive a car in the Classic that they drove professionally. There are very few races that are a must do with the Classic 24 at Daytona being one of those. It needs to be given careful consideration by every vintage and club racer. It emulates the 24-hour race that was first run at Daytona in January 1959 and continues today.

In previous Daytona Classics, I have driven our 2006 World Challenge Corvette and 2012 World Challenge Audi R8 LMS, both Group E cars. Group E is designed for cars that have run the professional 24 Hours of Daytona within the past decade. The group is comprised of prototypes and GT cars that are very fast and you have to be on your toes the entire run session if you are in this group. The closing speeds are incredible. If don't pay attention, you will be in trouble very quickly. This group attracts more pros than the other groups.

The Classic runs over 24 hours. Each of the 6 run groups, A through F, race one hour at a time, 4 times during the 24 hours. Even though each run group runs only one hour at a time, these are old race cars and have a tendency to break. The crews stay extremely busy over the 24-hour period keeping them running. They go without sleep during the race, just like the professional race crews do in January. Considering that they have regular day jobs, they leave the race track exhausted on Sunday night and head to work Monday morning. The Classic starts at 1:00pm on Saturday and ends at noon on Sunday, but the week starts on Wednesday with a test day and HSR sprint races which run through Saturday. This race doesn't lack any of the excitement and competitiveness of the professional 24-hour race in January. Ray Evernham who knows something about professional racing told me, "These guys are racing hard and for real" as he stepped out of my Porsche GT4CS after his first race session. Ray is right, the Classic is take no prisoners racing.



Much of the competitiveness can be attributed to the number of professionals from a variety of racing organizations worldwide that come to the Classic. Put a pro in a car and the amateurs step up their game. I am sure the amateurs go home telling their friends how they passed the likes of Ron Fellows, Andy Wallace, Patrick Long, Lyn St. James or Butch Lietzinger to name a few. Now when the amateurs pass it is usually when the pro is having car trouble or is pulling onto pit lane, but it doesn't matter, they passed them. Then throw in great car designers like Adrian Newey and Ray Evernham and there is an all-star/Hall of Fame vibe over the weekend.

I have raced the Classic 24 with Mike Skeen and Austin Cindric the two previous years. When I thought about co-drivers for this year, Ray Evernham and Ron Fellows immediately came to mind. Ron's driving credentials are impeccable. He is Mr. Corvette and has won the Rolex 24 Hours of Daytona out-right with the factory Corvette team. Since I have a Corvette sitting in the garage, which Ron has driven in the past, it was a natural to invite him down to race with us. Ray may be a bit of an unusual pick as a driver in some minds, but for those who don't know him, he was an accomplished modified racer in NJ early in his career. But he is or has been an oval track racer. Where Ray's contribution to motorsports have come from being a car builder and team owner, he is best known for having won three NASCAR Championships with Jeff Gordon. Both Ron and Ray are Motorsports Hall of Famers.



When I called Ron and Ray, I was pleased that they both said yes. I also invited Ron's son Sam to be Ron's co-driver. Sam has good motorsports genes but is a rookie driver. Ron and Lynda Fellows, Ron's wife, encouraged Sam to get his college degree before pursuing a driving career. He finished his degree work recently and spent last summer racing in the Canadian GT4 series, winning the Canadian championship. The kid can drive.

With drivers in hand, I registered my 2016 Porsche GT4 Club Sport and 2006 World Challenge Corvette. The Porsche is a new car, so it was ready to go. The Vette had more than reached its recommended hours on the engine and transmission. The crew convinced me that it would be



best to rebuild both before heading to Daytona. So, the engine went off to RF Engines while the transmission went to a gearbox shop, both located in Concord, NC.

With both cars on the CRP Racing hauler, the crew arrived in Daytona on Tuesday and moved into garages 39 and 26. I was scheduled to attend a Board Meeting on Tuesday and Wednesday, so I arrived late Wednesday evening. Ron and Sam also arrived late Wednesday evening because Ron had a meeting with the FIA on Wednesday. Ray was lucky, he didn't have any meetings. He arrived Tuesday night and had the Porsche to himself on Wednesday. It gave him the opportunity to see the track first hand after spending time in the Hendrick Motorsports simulator on and off for two weeks.

Ray has been coming to Daytona for 40 years. but all of



those trips were associated with NASCAR or the IROC series and nearly all of them were in a mechanic, crew chief or car owner capacity. He knows the nuances of track and was helpful to me with his track knowledge. Before arriving in Daytona, Ray spent hours in the simulator at Hendrick Motorsports in a Cayman GT4CS. The first few hours in the simulator he crashed frequently as he became familiar with the Daytona Road Course, but eventually found a line to run. He also called a racer you may have heard of for track advice, Jeff Gordon one of the winningest drivers in NASCAR and a recent winner of the Rolex 24 Hours of Daytona. Ray was ready to drive the Cayman when he arrived in Daytona. Very quickly he was turning lap times in 2 minutes 10 second range and by the end of the day had run some 2 minutes 6 second times. Those were very competitive times for his first time on track.

Ron has been racing at Daytona a number of years in a Trans Am car and in the factory Corvette. He won the Rolex 24 Hours of Daytona outright in 2001 with the Corvette team. He didn't need time to become familiar with the track, but using his words, he just needed to "knock the rust off". He was a great resource to have in the garage for both Ray and me. He was his usual benevolent self and helped in any way he could.

Also on our driving team was Sam Fellows, Ron's son. Sam raced in the Canadian GT4 series this summer in a Camaro and won the series championship. He obviously inherited some of the Fellows driving genes. (Ron's brother is also an accomplished race car driver in Canada). Unfortunately, a few hours after they arrived, Sam popped

a fever and other flu like symptoms and spent most of the weekend in a hotel bed. The reason I say most of the time is because the other time he was in an urgent care center visiting a doctor. By the end of the weekend he was feeling better, but never got an opportunity to spend quality time in the Corvette.

On Thursday, Ray and I split time in the Porsche. I went out first and on my second lap I had just completed a fast run through NASCAR 1 and 2, the bus stop, NASCAR 3 and 4 and was headed to the start finish line when there was a loud explosion from the right rear of the car. It was a right rear tire blowing out. One of the fears drivers have at Daytona is a blown tire on the banking, the car skating up the track and hitting the wall. Fortunately, I wasn't on the banking but rather in the tri-oval when the blow-out occurred. The GT4CS handled the problem without a problem. I pulled down on the apron, cut across the infield grass and headed to our pit stall with the smell of tire smoke and the flopping sound of a shredding tire in the cockpit. I am thankful for the nanny aids that Porsche built into the GT4CS. The aids turned my blow-out into a non-event. I wasn't looking at the speedo, but Ray told me that he had been seeing speeds in the mid-160's on Wednesday. My guess is that I was going a similar speed when the tire let go. By the time we got the tire changed, the session was over.

Back in the garage, we put a set of Pirelli's on the Porsche which we used in our last Pirelli World Challenge race at Sonoma. The tires had some practice time on them but still had plenty of miles left. I had been running a set of Hoosiers when the tire blew out. I have been using Hoosiers on the car when we didn't have to follow a series tire spec and they have given me good service at a reasonable price. In fact, I use Hoosiers on all of my race cars, from my 944 Turbo Club Sport to my Indy car.

Even though I only made a couple of laps, it didn't take long to realize that the speed differential between the cars in Group E was huge. Group E is for modern race cars built and raced over the past decade. 13 prototypes driven by pros and manufactured by companies named Audi, Lola and Dallara were entered. In addition to the prototypes, the remainder of the 41 cars registered included Porsche 991 GT3R's, a Pratt & Miller C7 Corvette, Ferrari's, Vipers and Aston Martins with a few Porsche 997.2 GT3R's thrown in for good measure. Most of the cars entered had IMSA or 24 Hours of Lemans credentials. It was quickly evident that the 385hp GT4CS Cayman wasn't going to be competitive and actually would be a rolling road block in Group E.

While the crew was checking over the Cayman for our next run session, Ray and I went to HSR's Technical



Director to plead our case. It took all of 5 seconds to explain the situation before we were handed a new run sticker moving us to Group F. The cars registered in Group F made it look like a GT PCA Club Racing run group with a few GT.R Camaros, Continental Series BMW's and Aston Martins invited to the party just to spice things up. The group was a bit more manageable in size with approximately 35 cars.

When the word got out that we had moved to Group F, there was a stampede to tech by other car owners that felt they were under-powered in Group E as well. We had an Aston Martin, a BMW and a late entry GT4CS from the Trophy East Series join us in Group F.

Our next run session was at 7:00pm, the only night test session for Group F. Since Ray had never raced on a road course at night (most of his career was spent driving modified's, so night racing wasn't new to him), we decided he should run most of the night session to become familiar with a dark track even though Daytona is far from being dark as the lighting is excellent through most of the oval and infield. Our Porsche is equipped with factory lights which are good for a track like Daytona. During night practice, Ray did a great job as his speeds steadily increased until he was consistently running times below 2:10.

I got in the car for the final half of practice and was able to run laps later in the 2:08's. The only problem I had was identifying my turn in point at the bus stop. That is the only place where the lighting is poor and it happens to be in the second fastest part of the race track. I eventually figured it out by looking for the reflection of the track lights on the painted curbs at the entrance of the bus stop. Once I determined my turn in, it became a bit easier, but just a bit. At most of the tracks, I have a favorite corner. For instance, at Road America, it is turn 5, at Bathurst it is Hell Corner and so on. At Daytona, it is the sequence of turns that make up the bus stop and it suits the Cayman perfectly. The car's brakes are so good that I can catch people in the braking zone, pull close to their rear bumper and get a run coming out of the bus stop onto NASCAR 3. The problem is, they kick my butt in the rest of the corners.

Night practice came to an end and Ray and I were both pleased with the session. One thing for sure, Group F was more fun than Group E because we could spend our time looking out of the windshield rather through the rear-view mirror.

With the Cayman back in the garage, Marco, the crew member assigned to the car conducted a nut and bolt inspection. Once he was satisfied everything was tight, Marco looked at the tires and found the rubber separating from the shoulder and the sidewall of the right rear. We took the tire to the Bob Woodman truck and asked if anyone had seen a similar situation. Without hesitation, the gentleman mounting tires said our cold air pressure was too low and we were running over curbs when the tires were cold. We had him dismount the Pirellis and mount a new set of Hoosiers we were saving for the race.

Friday arrived and the fun began. To get more track time, I registered the Cayman and the Corvette for the HSR Sprint Races. Our plan was to run the 8:00am HSR qualifying session, but when we saw the tire separation problem Thursday night, we decided to check the rear camber in the Cayman. We would have done it Thursday evening, but the Daytona garages close at 10:45pm and everyone has to be out of the garage at that time. We decided to check the camber first thing in the morning and not run the sprint qualifying session.

Ray had left the garage area before we found the problem with the tire. He was to drive the 8:00 session on Friday but I didn't want to bother him after we found the problem because it was after 10:00pm. Early Friday morning, I sent him a text and told him we were going to check the Porsche's set-up as soon as the garages opened, so we would sit out the morning qualifying session. When I walked into the garage a little before 7:00am on Friday morning, Ray was already there. I told him what we had found and he said NASCAR has a similar problem with tires at Daytona. It was caused by the shoulder of the tire separating from the sidewall when it would roll over on the sidewall due to low tire pressures. He and I looked at the right rear tire and he came to the same conclusion; the tire pressures were too low. He felt strongly that the problem wasn't a camber setting and suggested that we raise the

rear tire pressure 4 pounds and make a shock adjustment to compensate for the change. That was all good except the Cayman was not built with adjustable shocks. The only change allowed in the PCA Trophy East Series is spring rates and only after notifying the race scrutineer.

With no reason to check the camber settings, we mounted the new Hoosiers and decided I would drive the 8:00 qualifying session. With increased rear tire pressures, Ray reminded me that the car could be loose in the infield corners and that I should stay off the curbs for a few laps allowing the tire pressures come up to normal pressures. I went out and was careful with my line the first two laps. With the tires up to temperature, I started running qualifying laps. With the new tires, even though the rear end was loose, I was running consistent 2:03's. Back in the garage we looked at the right rear. There were no signs





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of tire degradation. All we have left to do today is a qualifying session for the 24-hour race. The Cayman has been a reliable car so our expectations are high for the Classic 24-Hour race. It is now time to finalize our strategy. Let's see, I'll drive the first segment, drive as fast as I can and take the checkered flag. Ray will race the second session, go as fast as he can and take the checkered flag, I'll drive the third session and Ray will run the last segment, both driving as fast as we can. We'll hope that there is attrition in the 7 cars that are faster than us, we'll take care of the Cayman, finish in a top three spots and then head to the podium to pick up our trophy. Our strategy was set. It's not very likely to work, but seems simple enough. It is late in the day, so it has to be our strategy. It's time to go to bed.

Saturday morning, race day. I have no idea why, but I arrive at the track at 7:00am for a 6:00pm race start time. A few minutes later Ray walks into the garage, but the crew still hasn't arrived. They will be up all night tonight and they replaced the transmission in the Ron's Corvette late into Friday night, so they took me at my word that if it was raining Saturday morning, we would not be running the morning HSR sessions. The Cayman and Corvette were ready and there was no reason for the crew to be at the track early. Ray and I both look at the weather forecast on our phones. It calls for a 40% chance of light rain at 6:00pm. We have a set of Pirelli rain tires but they aren't mounted as I only have two sets of wheels for the Cayman. I decide that I will wait until later in the day to make a decision to either mount the rain tires or leave slicks on the wheels. If I mount the rain tires, it doesn't give us a backup for the slicks if we have a tire issue during one of the race sessions. We wait.

Noon rolls around, the weather looks threatening but nothing is falling from the sky. The Classic 24-Hour pageantry starts at 12:30 with the introduction of the Group C starting field, the honoring of our Veterans and the singing of the National Anthem. At 12:55pm sharp, Group C rolls off on their formation lap ready to start the 2017 Classic 24. At 1:00pm, the green flag falls and the Classic is underway. The forecast for 6:00pm is still a 40% chance of rain. I stand pat, don't mount the rain tires and hope it is the correct decision. As it gets nearer to 6:00pm, the skies brighten but occasionally a light drizzle falls. I remain hopeful that it will be dry for our start time.

#### 6:00pm Saturday Evening – Session One

Sitting in the garage most of the day, I am getting anxious for the start of the race. At 5:30, I get into my driver's suit, strap into the car and head to the false grid. I am starting 17<sup>th</sup> of 35 cars. During qualifying, I completed two laps and pulled off the track. With the loss of the Pirelli tires the previous day, I decided not to push the Hoosiers during qualifying. We have nearly 4 hours of running over the next 24 hours, there are 7 cars ahead of us that are clearly faster, but 10 that I know I can pass and the possibility of trouble in turn 1 at the start of the race is high, so all I want to do is start mid-pack. There is no reason to tempt fate.

The Group F rolls out onto the Speedway a few minutes before 6:00. We form up in a nice tight group and head to the green flag at the start-finish line. The green flag waves and 35 Group F cars head to turn 1. As suspected, there is melee at the front of the field. Two of the top qualifying cars spin and cars are spreading out 5 and 6 wide trying to get through the corner. I make it through cleanly, navigate the infield, plant the throttle flat on the floor, run through NASCAR 1 and 2, down the back straight and don't lift



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until I get to the number 2 board just prior to the bus stop. In the process I pass two of the slower cars that started in front of us. As I get to the bus stop, it is still tough to see the turn-in for the left-hand turn leading to the bus stop. I turn in late and run through the dirt missing the first left and right turns of the bus stop. Fortunately, it works out okay and I navigate the right then left turns of the bus stop heading back to the oval and through NASCAR turns 3 and 4. Over the next 20 minutes I move from 17<sup>th</sup> to 7<sup>th</sup> and I am getting ready to enter pit lane to complete my mandatory 3-minute pit stop.

With my pit stop complete, I am back on track for two laps and coming down the front straight to the tri-oval. As I near the start-finish line the rear of the car snaps to the right and it feels similar to how the car reacted when the first tire blew out the previous day. I get on the radio to tell the pit that I think I have a flat. I have just passed a couple of cars and they are not too far behind me, so I slow, pull the car off line and go very wide through turn 1. I wiggle the car after traffic clears, but I can't tell if a tire is flat. The handling doesn't feel the same as before but it seems to be okay. I drive around the track at ¾ throttle on my way back to the pits. I think it is better to be safe than sorry at the speeds we are running so I pull onto pit lane so the guys can check the tires. As I arrive at our pit box, Nick and Marco are at the ready. They quickly put the car up on the air jacks, check all four corners and tell me that everything appears to be okay. Unfortunately, I have gone down a lap to the leader. I head back on the track, the car doesn't feel as good as it did earlier, but it appears to be okay. I start to believe that the handling issue is in my head. I step up the pace and in my last lap, I run a 2:06 lap. The checker flag falls, I make my way to the garage not knowing what the heck the problem was,

other than the car snapped to the right and has been loose as heck in turn one. In the garage, Nick tells me a BMW has been dropping oil and he suspects that I hit oil on the front straight and in turn 1. Ray checks all of the tires and doesn't see any of the problems we experienced earlier. It appears I am overly cautious and because of my caution, I have put the team down a lap. Going a lap down is a real problem, because there is almost no way to make up a lap in a race like this. We have to hope for the top seven cars to drop out of the race which is as likely as hell freezing over. Even if this group wasn't dominated by Porsches, which are the most reliable race cars produced, that many cars dropping out of the race is highly unlikely. I tell myself stranger things have happened.

#### Midnight Saturday- Session Two

Because I stopped twice in the first segment, Ray is now starting 24<sup>th</sup> in segment two. The cars in positions 7 through 23 are cars that I either started in front of or passed in practice and Segment 1, but because of my second pit stop, they were now in front of us. The good thing is 12 to 23 are down one lap as well.

I walk out to the false grid where Ray has staged the Porsche. A race official hands me a written rule change as I walk to our car. Race Control has changed the pit stop rule for all run Groups. In segment one, each of the competitors were required to cross the pit-in line 15 minutes before the end of the race session. The pit-in line is the line that we cross coming into the pits where our speed has to be down to 35mph and the clock begins to time our three-minute mandatory pit stop. That pit-in rule has been changed. Every race car is now required to cross the pit-in line no later than 24 minutes after the beginning of the race. The reason for the change revolved





around the number of black flags in earlier race groups. When a black flag is displayed, the pits are closed and no one is allowed to begin their mandatory pit stop. The only time you use pit lane under a black flag is when the entire field comes down pit lane together in the order they are running on the track. The field stops nose to tail in the far lane and no one can work on the car under black flag conditions. In fact, no crew member can approach a car stopped under the black flag. If they do, the driver is penalized and will have to do a stop and go penalty when the race is back under green. Once the black flag is withdrawn, the field is released under a double yellow flag behind the pace car. The pace car will lead the field from pit lane, around the track and to the start/finish line. The pace car will turn onto pit lane and the car on pole will lead the field to the green flag. Only when the field is racing under green flag or double yellow flag conditions, can a car make a pit stop.

Racers have been waiting for a full course caution, double yellow flags, before starting their mandatory pit stop and that is why the rule was changed. While waiting for double yellows, they get caught by a black flag and the 15-minute rule catches them sitting in pit lane, but they can't start their 3-minute mandatory pit stop unless the race is under green or yellow. In other words, they are sitting on pit lane, but it doesn't count as their pit stop. They are then penalized because they haven't started their pit stop 15 minutes before the end of the race.

I don't agree with the change. These racers had the same opportunity that I did to stop earlier in the race but have elected not to stop. Instead, they have employed a wait for yellow before pitting strategy and it has cost them a time penalty. It was their decision and not a race control issue. My response is "too bad". Your strategy didn't work the way you hoped. Why change the rules? We all had the opportunity to wait until the 15-minute mark, but many of us chose a different strategy and it worked in our favor.

At midnight, Ray took the green flag and started working his way through the field. The car was running great and he was showing speed. By the 10-minute mark, he had worked his way to 10<sup>th</sup>. It was fun standing in the pits, watching him go through the tri-oval every 2 minutes in front of another car or two he had just passed.

Approximately 11 minutes into the race, Ray called on the radio and said he had run off into the grass. A few seconds later he called and said he was headed to pit lane. When the Cayman pulled into our pit box, Ray handed me the driver's side rear view mirror and said over the radio that he was sorry. The left side of the car had tire marks on it, but not from another race car but from the tire barrier on the left side of the second horse shoe, turn 6. The left front fender was bent just enough to cause a tire rub. The quarter panel had a dent from where it had slapped the tire barrier, but wasn't causing us any problem with the tires. How did the mirror get into the car? When Ray slapped the tire wall, the mirror popped into his lap. I have heard Mario Andretti say that if there are times that you just bring the steering wheel back, it means you are driving as hard as you can. I have never heard him say that about a rear-view mirror.

The crew jumped over pit wall and pulled the left front fender away from the tire. Since Ray was in the pits, we decided to treat this as our mandatory pit stop and take the full three minutes to make sure the car was okay. When the three minutes expired, we sent Ray back on track. He had given up a number of positions sitting in the pits, but started to work his way forward as his competitors made their pit stops.



By the end of the session, Ray caught and passed nearly all of the cars that were one lap down to the leaders and finished the race in 11<sup>th</sup> position. He brought the car to the garage and Marco began getting it ready for my 6:00am session.

I hung around the garage until about 2:30am watching Marco work on the Cayman and Gary and Darrel put another transmission into the Vette. Ron only completed a few laps of his first race session due to downshifting problems. The crew started to change the transmission but thought they found a problem in the shift linkage. They repaired the linkage and sent Ron out for his second race session. Early in that session the shifting problems reared their ugly head again. This time the crew decided to change the transmission.

I decided that I was in the way rather than helping with both cars, so I walked to the parking lot to where my rental car was parked. I reclined the driver's seat ever so slightly and opened my iPad to catch up on e-mail from the day. The next thing I remember is Ron knocking on my window at 4:30am as he is headed to the garage area to get ready for his Group E 5:00am race session. I like to think that I



would have awoken in time for my 6:00am race session but one never knows.

I walked to the garage with Ron to find Gary and Darrel wrapping up the Corvette transmission swap. The Cayman was sitting on its air jacks waiting for the tires to go back on for my 6:00am race session. Marco, was over helping Gary and Darrel with the transmission swap. As my wife frequently says, there are race cars and there are Porsches. There was no truer statement this weekend as the amount of work that went into my Vette as compared to the Porsche. The German men and women in Stuttgart build one heck of a car.

### 6:00am Sunday Morning – Session Three

At 6:00am, the remaining cars in Group F grid for the third session of the Classic 24 Hours of Daytona. This was my session to drive and I am starting in the 13th position, an



unlucky number some say, which should have caused me concern about the upcoming session. I roll out of the false grid and line up on the inside of the 7<sup>th</sup> row. Next to me was a 2100 pound 3.0L 911. One of the many 911's that rocket off corners and gap the Cayman until I get the 3000 pound mid-engine car wound up and catch them on the high banks or straightaways. The entire group is evenly matched except for a few cars at the rear. I knew the drivers of the field were getting anxious because only two run sessions are remaining before the end of the 2017 Classic. Everyone is looking to improve their position. I plan to let the group race as hard as they want to turn 1 and if that means letting a few cars pass me to stay out of trouble, so be it. I can catch and pass them on the long Daytona straights.

The green flag falls and a collection of Porsche's along with a couple of BMW's, a Camaro and a Mercedes rocket to turn 1. By the frantic pace, I can tell it will be exciting

getting all of these cars through turn 1 unscathed. As I come to the left-hand turn, I slow before my normal brake point and a few cars squirt by on the outside. As I get to my turn-in point, four of the lead cars are sliding sideways and spinning in front of the field. Somehow, I make it through the corner unmolested and head to the first horse shoe, turn 4. I dive to the inside and out brake two cars and pass them on the inside. As I head to the kink, or turn 5, the cars are three wide trying to get to the kink first. I jump to the outside and follow the white 911 that passed me in turn 1. I know I can out brake him in the second horseshoe, turn 6. I just need to get inside. As we approach 6, he moves outside and that opens the door for me to pass. I stay inside through six and start to pull ahead when the Cayman snaps 90 degrees to the left. I am now heading off the track at a 90-degree angle to traffic. I am on the brakes slowing the car as I see the white 911 try to cross my nose. I am headed directly at his passenger door. We make contact but it doesn't feel that hard. The Cayman stops on the left side of the track as the entire field goes by. I wait for traffic to clear, back up enough to get back on track and head to the high banks of NASCAR 1 and 2.

In NASCAR 1 and 2, I feel the car out to see if there are any handling issues. It feels okay. I called the pits when I spun and told them I made contact with another car. I asked them to be ready as I may be coming in for them to inspect the car. As I go through NASCAR 3 and 4, I lift in the middle of the two turns because the car feels a bit loose, but I decide to run another lap before stopping. If it feels okay the next lap, I plan to

continue until my mandatory pit stop.

I back up my brake points the next few laps just to make sure everything is okay. I'll do this until I make my pit stop and have the car checked. I am running laps in the 2 minutes 10 second range, much slower than we have been running. The car isn't as loose at this pace and feels steady. I am still able to pass slower cars and stay in contact with the cars I have to pass.

I get to our pit window, pull down pit lane and ask Nick and Marco to take a look at the car. They plug in the air jacks, raise the car, walk around it, check the tires and say there is a small amount of cosmetic damage to the front splitter but that it looks okay and drivable.

I re-enter the track and after a lap, I notice the car picking up a vibration. It was a bit unsettling but I make it to the end of the session without incident, with the last couple of



laps run during sunrise. Each time I turn off of NSACAR 2 and down the back straight, I can see the sun peeking between the clouds in an array of red and orange. It is calming even though I am going 150+mph with a slight vibration in the front of the car.

The vibration reminded me of the Classic 24 two years earlier when we had trouble with the splitter on the Audi R8 Mike Skeen was driving. In an early race incident, the splitter on the Audi had separated from the front fascia, the air on the front of the car was pushing it downward leaving a gap between the splitter and the fascia, causing a massive vibration that could actually be seen from pit lane. This may be the same thing I am feeling but on a smaller scale.

Back in the garage, our aerodynamicist for weekend, Ray who has had plenty of experience with aero at Daytona, looks at the fascia and splitter. As he is looking at the car, he asks if it is legal to tape up some of the areas where we have air gaps. I told him we can tape anything we want with the only limitation being the amount of tape we have in the tool box. I walk to our motorhome to change my clothes and when I come back, the front of the car is reminiscent of a NASCAR Cup car following a track incident. There is tape on every gap of the front end of the Porsche. Dr. Ferdinand would not have been happy. We now wait another 5 hours for our final race session.

Race sessions 1, 2 and 3 have run in the dark. It isn't planned that way but is the result of the time slot our group is assigned. After running three sessions in the dark, I am happy to see dawn come. After our three sessions,



we are still running 13th overall and still one lap down. Not much has changed since our first hour on track. Ray will be driving the Cayman at noon in our fourth and last race session and Group F, our group, is the last run session of the 2017 Classic 24 Hours of Daytona.

Our group follows Group E, which is now on track for their final race session. E is the group my Vette is assigned to and Ron is back out for his final stint. Unfortunately, after fighting transmission problems most of the weekend, Ron has an ignition miss develop early in the race and he has to retire the car. As Gary and Nick check the engine, they find two melted spark plug boots that caused spark plug wires on two cylinders to melt. They were not sure how it happened because we have been running the

same wiring design in the car for the last 10 years. I am terribly disappointed for Ron. He and Sam traveled from Toronto for the race and never had a shot at a full run session. But Ron being Ron, he was gracious about the problems. I have never known him to be any other way. More disappointing to me is that I spent a lot of money making sure the car was ready for Daytona. I had the Vette's engine and transmission rebuilt. I wanted everything perfect when Ron stepped back into the Vette after five years. He had won World Challenge races for us and deserved nothing less. Unfortunately, it wasn't to be. The problems with the car will be easily remedied, but this weekend, it was a royal pain. The Vette has been very reliable and there was no reason it shouldn't have been this weekend.

#### Noon Sunday – Session Four

Ray is out after Ron. He lines up 17th, but the group start was delayed due to an incident in the Group E race. Group F rolled out 10 minutes late in what looked like a PCA Club Race due to the number of 911's still remaining in the race. A number of the non-Porsche's had retired and as far as I could tell, there were only two BMW's, one Aston-Martin and one Mercedes making the call for session 4. There was no question this was a race dominated by the cars with a gold, black and red shield on the hood. Ray and I decided that finishing the race is a must, so his plan is the same as mine earlier this morning, hang back, let a few cars pass if necessary, stay out of any trouble in turn 1 and then pass them in the braking zones and straightaways.

The field lined up two by two and even before the drop of the green flag, there was no question this was going to be a barn burner. We could hear the cars coming off of NASCAR 4 and well before the green flag waved the flat sixes are at full song.

Group F drove five wide into turn 1. Wanting to get the lead, the cars up front went in too hot, spun, sending cars into the inside and outside walls. Ray said that when he got to the action, cars were spinning in every direction. One of the faster BMW's, a Continental Tire series car, went flying by and Ray said all he could see was the bottom of the car. It was airborne headed to the inside wall. By the grace of God, no one was hurt and Ray got through without a scratch on the car. Through 1, he headed to the horseshoe. Exiting the horseshoe, he got into the throttle too hard and spun the car. Fortunately, he was not collected by another car. He got the Porsche pointed in the right direction, navigated the road course section, through NASCAR 1 and 2, down the back straight, around the bus stop, around NASCAR 3 and 4 and headed to the start finish line when the black flag came out. Turn 1 was still a mess and race control decided to black flag the race. The black flag was thrown too late to catch the field and bring them down pit lane, so the cars made one more lap under black flag conditions and gathered into a single file. As they came back by under black, about half of the field stayed on the track rather than turn down pit lap as required under a black flag situation. There was a car from Argentina leading the race and perhaps he misinterpreted the meaning of a black flag. These cars followed the leader around the track a third time, but the last half of the field did the proper thing and drove down pit lane in a





single file, stopping on the outside lane of pit road.

As the track crews cleaned up the mess in turn 1, Race Control decided to reset the field in the original starting order. As I sat there with Nick Short and Ron Fellows on pit wall and Ray on the radio in the car, we discussed what strategy we could employ for our pit stop. We asked the race steward if we could pit as the field was being lead out on their formation lap. He said no, all cars had run the formation lap and take the green flag. It just so happened that our pit is one stall beyond the start finish line so we asked if we could pull out of the starting grid take the green flag on pit lane and then stop for our pit stop. We felt it did two things, it would help us avoid a potential second incident in turn 1 and if there was an incident the track would go yellow and every car would dive into the pits to complete their pit stop as we were pulling out of the pits after completely our stop. If that happened, we could be leading the race. If there wasn't a yellow, it would put us in clean air behind the field where we could make good clean laps moving up in the running order as the other teams stopped for their pit stop. It was a gamble, but one we decided to take.

With the cleanup finished, the field rolled out of pit lane and formed up two by two to take the green flag. As they came to the green flag, Ray peeled off and drove down pit lane. The field did exactly what we anticipated, there is an incident in the infield and the track goes double yellow (full course caution). As the field comes back to the start/finish line nearly every car dove into the pits for their mandatory pit stop. As they were stopping, we were rolling out of the pits having finished our pit stop. When Ray came down the front straight, he was directly behind the pace

car and the leader of the race. Our gamble paid off.

The carnage required two laps to clean-up. We led those two laps and when the green flag fell, most of the slower cars are between Ray and the faster cars. The cars faster than us had to work their way through traffic to catch the Cayman. The first car to work his way past us was the other Cayman GT4CS that had raced in the 2017 Trophy East Series. The owner stopped by our garage occasionally during the weekend. On one visit he mentioned that Porsche Motorsports engineers plugged into the engine ECU of every entrant in the Trophy East Series to download engine updates at a recent race. He wasn't sure what was included in the update, but said the cars were faster afterwards. There was no question, his car is faster than ours down the straightaways. Whenever he would pull up on our bumper during the weekend, he would drive by easily and I mean drive by in areas where driving ability had very little to do with speed, the straightaways. He was definitely a faster driver as well.

That GT4CS moved through the field and passed Ray two laps into the restarted race. Within a lap, he was a half a straightaway in front of us. Problem was, his car was damaged in the first incident, so he spent two laps in the pits making repairs. So, while it looked like he was leading, he was actually a lap down. A lap later, Ray was passed by the 911 that was the overall leader of the 24-hour race. Knowing that he 911 was leading the Classic 24, Ray pointed him by in NASCAR 3 and 4 rather than making it tough for him to pass. With the 911 passing, that put us officially in second for the last segment race and 13th overall for the 24 Hours of Daytona. Had I not stopped that second time in the first session and lost a lap, things could have been different.

While I felt badly for the extra stop on Saturday night and about the bruises my GT4CS got on Saturday and Sunday, I was happy that we made the right pit calls. Ray drove a great race in his fourth ever road race and pit strategy put us up front. We made a few mistakes and left Daytona with a car that wasn't as pretty as it was when we got there, but it was a good weekend. The Porsche is headed back to Charlotte and will be headed to Sebring in two weeks for the Classic 12 Hours of Sebring. The crew has work to do to get the car ready for its return to Florida. This time I will be teaming with a young Australian who has spent the past year driving open wheel cars in Europe. I met him at Bathurst this year and who knows, he could be the next Craig Lowndes or Jamie Whincup.

This past weekend registered high on the Fun-O-Meter scale. You can't beat hanging around with Ray Evernham and Ron Fellows. Both are low on ego for what they have accomplished in their racing careers, are fun people to be around and are genuine nice guys.

Ray and I are already plotting our return in 2018. Ray suggests that we take a car for each group that would have an opportunity to win its group. Let's see, that is six cars. Between us, I think we may be able to do that with the cars we have in our garages with the exception of Group E. I wonder if Bill Elliott and Dale Earnhardt, Jr. are available?





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# Driver's Education:

Fall DE Update: VIRginia International Raceway

By John Babinski



Overall it appears the Carolinas Region once again hosted a memorable event with our season finale 3-day drivers education weekend at VIR. Special thanks to Porsche of Greensboro and Porsche of Hickory for their continued sponsorship of this event. This has been the fourth year they have sponsored the event and allowed us to make it a more memorable event. If you're in the market for a new or used car, or need servicing on your current car, be sure to give them a visit and show your support and appreciation.

We had great participation with 240 drivers coming from all over the country. The popularity of this event was evident as we sold out for the

third year and unfortunately had to turn some people down. We had a large contingent of drivers come in from New York and another group from Ohio demonstrating that word is spreading well outside our region about this event. The weather was about as good as we could hope for mid-November. Plenty of sunshine with temperatures ranging from mid 60's to low 30's. Some gusty winds came through on Saturday afternoon ushering in a bit cooler Sunday. Luckily the little rain we received was overnight on Saturday and the track was dry by the time we got cars on course Sunday morning. It never even got cold enough for frost to form on the windshield!! Track conditions were outstanding. Grip was wonderful and tire wear was all but non-existent. I'm always amazed at how clean and smooth my tires look after running at VIR.



Wayne Capwell clips the apex of T6

for an ideal day of driving.

Saturday morning started off with our mandatory drivers meeting to discuss all the planned activities for the weekend followed by a review of track rules, passing protocol, and driving behavior expectations to insure everyone's safety. The morning flew by with run groups progressing on track, visits to the Goodie Store to stock up on some Porsche items for last minute Christmas gifts and visits to the F&S Enterprises Photography trailer to check out their pictures. Then off to classrooms, visiting with old friends, and checking out all the awesome cars in the paddock. At lunch we held charity parade laps where anyone for a \$10 donation could load up their car and do several laps on track. Of course, we had lead and follow cars keeping participant's speeds in check and showing them the proper line around VIR's 3.25 mile full course. We had a very generous outpouring of support and by doing charity laps on both Saturday and Sunday we raised a total of \$730 for charity!! That brings our Charity Parade Laps total for the year to \$1125 including the money raised earlier at CMP and AMP. All money goes to The St Vincent DePaul Society where 100% of the donations are used to help support those in need. Thanks to all who participated.



Cayman GT4's Hustle through T5

The Friday solo qualified add-on day provided lots of track time for our advanced drivers. With only 3 run groups scheduled for the day, each group had 5 half-hour run sessions providing almost as much track time in one day as

drivers sometimes get all weekend. You can tell why it's a popular day with the diehard driving fanatics. Warm weather, sunshine and a smooth freshly paved track made



Reg Williams Cup car gets ready for another run

Saturday evening after the track went cold was our annual social at "The Gallery". This is always a special time as everyone gets to recant their thrills of the day and boast of their accomplishments on the track over the course of the past year. Tall tales were flowing and laughs were many. After some beverages and a variety of heavy hors d'oeuvres it was time for our main events. We were extremely fortunate to have Peter Krause, one of the nation's preeminent drivers coaches, as our featured speaker this year. Peter gave an entertaining speech reminding us of the need for continuous education and improvement of driving skills and the importance instructors and coaches play in helping us. This was followed by a new feature this year - drawing for door prizes which included gift certificates to the VIR store, the Goodie store and F&S Enterprises. We had many happy recipients of the certificates and some disappointed



drivers the next morning when they learned their names were pulled but they needed to be present to win. We concluded the evening by announcing our Instructor of the Year. Shane Tisdale, our Chief Instructor, recognized and thanked all the Instructors in attendance. Without them we wouldn't be able to continue doing track days or bringing new participants into this fun and exciting sport. This year's recipient was Don Morris. Please see the sidebar article. Congratulations Don on this well-deserved and well-earned honor.



A Full House at the Saturday Social

Sunday continued with more of the same. Good weather, good track conditions, and good times. As the day went on we began to see drivers with longer hauls home starting to pack up. That still left plenty of hard core participants who were determined to get every minute of track time available. At 5pm, as the last of the sun was falling below the horizon and headlights were being turned on by the last of the cars still on the track, we finally went cold and were done for the weekend.

We were happy to have a good sized group of first time student drivers in our green group. New participants are part of the lifeblood that keep the DE program going, so thanks to these new registrants for joining us. We hope to see you soon at another track event. Craig Anderson, Nicole Burkhardt, Chris Coley, Jason Herman, Gary Little, Jeff Mills, Kelly Quisenberry, Steven Sagraves, Spencer Smith, David Tosi, and Andrew Whitley



Thumbs up for another great event

# Driver's Education:

## Instructor of the Year -- Don Morris

At the Saturday night social held during our recent 3-day DE at VIR, Don Morris was honored as this year's recipient of the Thomas Norby Jr. Instructor of the Year Award. This award is presented annually to the Instructor who best demonstrates his commitment to the underlying principles of the Drivers Education Program. Criteria consists of an Instructor who has been a fixture at our DE events throughout the year, has shown dedication over multiple seasons, demonstrates positive communication and relationships with his students, and has a strong belief in the educational aspects of the DE program as a means to develop safer and better drivers – not just faster drivers.

Don was a clear choice in 2017 for going "above and beyond". Besides his participation at our DE's and outstanding feedback from his students, Don has been a staple at PCA driving events for many years... participating in Autocross, HPDE and Club Racing events. This level of experience provides him a wealth of knowledge to draw upon as he helps his students. He earned his PCA National Instructor credentials back in 2008. As a testament to his dedication to our program, even after losing his track car in an incident earlier this year he has attended our last two DE events in an "Instruct Only" capacity taking two students at each event and forgoing any personal track time. During DE's, Don is one of those guys who often gets called into action and asked to do extra duty with check rides or picking up a student on short notice.

Along with all these track accolades, Don has also been very active in giving back to the club in a variety of additional volunteer roles for the Carolinas Region. He has been Metrolina Area Director, Enthusiast of the Year winner, Carolinas Region PCA Club Treasurer, and By-Laws Revision Committee member, just to name a few.

Congratulations Don and thanks for all you do for the HPDE program and for all the Carolinas Regions members.



There were also several participants who got check rides and approval from our Chief Instructor to advance to the next higher run group. My apologies in advance because I know I'm missing several people. I have not been able to coordinate lists with Shane due to the need to get this article submitted for a deadline. I'll get the full list out next month. Congratulations to Billy Wenk who advanced Green to Blue. Next were Geoff Durboraw, John Hansen and Anton Van Deth moving from Blue to White. Tom Lynam and Jonathan Zulman move up from White to Black.

Thanks to everyone who came out to participate and for keeping it safe. Special thanks to the Carolinas region members who took the time to make our out-of-region participants feel so welcome and appreciated with our

southern hospitality. And special, special thanks to all the volunteers and staff who work so tirelessly to put this event and all our events together each year. The great job you do is evident by the number of requests we've already gotten from people wanting to know what dates to lock in on their 2018 calendars for next year's event.

We've been working hard to get our dates and contracts lined up for next year and are pleased to present the following HPDE events the Carolinas Region will be hosting in 2018.

Safe travels over the holiday season. See you next year on the track!

## 2018 Driver's Education Event Dates

Sunday	January 28, 2018	Intro to DE Winter Seminar at CMP	Kershaw, SC
Friday	March 16, 2018	PCA National Instructor School	Kershaw, SC
Sat.-Sun.	March 17-18, 2018	Carolina Motorsports Park	Kershaw, SC
Sat.-Sun.	September 8-9, 2018	Carolina Motorsports Park	Kershaw, SC
Fri.-Sun.	November 16-18, 2018	VIRginia International Raceway	Alton, VA

## Area Updates: DEC 2017

### Triad Area By Jerry Kilcrease



**Meeting:** Third Tuesday of the month at 7:00 PM  
Location To Be Determined. See Web and TR  
Contact Jerry Kilcrease, Area Director  
[triad-ad@carolinas-pca.com](mailto:triad-ad@carolinas-pca.com) (336) 476-3120

The Triad Area held its November 21<sup>st</sup> monthly meeting at Captain Tom's Seafood in Kernersville. Members and guests started gathering around 6:15pm and by 7:00pm we were pleased to welcome a total of 58 members and guests to the meeting. First time attendees Vanessa and Chuck Wondra, Heather Folds, and Richard Hipwood and wife, were introduced and welcomed with a round of applause from the membership. Rick Huskins worked the overhead projector using previous event photographs provided by Ron Reed. A special introduction was made for long time PCA members Fran and Dave Lumpkin and they received a round of applause when recognized for celebrating their 40<sup>th</sup> anniversary as PCA members. Charles Ruppert, Curtis Collins and Dave Lumpkin were congratulated and treated to a free desert as they celebrated birthdays during November. Sadie, Rick and Elaine worked the 50/50 Charity Split the Pot ticket sales for the evening and when the winning ticket was drawn, half of the pot went to Dick Abbott. Last month's pot was donated to the American Red Cross to provide help to the victims of Hurricane Harvey. Door prize winners were Bobby Royals, Sue Burkett, Fran Lumpkin and Tommie Lauer. Thanks for all that attended and we hope to see you at our next monthly meeting which will be held on

January 16<sup>th</sup>, 2018. Sadie and I want to thank everyone for attending our meetings and events and for supporting the Triad Area PCA and wish everyone a Happy Holiday Season. Stay safe and enjoy the ride!



Photo 50/50 pot winner Dick Abbott with Rich Huskins

### PAST TRIAD AREA ACTIVITIES:

The Triad Area collected \$500.00 from registration fees and donations that were collected during the Shine and Show Event held at Oktoberfest. Rick and Elaine Huskins were co-chairs of the event and selected the Greensboro office for the Juvenile Diabetes Research Fund (JDRF)







**16<sup>TH</sup>, 2018**

We will NOT have a December monthly meeting due to the busy schedules during the Christmas Season. Our next scheduled monthly meeting will be held on Tuesday, January 16<sup>th</sup>, 2018 at Captain Tom's Seafood located at 1265 Hwy 66 South in Kernersville, NC. Captain Tom's is conveniently located about half way between Winston-Salem and Greensboro (from I-40, take exit 203 toward Kernersville and Captain Tom's is approximately one mile on the right). We plan to start gathering around 6:30pm to socialize; start our business meeting/discussions around 7:00pm. So please circle your calendar, come out and enjoy the fellowship and meet other Porsche enthusiasts...

Door prize winners – Tommie, Sue, Peg and Bobby to receive the money. On Wednesday, November 10<sup>th</sup>, the presentation was held in the showroom of Porsche of Greensboro (sponsor of Oktoberfest). Danielle Hayes, Development Manager for the JDRF Piedmont Triad Chapter was present to receive the donation.

**NEXT TRIAD AREA EVENT: TECH SESSION**

Porsche of Greensboro will host a tech session at their facility scheduled for February 24<sup>th</sup>, 2018. This will be a joint event between the Triad Area and the Sandhill's Area. Exact time and details will be posted later.

**NEXT TRIAD AREA MEETING – TUESDAY, JANUARY**



Donation Presentation to JDRF



Congrats to Fran and Dave Lumpkin – 40 Year PCA membership anniversary



## 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](mailto:metrolina-ad@carolinas-pca.com)

We had a great month in October where in addition to our usual monthly gathering at the Waldhorn Restaurant, we were honored to be guests at Carolina Coach Crafters in Mooresville. Tim Lingerfelt served up his famous hotdog dinner while the PCA members had a opportunity to look at the beautiful collection of vehicles. Tim owns one 930 of every model year the 930 (Porsche Turbo) was built between 1975 and 1989. Martin Steger If you were not able to attend and would like to learn more about Carolina Coach Crafters please visit their website at: <http://www.carolinacoachcrafters.com/>



Our area has also enjoyed the monthly event hosted by Hendrick Porsche call Stuttgart Saturday which is held on the second Saturday of each month so please be sure to join us for coffee and breakfast at their beautiful dealership located at 69824 East Independence Blvd from 9-11 throughout the year.



Our regular monthly meetings have taken place on the 3<sup>rd</sup> Wednesday of each month at the Waldhorn Restaurant in Pineville where we enjoy German Cuisine and in November we had a guest speaker, Rich from Curve Appeal Detail who discussed the various

options on detailing our vehicles and how to properly care for them. For those who have not attended one of our

meetings, it is a casual gathering where most meet ahead of time in the bar area around 6:30. Hendrick Porsche brings raffle items and we have a 50/50 drawing where half of the pot goes to the winner and the other to our charity of choice which is the second Harvest Food Bank.

We are excited to host our Holiday Party at the Rock Salt Restaurant in Charlotte where we will have a delicious menu available along with other appetizer items available to us including fresh seafood and vegetarian options. We have the entire restaurant to our Club so we can enjoy our Porsche family so if you have not already registered, please visit Club Registration for information and to sign up.



## Hickory Area By Michael Vittorria



**Meeting:** Second Tuesday each month at 6:30 PM  
Refer to Monthly Area Report for Location/Detail  
Contact Michael Vittorrio, Area Director  
[hickory-ad@carolinas-pca.com](mailto:hickory-ad@carolinas-pca.com)

~ **November Meeting** ~ November is typically a busy month for our group. Fall Tour - planned and organized by the Hickory Area - was held on the first weekend of the month (See our article elsewhere in this month's TR for a recap of this event), the DE at VIR on the third weekend and Thanksgiving, of course, the next. Nonetheless, 19 of our core members met at Fourk Restaurant on November 14 for dinner and some social time and to initiate planning discussions for the coming year.

Some of the feedback received includes:

- Wide spread appreciation for the support provided by Porsche of Hickory and a commitment to doing what we can to support the dealership in return
- Members generally like the past few year's mix of restaurant and vendor location dinner meetings
- Would like to do more "Drive and Wine" winery visits
- Would like to do more Saturday or even weekday Drive and Dine events
- Though folks like the combined meeting and Drive and Dine events scheduled on Saturdays, there is a definite preference for mixing in evening events as well
- Folks prefer no more than one event - E.g., dinner meeting, Drive and Dine, etc. - per month
- A variety of suggestions were offered as potential program topics for upcoming meetings

We are most appreciative of the feedback and ideas put forth during the discussion and of the offers of volunteer support for the coming year. If you have other ideas or feedback, please don't hesitate to drop me an email. It is expected that we will be able to present a preliminary 2018 plan and schedule at our January meeting.

~ **Charity** ~ In 2016 the Hickory Area adopted The Crossnore School in Crossnore, NC (<https://www.crossnore.org/who-we-are/>) as our primary charity. Over the course of this year, we organized The Riley Motorsports Charity Car Show and held 50/50 drawings at our meetings to raise money for Crossnore. I am pleased to announce that these efforts (with the addition of some "match" money from the Carolinas Region) have allowed us to raise \$3075.00 On Tuesday, November 28, Jane and I traveled to Crossnore, NC to deliver your donations. We chose this day due to the fact that it has been designated National Giving Day. As was the case last year, an anonymous donor has pledged to match up to \$5000.00 in contributions received on this day. Thus, we were able to essentially double our contribution due to the generosity of this donor.

To the extent possible, Crossnore strives to create a "family" environment for the children in their charge. In their respective cottages, they and their cottage parents live, eat and play together as an extended family. This year's Giving Day contributions are earmarked for purchase of large dining tables and chairs to accommodate the



entire "family" at meals and for "family" outings during the Holiday Season. A sincere thank you to all our Members who chose to support this year's fundraising activities. Should you desire to make further contributions to the Crossnore children at this Holiday Season, please see: <https://www.crossnore.org/christmas-wish-lists/> for a list of their Christmas needs and desires.

Speaking of fundraising support, Jim Buchanan won November's 50/50 drawing and donated his "winnings" to Crossnore.



~ **Congratulations** ~ As previously noted, the Carolinas Region annual Fall Tour was held on November 3-5. An informal car show is part of this event. Just as they did last year, management at The Ridges Resort (the Fall Tour venue) awarded a Managers Choice Award to the car



they believe best represents the "spirit" of the Resort. This year, that award went to Hickory Area members Rudy and Martha Mauney for their red over white 2015 Boxster. They also received a two night stay at The Ridges Resort compliments of the property's Manager.

**~ Next Meeting ~ December 19: Hickory Area Holiday Party, 6:30 PM ~ 9:00 PM** - Lake Hickory Country Club, 430 17th Ave NW, Hickory, NC 28601. Please join us for a very special event: An opportunity to celebrate the Season, socialize with friends, revisit highlights from this past year and to recognize Members who have made our Hickory Area Club such a fun group.

Participants will enjoy a delicious buffet dinner including a choice of desserts. Cost is \$19.95 per person (this represents a significant reduction in actual cost thanks to generous supports from The Carolinas Region and our good friends at Porsche of Hickory). A cash bar will be available for those wishing to purchase adult beverages. Dress is business casual.

**RESERVATIONS REQUIRED:** Due to the nature of the event, we must ask all those planning to attend to make advance reservations no later than midnight on Friday, December 15.

For additional details and to make your reservation, please visit [ClubRegistration.net](http://ClubRegistration.net) or go directly to the event registration page at: <https://clubregistration.net/events/signUp.cfm/event/8675>

## Triangle Area By Adam Morrison



**Monthly Meeting:** Fourth Thursday of Month  
Nantucket Grill  
5925 Farmington Rd Durham NC  
Contact Adam Morrison, Area Director  
[triangle-ad@carolinas-pca.com](mailto:triangle-ad@carolinas-pca.com) (336) 239-5735

This month the Triangle Area cancelled the dinner meeting as it fell on Thanksgiving. The Triangle Area members spent the day with family giving thanks for our bountiful blessings.

Several members of the Triangle Area also participated in the final Drivers' Education event of the year at Virginia International Raceway. Check out Shaun Kopczynski's (green) and David Font's (silver) Caymans below.

I highly recommend that you participate in DE if you have not already. You will learn about balance and the dynamics that make these cars as special. If you are unsure, please come to a DE and spend time with us in the pits. Nowhere is the adage more true that our club is not about the cars but about the people than at one of these events. There is always fellowship and laughter when we get together.

Porsche Southpoint is continuing their restoration of a 912 soft-top Targa. They have graciously been hosting our club every first Saturday to allow us to follow their progress. It is fascinating to follow and you should come check it out.

### Recurring Triangle Events:

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

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

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

### Future Events:

Sommerfest 2018. June 8-10. Location TBD.

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



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**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](mailto:Sandhills-ad@carolinas-pca.com)

Sandhills Area member Marvin Waters arranged for a few of us to test drive the new Acura NSX. Acura was holding management meeting at Pinehurst Resort and brought a couple new NSXs. The drivers agreed the NSX is a very exciting car. The electric motors and the V6 produce over 600 ft# of torque instantaneously....a real kick in the pants! We each got 30-40 minutes in the cars with no restrictions. The other interesting new technology was electronic controlled ceramic brakes. Zero fade, but lacked some of the feel we get in the Porsche GT cars. The beautiful, heavily optioned NSX stickered at \$190k....we agreed a Turbo S would be our choice.

Sandhills member Roy Neal helped organize the annual Veterans Day parade in Southern Pines on November 11. Over 100 cars participated, along with motorcycles, bands and floats. Boy Scouts, Cub Scouts, Girl Scouts and their parents walked with each car carrying a veteran. Ninety-four year old John Hess rode with me in the GT3. John is a US Marine combat veteran of WWII and Korea. It was inspiring to see the streets packed 3-4 deep with parade watchers...many young families with children.

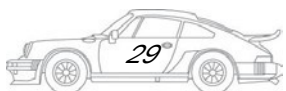
The November VIR DE exceeds expectations every year!... and I've been driving in PCA DEs since 1988. I had two DE students from Florida with a few track days experience on flat tracks down south. The fast traffic, elevation

changes and speeds at VIR had them overwhelmed...and me a bit scared most of the weekend. They both left with big smiles! Great job Carolinas DE Team!!

Sandhills Area holiday and member appreciation party in Nov 28 at Little River resort. We have 50 members registered. Thx to PCA and Carolinas Region for supporting our event!

Hope everyone has a safe & wonderful Christmas and New Year celebration!

Marty



# 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](http://www.carolinas-pca.com).

## Porsches

**1985 Porsche 928S:** Black/Black Leather. 42,000 original miles. \$22,900 OBO. Full documentation to original purchase. Automatic, sunroof, 45K service complete (have replaced parts). Aftermarket radio with Bluetooth (still have original factory radio). Converted cold AC. 3rd owner. New tires. Porsche CoA. Black/silver Coco Matts. Runs and drives great. Contact: Jay Weikel, Jamestown, NC email: [jayweikel@gmail.com](mailto:jayweikel@gmail.com) Phone: 704-905-4210

**1996 Porsche Carrera 4S:** VIN WP0AA2999TS322109. Guards Red, Black Interior with leather Sport Seats. 90,744 miles. 2nd owner. Overall condition is Very Good/Excellent, using Excellence Magazine rating guide, taking into account mileage of 90,744. \$75,000. Detailed history and documentation upon request. Contact: Dick Radawicz, Simpsonville, SC email: [radaawir@outlook.com](mailto:radaawir@outlook.com) Phone: 303-242-1232

**2008 Cayman S:** Arctic Silver Metallic/ Stone Grey Leather. \$31,500 (\$71,000 New, w/ Optional Equipment). VIN: WPOAB298X8U780614. Single owner, 42 year PCA Member. All service records/ manuals, beautiful condition. Drives like new! 98,000 miles, Dealer serviced per recommended schedule, always garaged. Driven for commute, and occasional trips. 18" wheels, 6-Speed manual, PASM, Bi-Xenon headlight, remote CD changer, Bose Surround Sound, power/heated leather seats, rain sensor. Last service 12/20/2016. Buying new vehicle. Contact: Mike & Judy Rowland, Carthage, NC email: [mcrowland@embarqmail.com](mailto:mcrowland@embarqmail.com) Phone: 910-947-3536

**2014 Carrera S:** Black/black Leather. Garage queen only has 4,300 original miles and only required one washing in 3 years. Absolutely perfect in all regards. CoA and options include: sport exhaust system, PDK, luggage net in pass. footwell, PDLS, sport design steering wheel, 14-way power sport seats w/mem. pkg, 20" sport techno

wheels in Brushed alum./blk w/ Porsche crest, and more. Liquidation time has arrived and down sizing has begun. Always garaged sparsely driven. \$94,000. Contact: Bob Graf, Ninety Six, SC email: [graf96@embarqmail.com](mailto:graf96@embarqmail.com) Phone: 864-543-2224

## Parts - Parts Cars - Projects

**Full size spare tire for 2013 Cayenne:** 20" New Voxx wheel with a 3K mile 275/45/20 Continental Cross Contact Tire. \$399. Contact: Tom Arkle, Mooresville/Charlotte, NC email: [drtomarkle@gmail.com](mailto:drtomarkle@gmail.com)

**Various 1986 944 Parts:** Various parts available. Photos of all parts available upon request. Can meet to deliver items within a 60 mile radius of Anderson, SC or can ship (buyer pays actual shipping). All prices are asking prices & below eBay prices and I am open to bundle multiple items if requested. Fiberglass boxed rockers (New - never mounted) \$175; Fiberwerks nose (New - never mounted) \$350; Complete rear seat w/belts & hardware (Black - like new) \$150; Rear cargo cover (Black - excellent condition) \$75; Sunroof sleeve (Black - like new) \$50; Space saver spare tire & wheel (Never used, great for concours ) \$100; 15" Phone Dial wheels w/ period correct Michelin XGT-V tires (Wheels good condition - tires for display only) \$300; Bare center console (Black - good condition) \$40; Storage bin for console (Good condition) \$15; Stock side mirrors (Guards Red - good condition, some paint chips from use) \$80; 8" Subwoofer enclosure for spare tire well (Very good condition) \$25; Black vinyl mirror covers (Excellent condition) \$40; Front bumper pads (Black - good condition) \$80; Rear wiper & motor (Good condition) \$45. Contact: John Budinich, Anderson SC email: [CarsCoffeeUpstate@gmail.com](mailto:CarsCoffeeUpstate@gmail.com) Phone: 864-915-0011 (Leave voicemail if no answer)

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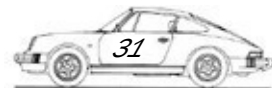
  



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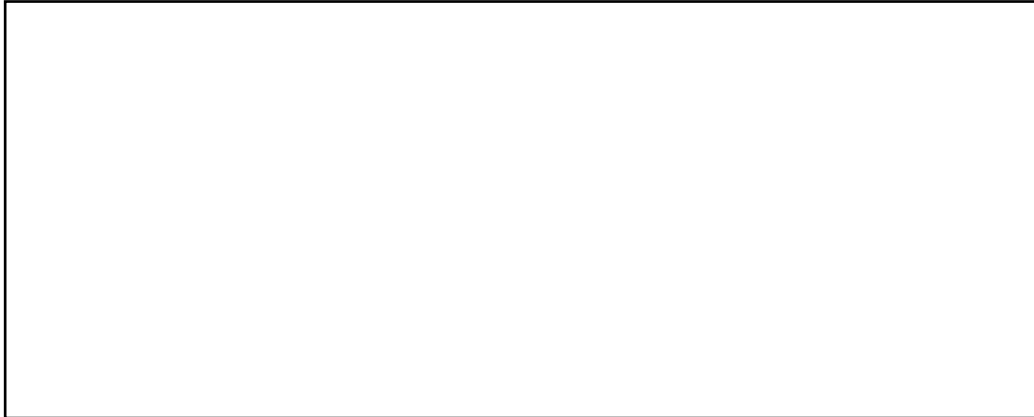
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