

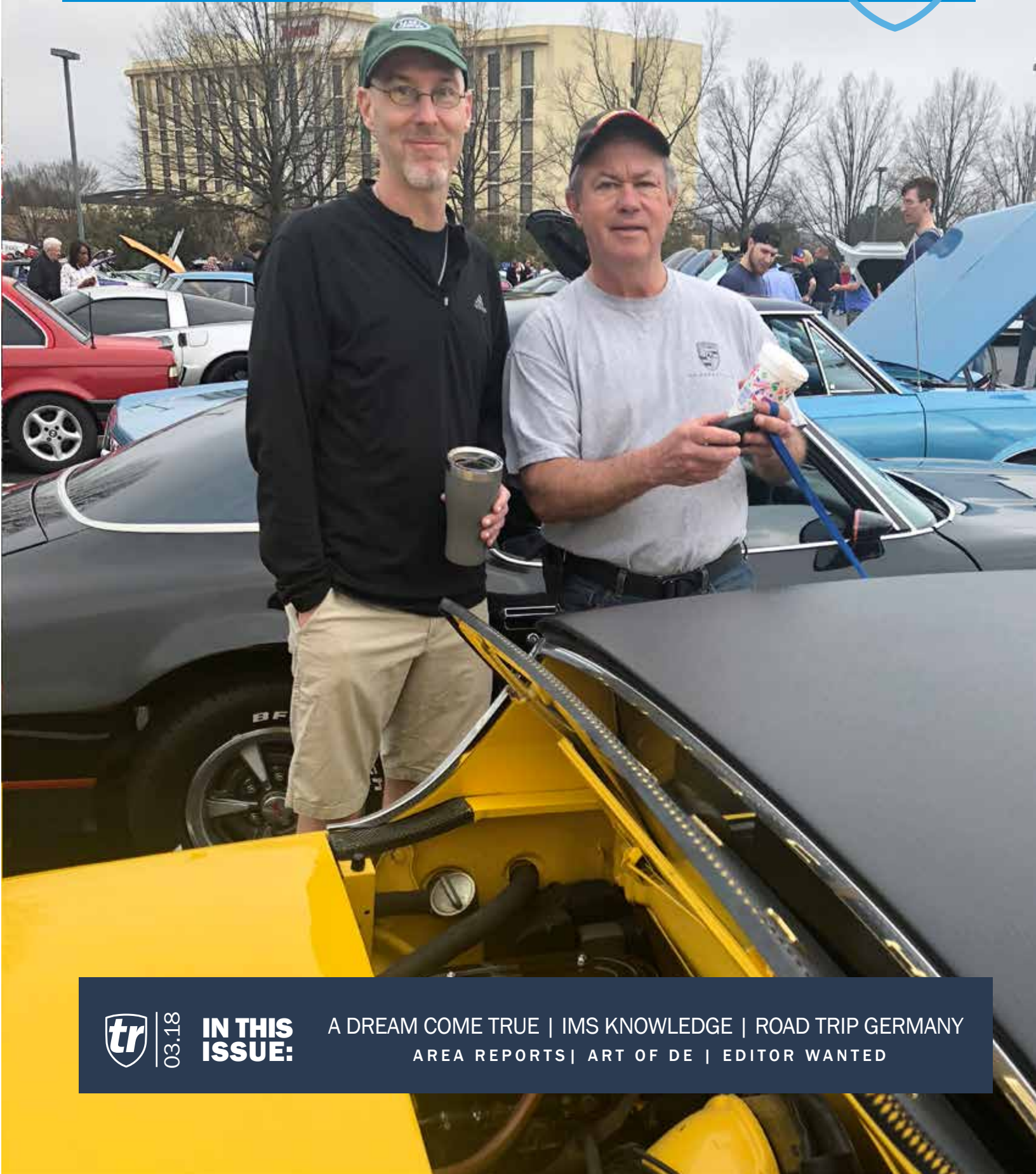
Mar 2018



# Tobacco Roads



The monthly newsletter of the Carolinas Region Porsche Club of America



03.18

**IN THIS  
ISSUE:**

A DREAM COME TRUE | IMS KNOWLEDGE | ROAD TRIP GERMANY  
AREA REPORTS | ART OF DE | EDITOR WANTED



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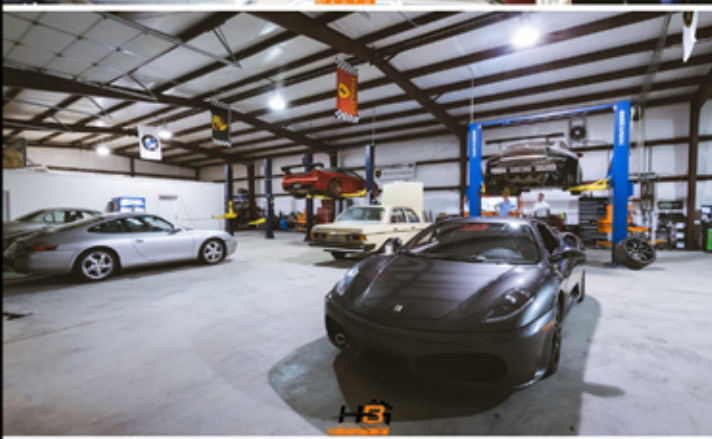
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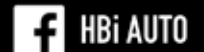
# 10% OFF FOR PCA MEMBERS



### CONNECT WITH US!

"I am so incredibly happy that I found HBi Auto!! Having owned several high-end vehicles, I had become accustomed to hearing promises from major dealerships in their service departments when I purchased the car(s), but then having a very poor experience when I needed service. Billy and Zach at HBi made the repair process quick, efficient and stress-free. Going above and beyond, they even drove to my house over an hour each way to deliver my fully checked-out, expertly repaired, washed and waxed Porsche. I will never go back to a dealership for service. My positive experience at HBi has propelled me out of the monopoly of cruddy dealership service and into the realm of excellence so deserved by beautiful cars. And their owners! Thank you HBi!!!!"

-DEANNA W.



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# From the Driver's Seat

The New Year

Brian Powell, President



Every year about this time, Angela and I add all the award nominated movies to our Netflix queue. If a movie was nominated for Best Picture, Best Actor or Actress by either BAFTA, Golden Globe or the Academy Awards, we figure it's worth watching. For the most part, that's been an accurate assessment. A few have been a little too "artsy" for our taste, rarely do we find one we just can't finish though. We were watching a recent "thriller" selection when I had to laugh. Of course, I pay more attention when a Porsche is involved in the story. In this case, the mysterious bad guy had just kidnapped another victim and had put him in the back of his getaway car. The problem with that scene.. a full sized adult male will not fit in the hatch of a 944. In my experience, an 8 year old or maybe a 9 year old child, at best, would fill the boot of a 944, say maybe my youngest daughter, say about 15 yrs ago... With the exception of that scene, it was a pretty good movie. That same daughter Rachel, will be graduating with her Master's for Auburn in May. My older daughter, Carolyn will be getting married in May. And our son, Ben and his wife Kirstie will be having our first grandchild in July. All these family life events packed my summer and preempted my Parade plans. So we won't be making the trek to Lake of the Ozarks this year. Obviously, the family didn't get the memo about our summer priorities.

I was looking forward to attending this summer, and it looks like quite a few other folks were too. Accommodations at the Tan-Tar-A Resort for this year's gathering sold out on the first day.

One trip we do have on our calendar is the region tour of One Porsche Drive. Angela and I will again be leading a group from the Carolinas to visit the Porsche Cars North America headquarters in Atlanta on Friday, April 6th. For those that drive down on Thursday, we'll have dinner together nearby. And then on the Friday tour, we'll visit the Heritage Gallery where selected historical Porsche's from both the factory and privately owned are on rotating display. We'll see the Classic Garage and there's always the Porsche Retail Store. If you choose, you can sample the Driving Simulation Lab as well as the handling track driven by a Porsche Experience Center coach. Lunch will be enjoyed at Restaurant 356. Several have asked about why we do this on a Friday and the simple fact is its next to impossible to schedule groups into PEC on the weekends. Its just too busy. There are two details to make special note of on this year's tour though. While we just get a taste of what Porsche Experience Center has to offer, one lucky participant will be able to enjoy the whole treat. Hendricks Porsche has generously donated a PEC certificate to the tour. One lucky winner will be able to enjoy the full 90 minute Experience of his choice. Also, we'll be staying at the brand new Solis Hotel at Two Porsche Drive. Solis opened a few months ago and is a motorsport inspired hotel on par with the Porsche brand. If you act quickly,

Solis is still honoring "opening" rates which make it a real deal for this trip. It's going to be a great trip, hope you can join us.

And finally, have you thought about how you can serve? PCA is "fueled by volunteers". In this region of over 1800 active members, about 2% give back by contributing their time and energy to running this region. You've seen the "help wanted" ads for various positions, Tobacco Roads Editor, Advertising, etc. And later this year, a slate of officers will be put forth for 2019-2020. Yes, its work. Its not all fun and games on the corporate jet. But if you have an interest in how this region is run, what types of events are held, or where your membership money goes, step up. Talk to anyone on the board, your Area Director or me, there are lots of opportunities and you too can be part of that "fuel".

## Black Forest Racing

We are a family run business servicing exclusively Porsche vehicles from the Lake Norman area and beyond focusing on service, repair, performance upgrades, and racing.

Denver, NC

704-489-0741

office@blackforestracing.com

## Dyno Tuning

Our DynaPack hub mounted dyno provides a safer platform for fine tuning your engine and a more accurate test bed for proving new parts



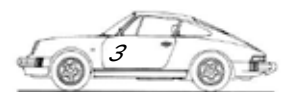
## Racing

With more than 20 championship wins and hundreds of race podiums in club, vintage, and endurance racing we can help put you in winners circle



## Service and Repair

for Porsche vehicles of all ages



# Feature Stories

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## PCA Raffle Winner



## Germany Road Trip



## IMS Saga



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		NaroEscape Motorsports
		Porsche of Greensboro
		Porsche of Hickory
		Porsche Prospector

## 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

**2nd Saturday:** 9 am to 11 am Stuttgart Saturday hosted at Hendrick Porsche

#### 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.

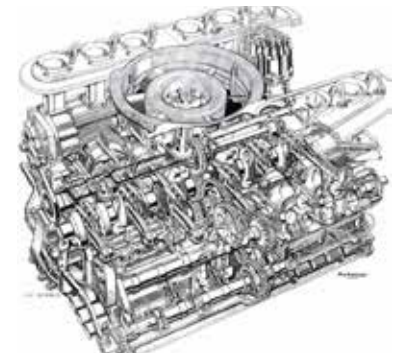
#### Upstate

**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
Albrecht	Stefan	Charlotte	NC	Metrolina
Barber	Myla	Piedmont	SC	Upstate
Brinkman	Steve	Denver	NC	Hickory
Coke	Jeffrey	Chapel Hill	NC	Triangle
Davis	Dee Dee	Tega Cay	SC	Metrolina
Dirk	Kevin	Harrisburg	NC	Metrolina
Duffin	Rose Mary	Lexington	NC	Triad
Gallo	Peter	Charlotte	NC	Metrolina
Gilbert	Daryl	Burlington	NC	Triangle
Goins	Ernest	Kannapolis	NC	Metrolina
Grala	Kaz	Mooresville	NC	Hickory
Haney	Johnny	Kannapolis,	NC	Metrolina
Hobbs	Brad	Fair Play	SC	Upstate
Holloway	Joe	Millspring	NC	Metrolina
Jacks	Ryan Shane	Williamston	SC	Upstate
Jacks	Rona	Williamston	SC	Upstate
Kale	Josh	Greer	SC	Upstate
Long	Margret	Charlotte	NC	Metrolina
Marchese	Harrison	Concord	NC	Metrolina
Mascenik	Thomas	State Road	NC	Hickory
Matthews	Eric	Charlotte	NC	Metrolina
Reckord	Claudius	Charlotte	NC	Metrolina
Russell	Todd	Ninety Six	SC	Upstate
Sandys	Wendy	Winston-Salem	NC	Triad
Southern	David	Kernersville	NC	Triad
Ver Vaecke	Jimmy	Durham	NC	Triangle
Ward	David	Piedmont	SC	Upstate
Whittington	Rankin	Lenoir	NC	Hickory
Wondra	Chuck	Winston Salem	NC	Triad
Zupruk	Gerald	Greensboro	NC	Triad



35 year anniversary				
Thompson	Joseph	mt pleasant	SC	Sandhills
Thompson	Ann	Mt. Pleasant	SC	Sandhills
20 year anniversary				
Clark	John	Boone	NC	Hickory
Edwards	James	MATTHEWS	NC	Metrolina
Edwards	Cindy	MATTHEWS	NC	Metrolina
Scopes	Timothy	HICKORY	NC	Hickory
Scopes	Matthew	HICKORY	NC	Hickory
15 year anniversary				
Corvin	John	GREER	SC	Upstate
Corvin	Kelle	GREER	SC	Upstate
Demeulenaere	Pamela	Hendersonville	NC	Upstate
Demeulenaere	Gregory	Hendersonville	NC	Upstate
Doares	William	Advance	NC	Triad
Doares	Corinne	Advance	NC	Triad
Duncan	Davis	MONROE	NC	Metrolina
Duncan	Sally	MONROE	NC	Metrolina
Harbour	Donna	WINSTON SALEM	NC	Triad
Harbour	Harvey	Richmond	VA	
Hill	Olin	TRINITY	NC	Triad
Hill	Phyllis	TRINITY	NC	Triad
Liles	Sandy	TRAVELERS REST	SC	Upstate
Tisdale	Robert	TRAVELERS REST	SC	Upstate
10 year anniversary				
Corcoran	James	Boone	NC	Hickory
Corcoran	Susan	Charlotte	NC	Metrolina
Cunningham	Jeffrey	Charlotte	NC	Metrolina
Doolittle	Stephen	Denver	NC	Hickory
Hess	Howard	Charlotte	NC	Metrolina
Hess	Ruby	Charlotte	NC	Metrolina
Kanet	Priscilla	Clemson	SC	Upstate
Krueger	David	Easley	SC	Upstate
Miller	George	Lincoln	CA	Sandhills
Miller	Sandra	Pinehurst	NC	Sandhills
Powers	Richard	Taylors	SC	Upstate
Powers	Mary	Taylors	SC	Upstate
Segodnia	James	Charlotte	NC	Metrolina
Turnmeyer	Lisa	Easley	SC	Upstate
Youngs	Michelle	Charlotte	NC	Metrolina
5 year anniversary				
Bouknight	Robert	Greensboro	NC	Triad
Huffman	Carl	Greensboro	NC	Triad
Luckenbach	Eric	Asheboro	NC	Triad
Luckenbach	Christie	Asheboro	NC	Triad
Ortiz-Villajos	Pedro	Fort Mill	SC	Metrolina
Roedlich	Christian	Huntersville	NC	Metrolina
Roedlich	Christine	Huntersville	NC	Metrolina
Thomas	Kim	Matthews	NC	Metrolina
Thomas	Robert	Monroe	NC	Metrolina
Wheatley	John	Charlotte	NC	Metrolina
White-Huffman	Jill	Greensboro	NC	Triad
Ziegenfus	Alex	Greer	SC	Upstate



**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)

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)



# 2018 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>

March	
10	Regional Board Meeting -- Concord NC
16	PCA National Instructor School Kershaw SC
17-18	DE Event 1 @ CMP (Carolina Motorsports Park)
23-25	Hickory Area Spring tour Litchfield Beach, NC
24	Porsche Swap Meet Mathews NC
April	
6	Porsche Experience Center
14	Hickory Area Drive and Dine (Porsche of Hickory)
22	Upstate Dine and Drive Burnt Shirt Winery Hendersonville NC
May	
5	Winedring Roads Triad area drive and dine
12-13	Upstate Spring Tour Chattanooga TN
19	Porsche Corral Charity Event, Lexington, NC
June	
3	Carolina's Region Autocross #1 Greensboro NC
8-10	Carolinas Region Sommerfest Durham NC
16	Hickory Area Drive and Dine
29 -July 1	Roads and Rail Charity Event
July	
8-14	2018 Parade Lake of the Ozarks Missouri
8	Carolina's Region Autocross #2 Greenville SC
August	
4-5	Upstate Summer Tour -- Chattanooga TN
12	Carolina's Region Autocross #3 Greensboro, NC
September	
8-9	DE Event 2 @ CMP (Carolina Motorsports Park)
15	Regional Board Meeting , Porsche of Hickory
16	Carolinas Region Autocross #4 Greenville SC
22	Hickory Area Dine and Drive
October	
13	Oktoberfest Event -- Triad Area
13	Carolina's Region Autocross #5
November	
2-4	Region Fall Tour The Ridges Resort, Hiwassee, GA
16-18	DE Event 3 @ VIR Virginia International Raceway)
December	
1	Regional Board Meeting Concord NC
4	Triad Christmas Party
January	
February	

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.**



## “Wineding Roads” to Chateau Morrisette

Hosted by TRIAD AREA PCA – May 5, 2018



- Join us for a Saturday morning drive up to Chateau Morrisette: Blue Ridge Parkway
- 0830 Gather at Captain Tom's Seafood & Oyster Bar Kernersville, N.C. , 1265 Hwy 66 South, Kernersville, NC 27284
- 0900 Depart for Chateau Morrisette; stop at Rock Castle Gorge Overlook
- Lunch at Chateau Morrisette; Visit winery and Gift shop
- Depart Chateau Morrisette to Mabry Mill (original gristmill)
- End of event; head back home

-Join us for a Saturday drive up to Chateau Morrisette on Blue Ridge Parkway

- No registration fee; pay for you own meal;

0900 Depart, take NC 8 to **Blue Ridge Parkway** (Google est. 1 hour 40 Minutes), NC 8 is great “Porsche road”

1040 Arrive at Blue Ridge Parkway, go west to **Rock Castle Gorge Overlook** (3 miles, 6 minutes)

1688 Blue Ridge Pkw. Floyd, VA 24091

1046-1115 Enjoy the view, visit and swap stories and take photos

1115 Depart for lunch at Chateau Morrisette, 2 miles. 5 minutes

1130-1300 Lunch at Chateau Morrisette\* and time after lunch to enjoy the views, see the Winery and Gift Shop

291 Winery Rd. SW Floyd, VA 24091

1300 Depart for **Mabry Mill**, 5 miles, 10 minutes

266 Mabry Mill Rd. Meadows of Dan, VA 24120

1310 Arrive at the historic **Mabry Mill**, explore,

*“perhaps the most iconic structure on the entire Blue Ridge Parkway. Experience live milling demonstrations, as this gristmill still grinds flour more than a century since its original construction! See the nearby Matthews Cabin, blacksmith shop and interpretive area.”*

~1400 Depart for home...suggest you try US 58 (3 miles west on the Parkway). Especially heading East on US 58, the road winds through the mountains as much as NC 8, but it is mostly a four-lane divided highway.

- US 58 East to Floyd and NC 8 and back to Capt. Tom's or further East to NC 220 to Greensboro
- US 58 West to US 52 to Winston-Salem

*\*Experience the rustic elegance of Chateau Morrisette Restaurant. Our culinary team uses only the freshest ingredients and selects local foods whenever possible to bring you a farm to table dining experience. Open Table has ranked Chateau Morrisette among the **top one hundred restaurant views in America** and awarded the Restaurant a **Diner's Choice Award**.*



# Carolinas Region Officers and Board Members



## Executive Council



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**Track**  
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johnandmarthab@bellsouth.net



### 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



**Regional Historian/Archivist**  
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historian@carolinas-pca.com

**Picture Coming Soon**

**Communications Coordinator**  
Marvin Waters  
communications@carolinas-pca.com



**Technical Advisor**  
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John Helgesen  
John@stahlwerks.com



**Technical Advisor**  
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**Technical Advisor**  
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media@carolinas-pca.com

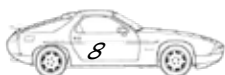


**Concours Coordinator**  
Mike Jones  
concours@carolinas-pca.com  
(704) 467-5042



### ON THE COVER

Mike and Loyd checking out the 914-6 at cars and coffee of the Upstate. Always a great time.





# Your Porsche:

PCA Raffle Winner

By Thomas Rose



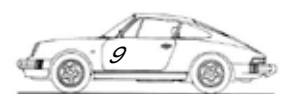
On Saturday, 7/29/17, I arrived back home from a work day at our hunt club, and my wife told me that I had a call from Brian Powell of PCA. I really had no idea what Mr. Powell would be calling me about and was reluctant to return the call, but did. Mr. Powell asked me about my Cayman S which I told him I really enjoyed the way it handled curves on mountain roads. I am retired so a couple of days a week, I enjoyed taking my Cayman S out on the back roads and in the mountains. He then asked me if I ever thought about a new Porsche in my future and I told him I always wanted a 911. My first Porsche was a 912 and I had to sell it when we started having children. I also told him that I was very pleased on how my Cayman S handled, being a mid-engine car, and I wondered if a 911 would handle as well. Brian then said that I would have a chance to find out and he paused. I thought he was going to suggest I test one at the Atlanta Experience Center. I had already done that a few months back driving only a Cayman S. But instead he asked if I had entered the PCA raffle. I told him yes, I had entered it several times over the years. He then told me I was one of the winners and had won a 2018 911 Carrera GTS. I was shocked and could not believe it. I had to ask Brian again if he was serious and he said he was. I thought the spring raffle winners were drawn on June 1st and by the middle of June I assumed the winners had been notified. Here it was July 29th, and I could not believe I had won. Brian told me to call PCA's National office to get the details.



12, 2018 my car arrived. I am in the process of breaking it in, and I am really enjoying the comfort of the larger 911 over the Cayman. My 6'5" height has always been a problem, but no longer. Needless to say, the power and sound of the 911 is fantastic. Thanks again to PCA for making this man's dream come true.



The following months were both exhilarating and stressful. It was exciting picking options, color and actually ordering a 911 GTS!! But then, the agony of waiting began. I sold my Cayman S to make room for the 911. The order needed to be assigned a date for production, then shipping and finally delivery to dealership. I think I watched every u-tube video made on the 911 waiting for its arrival. Finally on January



# The Journey Is The Reward:

Road Trip !! Germany

By James Proper



If you love cars, how can you not love Germany, specifically Bavaria and its surrounding regions? It is home to legendary manufacturers like Porsche, BMW, Audi, and Mercedes. The car culture runs deep here, and extends into amazing museums and legendary race tracks, as well.



Every Fall, we head to Germany for the ultimate car lover's trip. The German car manufacturers have magnificent showpiece museums, telling you their story, and allowing you to get up close and personal with their gorgeous pieces of machinery, from their humble beginnings to today. Audi's museum features a simply amazing carousel of cars that rise up through the multi-story museum in an ever-changing display of automotive art. Mercedes' museum is a building that rivals the great museums of the world in style and architecture. It really is much more than a car museum, showing the history of Germany over the past 100-plus years, and how Mercedes has fit into it. Porsche's cantilevered marvel of a museum is amazing. Featuring cars from Ferdinand Porsche's beginnings, working for other manufacturers, through developing the VW Bug, starting his own company, and the incredible motorsports history that this company has amassed, it's a one of a kind experience.



Speaking of museums, we also spend some time at the incredibly diverse and interesting Sinsheim Museum. This is a museum that has its own very impressive car collection, but also one of the best aircraft collections you'll ever see – want to walk inside a Concorde and the Russian equivalent? You can do it here. The Sinsheim Museum also has a wonderful collection of German military equipment, from tanks to airplanes, and virtually anything else you could want to see. For an American accustomed to seeing Allied World War II collections, this is a fascinating contrast to that.

Would you like to see how some of the world's great cars are built? We also get special behind-the-scenes tours of the Audi and Porsche factories on this trip. It's amazing to compare and contrast these highly impressive facilities.

Germany is of course well-known for motor racing, being the home to not only winning manufacturers, but also to two of the most legendary race tracks in the world – the Nurburgring, and the Hockenheimring. We enjoy private backstage tours of both of these Formula One tracks, where you get to walk where the legends of motorsport have gone before. If we can swing it, we'll also visit and drive on the old Solitude Ring (Google it for its fascinating history).



If just being at a race track isn't enough for you, we have that covered, as well. At the Nurburgring's Nordschleife, the largest and most famous track in the world, we rent specifically track-prepared race cars for two evening sessions where you can get out on the track, and experience it yourself – from the driver's or passenger's seat.

Finally, we visit the wonderful city of Nuremberg. While not car-related, this is a place not to be missed, with its incredible history (both from WWII and much, much



earlier), and its striking beauty.

Throughout this weeklong trip, our exclusive group stays in wonderful hotels along the way, enjoy smaller amazing restaurants, and enjoy the personal attention that you can only get with us.

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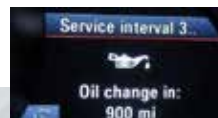
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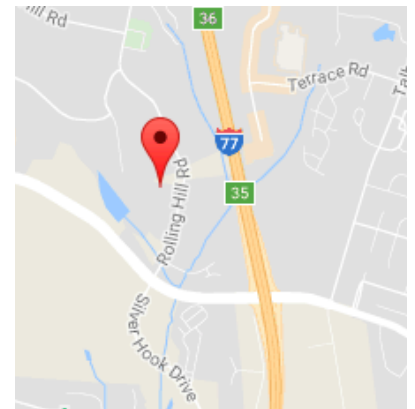
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\*Information compiled from LN Engineering\*



## IMS 101

The purpose of the intermediate shaft is to drive the camshafts indirectly off the crankshaft. By using an intermediate shaft, the speed of the chains are reduced, which is better for chain life. This basic design was used throughout the entire lifespan of the aircooled six-cylinder Mezger engine used through 1998. The inclusion of an intermediate shaft which drives the camshafts indirectly off the crankshaft has been a mainstay of the horizontally-opposed flat 6 engine utilized by Porsche.

The most common deficiency with the M96 engine and its revisions through 2008 is the failure of the ball-bearing found in the intermediate shaft. The intermediate shaft found in the M96 and later M97 engine was revised three times. The earliest design incorporated a dual-row ball-bearing used through model year 1999 and in some 2000 and 2001 models. Starting in model year 2000, Porsche began phasing out the dual row bearing and went to a smaller single row, with significantly less load capacity. From model year 2002 -2006, all engines used this smaller, lower capacity bearing. Starting with the 2006 model year, the design was again revised to use a much larger single row bearing with the same load capacity of the early dual-row ball-bearings. This bearing increased in diameter, which increased the bearing and ball speed, further improving the bearing. However, starting with the 2006 model year, Porsche in its third revision of the intermediate shaft bearing, changed over to a design that is not serviceable, leaving later model years with no recourse for addressing this issue with preventative maintenance, which failures still frequent. In all revisions, a sealed ball-bearing was used, rather than allowing for engine oil to lubricate and cool the ball-bearing. There is no recommended service interval for these bearings nor provisions for their replacement from the factory. However, with model year 1997 through 2005 engines, the intermediate shaft bearing thankfully is serviceable and with preventative maintenance, costly repairs can be prevented.

By far, the single row ball-bearing used starting in model year 2000 through 2005 are the most problematic. Based off projections calculated by a fellow Porsche enthusiast



and retired bearing engineer from Timken, they figure a 90% survival rate of the single-row 6204 ball-bearing used in the IMS at 90,000 miles\* – resulting in a staggering 10% failure rate (called the L10 life)! \*Assuming an average speed of 60mph in top gear. This coincides with the high number of failures we see in these model years. Regardless, all M96 and M97 engines from 1997 through 2008 can suffer intermediate shaft bearing failures at any mileage and at any time.

For those with MY06-08 intermediate shafts that cannot have their bearings replaced, we recommend to remove the grease seal from the existing ball bearing, which allows for engine oil to lubricate the bearing, but only when doing another procedure like a clutch, flywheel, or rear main seal replacement. However, this bearing is still problematic and should be upgraded anytime the engine is apart or if replacing the intermediate shaft with a new replacement shaft. That said, we are advising our customers that proactive disassembly of their engines is not required nor recommended unless performing other upgrades.

Beginning with MY09, the M97 engine was retired and was replaced with the 9A1 engine which features improvements such as direct fuel injection and more notably, the lack of an intermediate shaft or IMS bearing.

### Further technical information

The [Mezger intermediate shaft] design has been retained with the watercooled 996 Turbo, GT2, and GT3 models as their engines are based off the same 964 engine case with the same internals as the earlier aircooled engines. This intermediate shaft features plain bearings (no ball bearings) that are pressure fed engine oil for lubrication

and never fail. If these bearings wear out, the engine may develop a slight knocking noise due to increased running clearance, but this condition will never result in a catastrophic engine failure.

When the M96 engine was developed, for cost savings, one cylinder head casting was made. As such, for interchangeability, the camshafts could no longer be driven off one end of the IMS. This required that the chains be driven off opposite ends of the intermediate shaft. On the rearmost side of the intermediate shaft (closest to the flywheel), you have the main sprocket

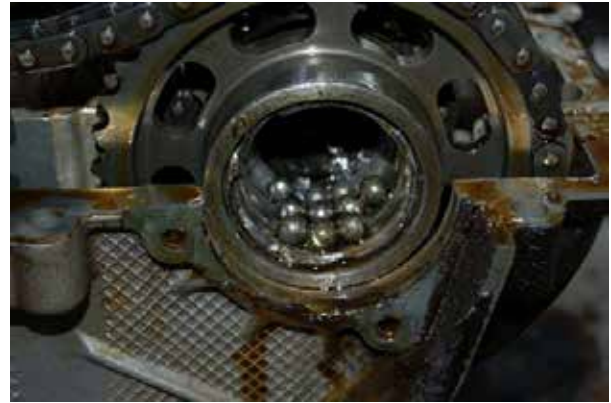


the drives the intermediate shaft off the crank as well as a smaller sprocket and chain that goes to one of the cylinders heads to drive the cams. Clear on the opposite end of the intermediate shaft there is another sprocket to drive the cams for the opposite cylinder head. This end of the intermediate shaft has a plain bearing surface integrated into the front oil pump console that is pressure fed oil for lubrication directly from the oil pump. As a result, this end of the IMS always performs flawlessly and never shows wear.

Unfortunately, due to how the crankcase was designed, there are no oil passages from which pressurized engine oil can be used to lubricate a plain bearing on the side closest to the flywheel. The IMS in the M96 (and subsequent M97) engine is located directly beneath the crankshaft carrier and is connected to the crankshaft by means of a chain. The IMS has a sealed ball bearing on one end (closest to the flywheel) and a plain bearing on the other end, which resides in the oil pump/coolant console. Additionally, it is this ball-bearing that handles the majority of the load on the intermediate shaft.

According to information published about the Eisen IMS Class Action Lawsuit, the single row IMS bearing used in 2000 through 2005 model years is reported to have an 8% failure rate, versus less than 1% with the dual row IMS bearing. The 8% failure rate cited by the settlement documents is not far off of the calculated L10 life LN Engineering has been using for the last five years! With half the load capacity, it is clear to see that the reduced load capacity of the single row IMS bearing is a significant contributing factor to the increased number of failures.

In addition to ball-bearing failures, the intermediate shaft can suffer other failures including but not limited



to slippage of drive sprockets which can lead to valve timing related failures. Again, as a cost saving measure, the sprockets were not secured to the intermediate shaft. The center bearing support stud was manufactured with an o-ring groove cut into it, reducing its cross-sectional thickness to less than the diameter of the threads used to secure the IMS bearing assembly. As such, it is common to have the center bearing support stud break during operation, resulting in a large oil leak, and is often an indicator of a failing or failed IMS bearing.

It is not known exactly why these bearings fail, but there are many contributing factors including over-loading. Poor lubrication, long drain intervals, high fuel and moisture content in the engine oil, high oil temperatures, and even operational speeds can also affect bearing life. That's why some bearings last 3,000 miles and others have lasted over 200,000 miles. Here is a good link about bearing failures and some of the common causes: <http://www.maintenanceworld.com/Articles/manufacturing/bearing-failure.htm>

#### Foreign matter:

One of the most common sources of trouble in bearings is wear and pitting caused by foreign particles and is responsible for 70% of all early bearing failures. With six years and tens of thousands of IMS Retrofit procedures having been carried out since 2008, we have enough experience to confirm that foreign object debris can and will compromise the replacement IMS bearing. We have confirmed documented failures of the [LN Engineering] IMS Retrofit bearing after it was installed as part of a reactionary procedure when the original bearing had already started to fail or had failed completely.

Now for some technical information from our bearing engineering team: "There are many reasons for bearing failure, and usually each failure is due to a combination of causes, not just a single cause. Spalling occurs as a result of normal fatigue where the bearing has reached the end of its normal life span but this is not the most common cause of bearing failure. Spalling detected in bearings can generally be attributed to other

factors. A common cause of bearing failure is due to contamination from tiny metallic particles left over from a previous mechanical failure. These particles are suspended in the oil and if they are allowed to get into the bearing, the result is tiny dents in the hard steel raceway. Often the dent is surrounded by a



microscopic raised area (or 'lip'), and when the ball rolls over this lip, the ultra-high point loading exceeds the strength of the steel and it fractures, leaving behind a jagged depression (or 'pit'). Once this

cycle begins, wear is greatly accelerated and the bearing will fail. One thing is for sure; once you have experienced an IMS bearing failure, there is no turning back. A complete engine disassembly is required to replace the intermediate shaft and in most cases, complete rebuild or engine replacement is your only option.

When an IMS failure occurs, or more specifically the ball-bearing or bearing support fails, the intermediate shaft is damaged beyond the point of being serviceable, but moreover, debris from the failure contaminates the entire engine, requiring a complete teardown and rebuild to recover from such a failure. In worst-case scenarios, the cam timing can also be thrown off, causing valve to piston contact, and in some cases, even lead to a failure that requires replacement of the engine. In that case, the engine will not be accepted as a core, requiring the purchase of another core or to pay an ever-increasing core charge from Porsche on top of the cost of the replacement engine. Aside from the proactive approach of replacing the IMS bearing prior to such a failure, prevention and early detection are some of



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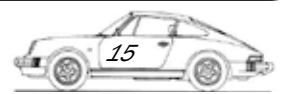
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the steps that can be taken to try to minimize the risk of a costly engine failure. prematurely.”

One attempt at extending the life of the original IMS bearing is removing the grease seals off the factory intermediate shaft bearings to better improve their lubrication and cooling, as is the case with model year 2006 through 2008 engines, as that’s the only preventative measure that can be taken that is cost effective. The other option is to tear down the engine completely to access the intermediate shaft, for which upgraded IMS bearings are available for installation at this point.

With model year 1997 through 2005 engines however, the bearing is indeed accessible. Any IMS bearing replacement is intended to be installed as a proactive measure in preventative and regular maintenance. Once an engine has suffered a failure, replacement of the intermediate shaft bearing is no longer an option. Installing a replacement IMS bearing in an engine that has already suffered a failure will result in a subsequent failure due to collateral damage, including but not limited to debris contaminating the new bearing.

#### Lubrication:

Oiling is just one part of the IMS failure problem. As supplied by Porsche, the intermediate shaft uses a sealed ball bearing. The original bearing was grease filled, considered a “permanent” lubricant. However, the original bearings and seals used are rated only to 250F and over time, the seals become hard, allowing the grease under normal operation to be “washed” out of the bearing during operation.

Additionally, as the intermediate shaft itself is completely submerged at times, the shaft will actually fill up with engine oil. With long drain intervals, contaminants in the oil find their way into the bearings and intermediate shaft. These worn out seals do allow oil in but they also limit the exchange of fresh oil.

Once the bearing begins to wear, the seal will actually fail completely, allowing for oil to wash out the permanent grease but not allowing for fresh oil to exchange in and out of the bearing during operation. It is at this point that you can begin to find debris in the filter from the seal and from the bearing itself.

The IMS Retrofit uses an open bearing (no grease seal), allow engine oil to freely enter and exit the bearing. The ceramic hybrid bearing used is designed to function on splash lubrication from engine oil

alone, but is submerged in oil as well, depending on operating conditions due to its location in the engine’s “integrated dry sump.”

The IMS tube itself will end up storing a sizable amount of oil that will centrifugally be fed to the bearing during operation as it leaks past the rear seal on the new IMS bearing. This is another reason why frequent oil changes are a must – as this oil gets trapped and is one of the sources for lubrication of the new bearing!

Forced oiling of the ball bearing does not provide any benefit as the bearing does not require or benefit from additional oil. Lubrication alone is not the problem. “Rolling element bearings depend on the continuous presence of a very thin – millionths of an inch – elastohydrodynamic film of lubricant between rolling elements and raceways, and between the cage, rings and rolling elements. Lubricant-related failures can be avoided by selecting a grease or oil that generates a sufficient film to keep bearing elements separated. A good lubricant also provides good boundary lubrication. Lubricant failures can be detected by the presence of discolored (blue/brown) raceways and rolling elements. Excessive wear on rolling elements, rings and cages follows, resulting in overheating and subsequent catastrophic failure.” – Applied.com

Some claim without forced oiling of the ball bearing there is inadequate lubrication. Unfortunately, there is no evidence of this with thousands of stock or ceramic hybrid replacement bearings LN Engineering has inspected. Furthermore, the bearing operates submerged in oil or partially submerged in normal operation, for example at idle, when bearing load is highest and need for lubrication is greatest. In fact, it’s possible to over-lubricate a bearing, which causes the balls to slide rather than to roll. “Too much oil or grease in a bearing or its housing causes an effect called churning resulting in a sharp temperature rise and often premature lubricant and/or bearing failure.

Circulating oil, however, should not be used in high-speed applications, such as machines tool spindles, because of unacceptable friction losses as the lubricant moves through the bearing. In these applications, only a small amount of oil is needed, and a spray-mist system is generally preferred.” - Petronomics.com

For those choosing to retain the original conventional ball bearing, it has been known for years that simply removing the grease seal will promote improved bearing life along with use of an oil with higher





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viscosity or higher film strength.

The LN Engineering IMS Retrofit kit should not be used with any forced oiling products for which they were not designed for.

Another issue that forced oiling of a ball bearing does not solve is over-loading of the ball bearing. The single row ball bearing used starting in 2000 through 2005 was replaced with a larger bearing in 2006 with double the load capacity, restoring the original load capacity the dual row bearing first used in the M96 engine(1997-99). Insufficient load capacity leading to wear and fatigue is the primary problem with the single row bearing used in 2000 through 2005, not lubrication! It is for this same reason that the class action lawsuit settlement regarding the IMS *only covers vehicles with the single row bearing as found in 2000 through 2005 model year vehicles!*; <http://www.imsporschesettlement.com/>

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# Driver's Education:

The Art of DE's

By John Babinski



Driver Education is a truly an endless proposition as there is always something new to learn or a skill to improve that will make you a better or faster driver. One of the things I subscribe to in an attempt to keep improving myself is Ross Bentley's weekly newsletter called Speed Secrets. It arrives in my email inbox every Tuesday morning providing me some interesting and usually thought provoking material to consume with my morning coffee. It typically includes a feature article written either by himself or a guest writer and then on the side is a relevant quote from someone in the driving community and that's followed by a short article from Ross. In the newsletter several weeks ago hidden at the very bottom was a short sentence directing you to enjoy some "Track Art" by clicking on a link to You Tube. Here it is for those interested. It's a series of 5 quick videos each only about 30 seconds long.

<https://www.youtube.com/watch?v=LbphyZUvflA&list=PLHkoylab7nCqAlxlcEuN88Jpr4qJN75mM>

What I found interesting about the videos was that it didn't consist of the typical track pictures I was expecting. You know the ones where cars are either careening off track in a cloud of dust, or going three wheels in the air after cheating an abrupt corner gator. Instead, they were pictures taken at tracks with an artistic photographer's eye of the actual track, the surfaces, the flowing lines, the built up rubber, the rough outer edges. All done without any cars in motion.

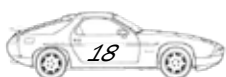
At our track events we always are taking some pictures and occasionally get lucky and have a professional photographer attend who provides us pictures to include in our Tobacco Roads articles. And I must admit, pictures are almost exclusively of cars and people. But occasionally there's a picture with a bit more of an artistic eye. Here's a few examples from AWOL photography from some past VIR events.

I bring this up because I'm always looking for ways to get someone who might think they aren't interested in

attending one of our DE's to come on out, see what they are all about and possibly spark an interest in giving it a try. We've got tons of amateur photographers in our club. All you need do is attend any Carolinas PCA event and watch people pulling out their cell phones and snapping away. So why not work on improving those photography skills using a track weekend as a backdrop? You can work on your composition skills, practice techniques like panning your subject matter in motion or explore those functions on your camera like wide angles, color enhancements, or even use black and white settings.

While you're at the track you're more than welcome to sit in on our classroom sessions. There you can pick up a few tips giving you a better understanding of vehicle dynamics which will help you understand the how's and why's of what your car is experiencing while in motion. That Information should help you become a more aware and safer driver out on the street. And who knows, you may even decide you had a good time and you want to attend a future DE to get out on track.

Our first driver's education (DE) event is coming up quickly. It's at Carolina Motorsports Park in Kershaw, SC on March 17-18. For those interested and qualified we are also hosting an Instructors School on Friday March 16. Registration for both events can be found at [www.clubregistration.net](http://www.clubregistration.net) by searching under "Carolinas". With this unseasonably warm weather of late it's given me the bug to shake off those winter blues and get my car back on track to start the season. As I'm writing this, the daffodils are in full bloom, the forsythia has matching yellow blooms and my peach trees are pushing open their pink blossoms. So I'm sure hoping no surprise cold weather and wintery storms come our way like at last year's March event. While that snow was picturesque and very photogenic, it just wasn't ideal for track conditions as shown below by Paul Lueskow's photos.

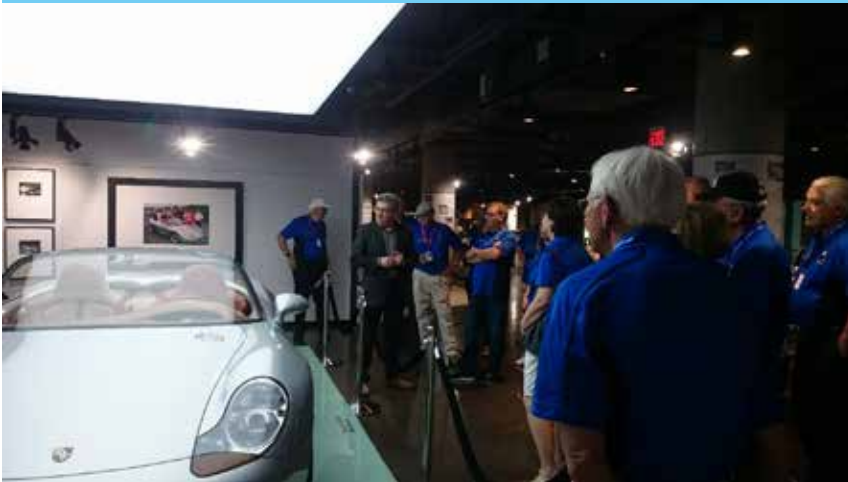




McKenzie Autosports has signed on as our Exclusive Sponsor for the March DE and has committed to making it something memorable. See their ad in this issue of Tobacco Roads. With our date being pushed off a week this year, we're in daylight savings time all weekend giving us plenty of daylight for our Saturday social which actually takes place on St. Patrick's Day. You can expect some special features as part of our "Blarney Blast" weekend. McKenzie Autosports has 35 years of experience as a vehicle graphics design, car wrap and installation business with locations in Alton, VA and High Point, NC. Along with sponsoring our social, they are also providing several door prizes and will have a display and demonstration during the weekend. Their support is greatly appreciated.

Your track committee has a great season of events planned for 2018 and we look forward to seeing you at one of them.

## **Carolinas Region Tour** **One Porsche Drive/Porsche Experience Center** **Friday, April 6th**



Join us on Friday, April 6th for a special OPD tour arranged just for the Carolinas Region. We'll start by a tour of One Porsche Drive, Porsche's US headquarters located in Atlanta. We'll tour the Heritage Gallery containing a display of vehicles from the Porsche Museum in Stuttgart as well as a collection of vehicles from private owners. We'll see the Classic Car Workshop, where Porsche Certified experts service, repair and restore Porsche production cars. For those who want a more active tour, participants can experience a 15 minute session on the Driving Simulator Lab and get a sample of the handling track with hot laps

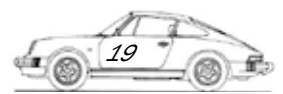
driven by a Porsche Experience Center Driving Coach. Lunch will be provided by Restaurant 356 overlooking the PEC driving track. Hendricks Porsche has donated a Porsche Experience Certificate for this trip, so one lucky participant will come away with an opportunity to get the full PEC package. If you act quickly, the new Solis Hotel at Two Porsche Drive is still honoring "opening day" special rates.



**Event Registration is open on ClubRegistration. Fees: \$70/registrant for Tour, Lunch and event shirt. \$120/registrant for Tour, Driving Sim, Hot Laps, Lunch and event shirt.**



**Questions? Contact Brian Powell,**  
**president@carolinas-pca.com**



# Area Updates: MAR 2018

## 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's monthly meeting was held on February 20th at Captain Tom's Seafood in Kernersville and we had 51 members and guest attending. We welcome first time attendees Joel Clappitt, Charles Caulkins, Sam Westbrooke and Scott Seekins. We are always pleased to have club sponsors in attendance and last night we recognized Jason Hausler and Jamie Wessler from Porsche of Greensboro; and Billy Wenk and Jimmy Winchester of HBI in Mocksville. Marilyn Cantley celebrated a Birthday during the month of February and we all joined in to sing to her and treat her with a birthday desert. Rick and Elaine worked the 50/50 charity split the pot table selling tickets and Bill Suite was the lucky winner. We also gave away some nice door prizes and the lucky ticket holders were Steve Showalter, Blanche Gallo, Curtis Collins and Robert Van Camp. Dixon Johnston is chairing a drive to Chateau Morrisette on May 5th and he shared some details with the group (look for the event flyer in this issue of TR). Steve Showalter discussed the possibility of a Fall weekend drive up to the Biltmore in Asheville and Robert Van Camp and Charlie Massler presented details of the 2018 Roads and Rails Charity Drive coming up on June 29th, 30th and July 1st. Our guest speaker at the meeting was Wayne Capwell, the Carolinas Region Autocross Chairman. Wayne used the overhead display as he gave the group a short presentation of what is involved and what to expect if you are a first time autocross participant. Wayne also showed a video taken at one of the club's events to point out course layout as he explained the "driving line" and autocross "terminology". Thanks to Wayne and all of the members and guests that attended the meeting. Hope to see all of you at the next meeting.

### TRIAD AREA 2018 AGENDA:

1. May 5th (Saturday) – "Wineding Roads to Chateau Morrisette"- Dixon Johnston, Chairman – See flyer in this edition of TR for details
2. March/April (TBD) – Triad/Sandhills Joint Dine/Shine & Show
3. May 19th – Porsche Corral Charity Event @ ACH – Jerry Kilcrease, Chairman
4. June 29th, 30th & July 1st – Roads and Rails Charity Drive – Robert Van Camp and Charlie Massler, Chairman
5. Oct. 13th – Oktoberfest Event – Jerry Kilcrease, Chairman
6. Dec. 4th – Christmas Party – Jerry Kilcrease, Chairman

### THE NEXT UPCOMING TRIAD AREA HOSTED EVENT:

"Wineding Roads" to Chateau Morrisette – Saturday, May 5th – Dixon Johnston, Chairman – Please join us for on a 75 mile drive on winding and challenging roads up to Chateau Morrisette for lunch and a visit to the winery and gift shops. Complete details and sign-up information on announcement flyer in this edition of Tobacco Roads.

Porsche Corral Charity Event – Saturday, May 19th – Save the Date – The Triad Area is joining with the American Children's Home in Lexington, NC for their 20th Annual Car, Truck & Motorcycle Show Off. This is a charity event where all Porsches will be displayed in a Porsche Corral with People's Choice awards for the first three places. Complete details and registration information will be coming later.

### NEXT TRIAD AREA MEETING – TUESDAY, MARCH 20th, 2018

The Triad Area will hold its next monthly meeting on Tuesday, March 20th at Captain Tom's Seafood in Kernersville. We start socializing around 6:30pm and start our dinner business meeting at 7:00pm. Please make plans to come and join us...Thanks, hope to see you there.



50/50 charity pot winner Bill Suite/Rick Huskins



Door prize winner – Blanche Gallo/Sadie



Door prize winner – Curtis Collins/Jerry



Door prize winner – Steve Showalter/Sadie



## Hickory Area By Michael Vittorria



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

~ **February Meeting** ~ I am often reminded of how the promise of a great program can impact attendance at monthly meetings. Our February meeting was a good case in point.

Forty plus Members and friends attended a lively February 20 gathering at Fourk Restaurant in Hickory. The quality of food and service and the availability of a private meeting room well suited to our needs all contribute to Fourk becoming our "go-to" venue for dinner meetings.



**Forty + Attendees**

Following some social time and announcements, our speaker, Andy Straw was introduced. Along with his wife, Anita Doran, Andy has been an active Hickory Area Member and a real contributor to our group. In addition to his interest in Porsches, Andy has an impressive collection of antique/classic automobiles.

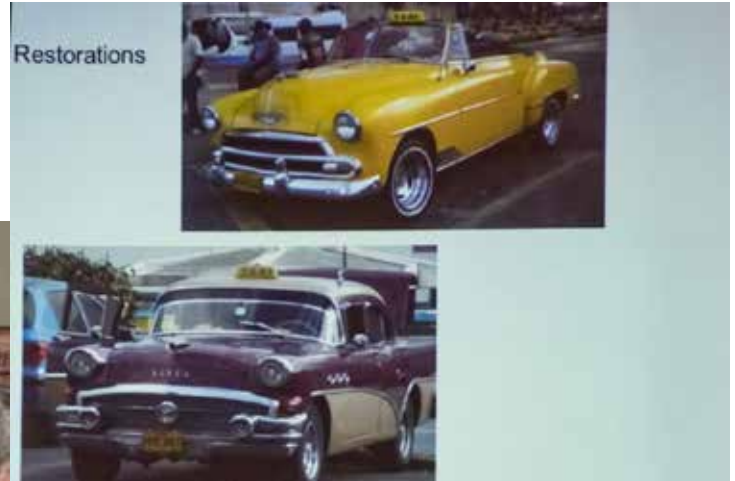
A few years ago, Andy and Anita had the opportunity to visit Cuba. Given their interest in cars, it is not surprising that they made a study of the "Cars of Cuba" while there.



**Andy Straw**

Though generally aware that many Cubans continue to drive 50's era American automobiles, we were not so much aware how this came about and why it continues today. Andy did a great job of shedding some light on these and other questions and of describing the creativity shown by Cubans to keep these cars running.

Of course, not all Cuban vehicles are of the 50's variety. There are older Eastern European cars still in use and more recent imports from South Korea. It is rumored that there



**Examples: of the Cars of Cuba**

are even some Porsches and classic Mercedes. However, no need to think you might travel to Cuba in search of the next million dollar "barn find". These automobiles - particularly the 50's era American cars - have become so much a part of the Cuban tourist experience that the government now considers them a "national treasure" and prohibits their export.

As he has in the past, Andy finished his presentation with a quiz and prizes for those who got the most (and least) correct. Thank you Andy, for a job well done. Those who were drawn to the meeting to hear his comments were certainly not disappointed.

**Charity:** Our charity "50/50" drawing was won by Reg Williams. \$130.00 was raised for the Crossnore School.

Thanks to Member Jim Lucier, the Hickory Area PCA now



**For the "Winners": Cuba Libra**





In honor of the "Bay of Pigs": Pork rinds for those with the fewest answers

has a "Shutterfly" on-line account through which you can view photos from our various events. Simply go to : <https://hickorypca.shutterfly.com> to view additional photos of our February meeting. Many thanks to Jim for being our photographer and for managing this site. I hope you like it.

~ Next Meeting ~

**March 20: 6:30 ~ 8:30- K&M Collision, 916 Lenoir Rhyne Blvd., Hickory NC 28602 (828) 569-1275.** K&M is the only Porsche Certified collision/body repair facility in the Carolinas Region. Michael Bradshaw and the K&M staff will host our March meeting. Attendees will be provided with a light dinner, tours of the shop and technical session (topic TBD). This is an impressive new facility. Please plan to join us.

In order to help us better plan for the number of attendees at this meeting, **please RSVP** by Friday, March 9 using the following link:

<http://www.signupgenius.com/go/508044DAEAA22ABFB6-march>

~ Coming Up ~

> **April 14: April meeting and Drive and Dine** - We will gather on Saturday morning at Porsche of Hickory for a brief meeting and breakfast provided by our hosts. Following the meeting, Keith Antal will lead a drive to the Penland School of Crafts for a visit and tour. Afterwards we will lunch at the Bear Creek Marina on Lake James. Please RSVP by Wednesday, April 11 using the following link:

<http://www.signupgenius.com/go/508044DAEAA22ABFB6-hickory1>

I am eager to hear your feedback, ideas and suggestions. Please keep them coming to: [hickory-ad@carolinas-pca.com](mailto:hickory-ad@carolinas-pca.com) as they can only help to improve our meetings and activities throughout the year.

**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)

Our Metrolina area was able to meet on February 21st after having not met in January due to the Winter weather that impacted the Charlotte Region. We had approximately 35 people in attendance at the Waldhorn which included 5 new members which we are really excited about having as part of our PCA Family. We had our usual 50/50 drawing where we raised \$230 for our selected charity which is a great start to the year for us and hope to surpass the \$5000 mark again for 2018.

In my recap of the area's Holiday Party, I inadvertently left out the recognition of Continental Tire, whose annual and very generous gift of a set of tires for raffle was not mentioned. For those of you who are not familiar, each year our Board Member Re Racer has been able to procure a certificate from her Employer for a set of Continental Tires. At our Holiday Party we are able to raffle off the set of tires each year and the proceeds are given to the Second Harvest Foodbank of Metrolina.

Our members have been thoroughly enjoyed Stuttgart Saturdays hosted by Hendrick Porsche the second Saturday of every month from 9 to 11, so if you have not had an opportunity to join fellow members for breakfast and conversation please mark your calendar's to do so.

Please stay tuned for local rides and events that we will be scheduling now that the weather is improving.

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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 members continue to gear up for early Spring activities. We had a tech session at my garage to do an oil & filter change on Pete Keegan's 991.2S. There are a couple new twists to the procedure vs 991.1 to gain access to the oil filter, and the oil drain plug is now plastic! Our next tech session is at Porsche Greensboro on 24 Feb in conjunction with Triad Area.



Just looking around at a few of our members who do DIY stuff, we count five different lift systems. From different types of basic hydraulic jacks and jack stands to sophisticated 4-post maintenance/storage systems, we have them all. At a future meeting we will present the features, benefits, drawbacks and costs of each.



After having lived in ten other states before NC, I continue to marvel at the great backroads we can enjoy! The surface condition is good/excellent, they are well marked and we can always find a twisty, scenic ride to a mini-destination. The picture below is at Flashbacks Cafe in Mount Gilead in mid-February!

A few Sandhills members will drive to Amelia in March for PCA Werks Reunion on 9th, and weekend concours. The event has grown so large and popular over the past 20 years that logistics are complicated. It appears that a few of us will also be able to attend the R&M Sothby's auction. That is a real treat! Just like Pebble Beach, the multiple events surrounding the concours itself maybe more fun than the big show!



We now have firm dates and a route for the 1-4 May Bourbon Trail tour. A combination of large, well known distilleries and very small family craft operations will be visited. Getting the Porsches serviced, inspected and prepped for the 1100 mile spirited drive is now underway!

Marty



## 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 had the opportunity to participate in two special events. We went for a scenic drive on a rare beautiful day in February. We also had the good fortune to present a check to the local Shriner's Transportation Fund.

It is wonderful how we can help make such a difference in a child's life through our charitable efforts. The Shriners were very impressed with our efforts to donate \$2,369 to their efforts to bring local children and their families to hospitals. They even made Steve an honorary Shriner for the evening.



We also took advantage of a rare sunny day in February for a dine & drive from Durham to the Eddy in Saxapahaw for brunch. This was the first dine & drive I recall in a while where we had both a Cayenne and a Panamera in the tour. They did great as did all the other sports cars. 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:

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

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

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

### Future Events:

Sommerfest 2018. June 8-10. Location Sheraton Europa in Chapel Hill. Tickets are \$75 including a shirt and all Sommerfest events.

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



Adam Morrison

[Triangle-AD@carolinas-pca.com](mailto:Triangle-AD@carolinas-pca.com)

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## Upstate Area By Robert Rainer



Meeting: First Monday of the month at 6:30 PM  
Quaker Steak & Lube  
10 Chrome Drive Greenville SC  
Contact Robert Rainer, Area Director  
[upstate-ad@carolinas-pca.com](mailto:upstate-ad@carolinas-pca.com)

A couple of weeks ago, we celebrated the ProTech chili cook off. As always this happens to be a great time. Good food, good deserts and good conversation. We had over a 100 people show up, and over 25 pots of chili and 18 deserts. I truly want to thank Frank and Bill for hosting us. I noticed a plaque with past winners in the lobby, and this event has been going on for 16 years. So it really is a staple of the upstate region. I learned that as a new Area Director, I need to keep better track of things, and I will have to post the winners next month.

On Feb 24 John Babinski is going to hold our first tech session. He is going to prep his boxter for the track, and service his braking system. This is our first attempt at a tech session, and I hope we can build interest in this event. I also want to thank Tim Ziegenfus for hosting this event. The event will occur after cars and coffee and will begin at 11AM. I also hope to be able to introduce Project 944. My plan here is to use a 944 as a vehicle that will support on going Tech Sessions. As we fix this car up, the goal will be to auction this car off at the end of the project with the proceeds going to our charitable efforts.



Thanks to Frank and Bill at Protech Motorsports for hosting our event.

Finally the Love Run had to be rescheduled due to rainy weather. The new date for this drive and dine is now March 3rd. Those who signed up with Eventbrite, will get a reminder email a few days prior. If you want to participate in this drive we will be leaving from the Starbucks on North Pine St in Spartanburg at 9 am.

## Up Coming Events:

**March 5th -- Monthly Meeting** Quaker Steak and Lube 6:30 pm. This is our regular monthly meeting that takes place the 1st Monday of every month.

**March 11th -- Greenville St. Patrick's Day Parade.** Once again, we will be marching in this parade. We will be playing our exhaust notes. I do ask that you sign up using our Eventbrite link so I can share the detail related to the meeting point with you. There will be a couple of blocks that will be closed off to continue the celebration with food and drink after the parade. The other thing is this will be day light savings time, so you will get up super early and have some fun. Don't forget to deck out your car in green regalia for this event.

**April 2nd -- Monthly Meeting** Quaker Steak and Lube 6:30 pm. This is our regular monthly meeting that takes place the 1st Monday of every month.

**May 12- 13th -- Spring Tour.** This year we will drive up the US 64 to arrive and overnight in Chattanooga TN. More details will follow.



Best Chili Winner



Best Desert Winner



Upstate Tech session on brakes was a huge success, watch out for others. Thanks John and Tim

## Lake Norman Area by Christian Roedlich



Monthly Meeting: River Run Country Club in Davidson on the Fourth Thursday of the month at 6:30  
Contact Christian Roedlich Area Director  
[christianroedlich@hotmail.com](mailto:christianroedlich@hotmail.com)

The new year brought us a new PCA area: The Lake Norman Area had its inaugural meeting on Thursday, January 25th at River Run Country Club in Davidson. We were off to a great start in a beautiful setting with 24 attendees. We did not have a set speaker at this meeting but rather shared and discussed ideas about location and timing of our meetings as well as deciding on our favorite charity (at present Barium Springs Home for the Children seems to be the frontrunner). We had also representatives from HBI in attendance who had given us a presentation during our last PCA meeting as an "unofficial" chapter in November 2017.

Our second meeting on February 22nd, was again at RRCC with 21 members in attendance. This time we had the service manager of Porsche of Hickory attend and give us a brief overview of the dealership (it is in the top 25 Porsche Dealerships in the US) as well as new Porsche products. Always a discussion point are turbos vs. non turbos as the preferred new motors. This will be an open ended discussion for years to come (of course among many other topics!!!), I suppose...

Taking about the future, Mr. Klaus Zellmer, CEO of PCNA gave a presentation in Charlotte on February 22 in which he stressed that the automotive industry will see more changes in next 5 years than it has seen in the previous 50. One of the key points was "Electrification" – the Mission E Porsche being launched in 2019 and featuring Porsche's new 800 V technology. Zellmer also predicts that by 2025 there will be more electric cars being sold in China than combustion engines! His next key point was

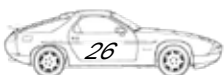
the "Subscription Model", namely Porsche Passport. Here the consumer can purchase for example a deluxe plan for \$3,000 per month and can select from 22 Porsche models at any time during that month. He feels that especially Millennials are/will be receptive to this program. The third key point was "Brand Embassies", namely the experience centers in Atlanta and LA. He feels that it is essential for Porsche to ensure that the consumer experiences fun and excitement with the brand.

Our charity raffle (again thank you Porsche of Hickory for providing fantastic Porsche calendars) was in support of a DE instructor who was badly injured during a DE event in GA in January 2018, Patrick Wilson. We raised about \$250 for our fellow member. Thank you to our member Jim Buchanan for taking the lead on this.

We ended the meeting by challenging each other to each bring another PCA member to our next meeting on Thursday March 22nd, again at RRCC in Davidson (19125 River Falls Dr., Davidson, 704-892-4633). We are determined to grow the attendance in the LKN Area!



**Members of the new Lake Norman Area are meeting at River Run Country Club in Davidson on the Fourth Thursday of the month at 6:30 pm.**



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