

JAN 2016

Tobacco Roads



The monthly newsletter of the Carolinas Region Porsche Club of America



01.16

**IN THIS
ISSUE:**

TECH WERKS | HYSTERICAL RAMBLINGS | X COUNTRY IN A '72
INSTRUCTOR PROFILE | AREA REPORTS | CLASSIFIEDS

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From the Driver's Seat

Brian Powell, President



A friend of mine, knowing I was in the market for the next Porsche, recently asked me if I was going to throw in a bid for Janis Joplin's 1964 356C Cabriolet. It recently came up for auction and was expected to bring \$400K-\$600K. Other than the celebrity status, there really wasn't anything special about it to command that estimated price. It is a well used, but restored late model 356. The car started out grey, until purchased by Janis as a daily driver. She had it repainted by one of her roadies, who decorated the car with portraits of Janis and the band. After her death, her brother returned it to the original grey. At some point in the 1990's, it was repainted again with the famous artwork. While it had been recently restored, its real significance was its owner. But I think everyone was stunned when the Joplin 356 went for \$1.76M!

What makes a collectible other than the notoriety of a previous owner? Steve McQueen's 911 and the Joplin 356 aside, similar models can be found for much less. Although a Model T is an antique, its not necessarily collectible since Ford produced over 15 million of them. Its been said that any car with 2 or more buyers, drives up the price. I've been following one particular Boxster on the market now. I may be the only interested buyer, as the dealer price has dropped twice since it came on the market. If you've been following the price of Porsche models recently, you know there are a few models that have gone through the ceiling. Mid 80's 930's have crossed 6 figures and climbing, Turbo look Carreras with the factory M491 option aren't far behind. It wasn't that long ago that either could be found for a fraction of today's going rate. I know a couple owners of early 911 Turbo's who wish they'd held on a couple more years to collect today's prices. Could the economy have turned a corner or is this just a bubble? Maybe, although I think its the empty nester syndrome too. The cars that were the objects of our affection as teenagers, the ones that we dreamed of, return as objects of our desire as empty nesters. In our youth, we plastered our bedroom walls with posters. Now that the kids are out of the house and the college tuition is paid off, we look for the one we can put in the garage.

So what are today's future collectibles? Anything air-cooled is going north, but there are models that have moved faster than others. Special models, like the RS America, or 911 Speedster editions continue to appreciate in value faster than their siblings.

So of recent vintage, I'd definitely put the 911 GT3/ Cayman GT4 in that category. Cayman GT4's already command a premium over MSRP, dealers have been sold out since the model was announced. On the flipside, as much as I appreciate the Panamera, Cayenne and Macan, I don't see my kids seeking any of those out for their garage in 2050. Cayman R or Boxster Spyder, possibly. If I had to guess, I'd say they'd be looking for a particular yellow GT3 similar to the one they have had the pleasure of riding in, courtesy of Marty Barrett. That's the point of it all though, isn't it? We buy them to drive, not for the portfolio value. Everybody likes making a good investment, but its really about appreciating the driving experience. So my resolution for 2016, is to drive the Porsche more and the Toyota less. As we put together the 2016 calendar, we've got some great events planned. Come out and join us!

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Contents

see area reports for more detailed information

	Page
From the Drivers Seat	3
Calendar	5
New Members	7
Hysterical Ramblings	8
Instructor Profile	12
2015 Autocross	13
Editor's Notes	15
Tech Werks	16
Your Porsche	18
Journey is the Reward	19
Photography Blog	22
Area Updates	23
Classified	29

Upstate

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

Hickory

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

Triad

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

Metrolina

3rd Wednesday of Month (or
check email updates)

Triangle

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

Sand Hills

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

Recurring Cars and Coffees & Shine and Shows By Area:

Metrolina Area

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

Hickory Area

On hold until the spring. Keep your cars
warm though

Triangle Area

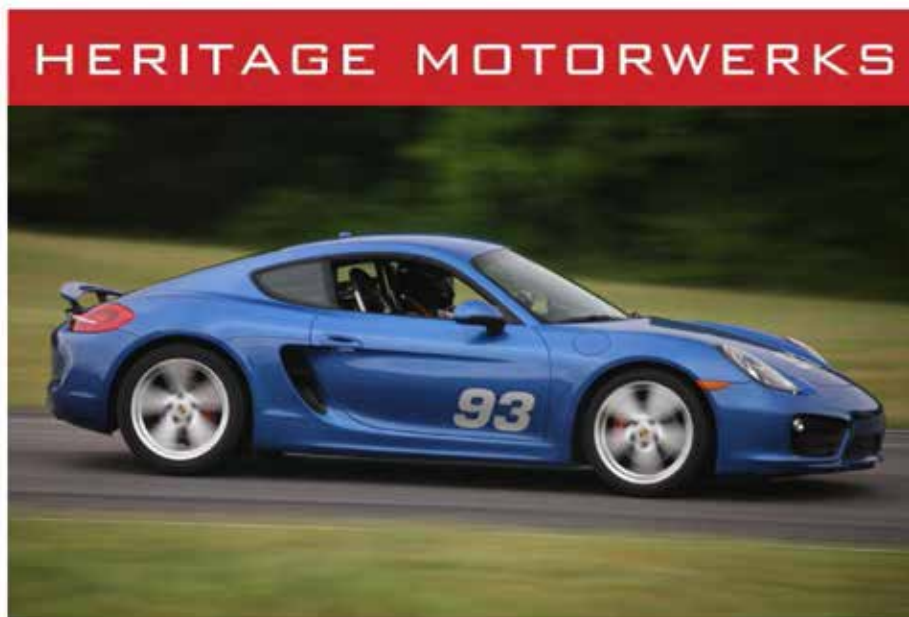
3rd Saturday Monthly: 8:30AM,
Panera Bread Patterson Place S/C 3603
Witherspoon Blvd Durham, NC 27707

Triad Area

Cars and Coffee: Suspended until spring

Upstate

4th Saturday Monthly: 8AM to 11AM, Mi-
chelin North America Headquarters
1 Parkway South & Pelham Road
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way at Exit 54 of I-85 in Greenville, SC.



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

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2015 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>

January

- 10 Winter DE Seminar, CMP
- 30 Sandhills visit to the Ingram Collection, Durham

February

- 13 Upstate Protech Chili Cook-Off
- 27 Triad Tech Session, Porsche of Greensboro

March

- 11 DE Instructor School, CMP
- 12-13 Spring DE, CMP

April

- 19-21 Sandhills tour to the Kentucky Bourbon Trail
- 30 Pinehurst Concours

September

- 24-25 Fall DE, CMP

November

- 18 Solo Only DE, VIR
- 19-20 Season Finale DE, VIR

Event Color Key

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

Want to see photos of recent Carolinas Region events?

Go to:
carolinasregionporsche-club.shutterfly.com/

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



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

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 John Helgesen
John@stahlwerks.com



Technical Advisor
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 John Forbes
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Technical Advisor
 928
 & Past President
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triangle-ad@carolinas-pca.com
 919.538.0202



Concours
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On the cover:
 This is a photo from the a Drive and Dive to Spruce Pine NC. We stopped by the Linn Cove Viaduct to check out the engineering.



Photo Ed Macatuno

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.

Welcome New Members						
Hickory	Dayton	James	Taylorsville	NC	1983	911 SC
Hickory	Ewalt	Kenneth	Lincolnton	NC	2001	911 Turbo
Metrolina	Thomas	Ian	Mathews	NC	2006	Cayman S
Metrolina	Connelly	Michael	Charlotte	NC	2006	911 Carrera
Metrolina	Blocker	Tom	Charlotte	NC	2014	Cayman S
Metrolina	Spano	Christopher	Huntersville	NC	2013	911 Carrera
Metrolina	Wyse	Terence	Waxhaw	NC	1999	Boxster
Metrolina	Ferguson	Bob	Gastonia	NC	2013	911 Carrera 4S
Out of Region	Carter	Conrad	Albemarle	NC	1963	356
Out of Region	Painter	Ross	Zionville	NC	2014	911 Carrera 4S
Sandhills	Nash	David	Southern Pines	NC	2011	Cayenne Turbo
Triad	Matrazzo	Brett	Clemmons	NC	2011	Boxster
Triad	Forrest	Christopher	Winston Salem	NC	1989	944 S2
Triangle	Tatreau	John	Hillsborough	NC	1999	Boxster
Triangle	Sykes	James	Pittsboro	NC	2013	911 Carrera
Triangle	Cavola	Cameron	MORRISVILLE	NC	2006	911 Carrera S
Upstate	Church	Gwyn	Lyman	SC	1996	911 Carrera
Upstate	Hale	Trey	Greenville	SC	1980	911 SC
5 Year						
Metrolina	Finkelstein	Jeffrey	Concord	NC	2007	Cayman S
Metrolina	Driggs	Ted	Charlotte	NC	1984	944
Out of Region	Eberhardt	Kevin	Sanford	NC	1992	968
Sandhills	Eberhardt	Nathan	West End	NC		
Triad	Crane	Sean	Summerfield	NC	1989	911 Carrera
Triangle	Collier	Harry	Chapel Hill	NC	2011	911 Turbo S
Triangle	Collier	Tricia	Chapel Hill	NC		
10 Year						
Triad	Fitch	Michael	Clemmons	NC	2006	911 Carrera
Triad	Branch	Charles	Clemmons	NC	2013	911 Carrera S
Triad	Branch	Emily	Winston Salem	NC		
15 Year						
Metrolina	Robertson	Butch	Waxhaw	NC	2000	Boxster
Metrolina	Robertson	Geanie	Waxhaw	NC		
Upstate	Snedecor	Jack	Columbia	SC	1986	911
Upstate	Snedecor	Kelsey	Columbia	SC		
20 Year						
Metrolina	Gragg	Bryon	Shelby	NC	1971	911T
Metrolina	Gragg	Allison	Shelby	NC		
Metrolina	Harper	Paul	Cornelius	NC	1986	944
Metrolina	Cohn	Joshua	Cornelius	NC		
Metrolina	Rhoades	Lennie	Charlotte	NC	2000	911 Carrera
Out of Region	Rhoades	Amy	Augusta	GA		
Triad	Longest	Frank	Burlington	NC	1978	911 SC
Triad	Longest	Alex	Burlington	NC		
Upstate	Rollins	Splawn	Aiken	SC		
30 Year						
Metrolina	Bantit	Stuart	Fort Mill	SC	2007	Boxster
Metrolina	Bantit	Ellie	Fort Mill	SC		

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

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Keeping It Current:

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

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Porsche Identity.

Hysterical Ramblings

By Howard Wasserman



Last Month's Photo Trivia Question

Below you will find 17 photos I have taken or were taken of me from around the world but with a Carolina emphasis. The task was to place them in order by longitudinal geographic location starting from the Prime Meridian and heading west. Latitude did not matter. Every photo had a clue as to its location and none were ambiguous although the unknowing might have thought so.

I was worried that the question would be too difficult but

the respondents identified many of the location where the photos were taken. Unfortunately for all but Charles Massler, their answers were not in the correct order because they misidentified some crucial locations. More on that later. Congratulations to Charles who is our 2015 Hysterical Ramblings Trivia Contest winner. He earned 140 of a possible 170 points! I was very impressed as he figured out the locations of those two crucial spots. Also earning points were Dixon Johnston (30 points) and Tim Scopes (20). Here are the photos, their locations and some commentary.

Answer Letter	Location	Longitude
G	Dr. Who's Tardis. I accepted a London longitude, as Dr. Who is a BBC TV show. However, since the TARDIS is a time travel machine, it could be anywhere. Some were fooled into thinking it was a London call box—I guess they were unfamiliar with Dr. Who—but got credit anyway since London is right near the Prime Meridian (Greenwich, England). But one respondent knew the Time And Relative Dimension In Space machine. There was a clue at the end of last month's article.	
I	Fenway Park, Boston, MA	71.0589
A	Bodie Light, OBX, NC	75.7047
D	USS North Carolina, Wilmington, NC	77.9122
M	The Wright Flyer, NC Museum of Transportation, NOT the Smithsonian or Kitty Hawk. Again someone figured this out. I was shocked.	80.4522
Q	The Conch Republic—what the natives call the Florida Keys	81.784
P	How the Smokies got their name, Waynesville, NC	82.9944
B	Road Atlanta, GA	83.7978
N	The Harmon Wasp, winner of the first Indy 500, Museum at the Indianapolis Speedway	86.148
J	Super Bowl XX, Superdome, New Orleans—not Foxboro. AFC logo and indoor lighting were the clues. Again someone got this.	90.0667
O	Sedona, AZ	111.7892
K	Laguna Seca, Monterey, CA	121.9
E	Denali aka Mt McKinley, Alaska	151.0074
F	BMW Delivery Center, Munich—note the hard-to-see European front plate	-11.5667
L	Portofino, Italy	-9.2078
H	Porsche Delivery Center, Stuttgart—note German writing	-9.1833
C	Cité de l'Automobile, Musée national de l'automobile, Collection Schlumpf, Mulhouse, France. This photo was used in a previous question and correctly identified by several people.	-7.34

January's Trivia Questions

Q1: Chevrolet introduced the Bel Air in 1950. For twenty points, which manufacturer was next to call a new model a Bel Air? When? Why? Q2: What did the man from Mars eat? Says who? Twenty points for getting both parts.

ALL correct answers received by me within 48 hours of the time stamp on the email announcing the publication of this newsletter will earn points. The FIRST correct respondent will earn an additional five points per correct answer. Let me know your guesses at howard@hwasserman.com. Don't forget—there's always at least one clue to the trivia questions somewhere in the article.

Till next time, did you see Star Wars—The Force Awakens? It sent me into rapture.



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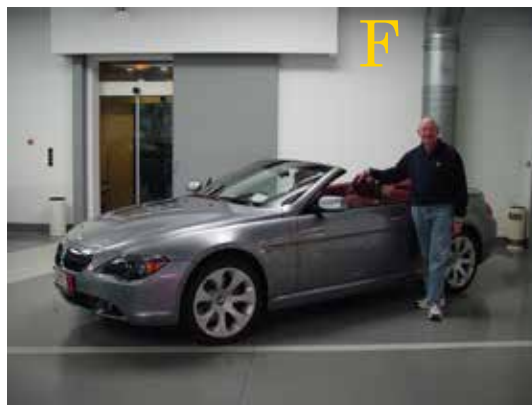
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H



Porsche selbst geht Fahrt.



I



J



K



L



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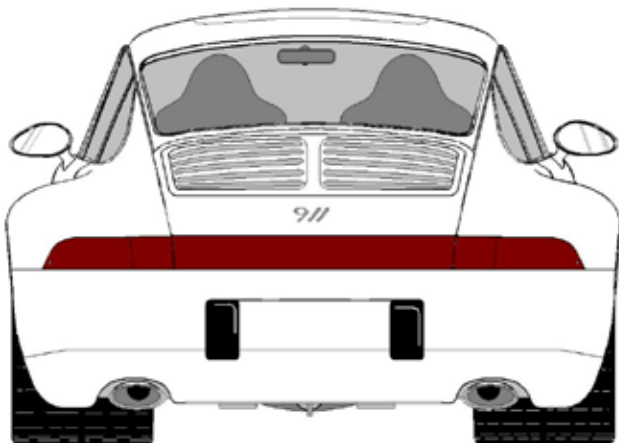
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PCA Instructor Profile: Wayne Capwell

2015 Instructor of the Year

By John Marshall



Believe it or not, our 2015 Instructor of the Year Wayne Capwell had a frightening (to put it mildly) introduction to driving. He was eleven years old when his family moved from Palisades Park, New Jersey 30 miles north into the rural Jersey countryside. Then, four years later in the mid-60's at age 14 with no drivers license...well...let Wayne tell you the story:

“My Dad gave me an old '55 Ford we used for pulling stumps. V-8, 282 automatic. My brother (four years younger) and I had just come back from the movies (Grand Prix with James Garner). We hopped in the car and took off along the tree line. Hit a hole and turned left into an oak tree. Brother got two new front teeth. I walked away. The impact drove the carb straight back to the firewall and folks could not believe we lived. It took a little while to get over that one, but 'you get back on the horse'.”

Yeah, Wayne got back on the horse, but like many of us teenage boys with more testosterone than sense he didn't learn too well from that near-death experience. He went legal and got his drivers license at 17, then within a year had it revoked for “excessive points.” Oh, Wayne!



Wayne's "near-death" experience at age 14 was in a '55 Ford much like this one.

But now fast forward to 2006. Wayne obviously tamed the adolescent male hormones since then and has become a great driver. It was just six months after he joined PCA that another Instructor of the Year, Jerry Kilcrease, invited him to his first DE at Carolina Motorsports Park and was his first instructor. Wayne says that was a great experience and that Jerry has continued to be a model and mentor to this day. He's now even considering getting a Cup license and Chump Car this year. And he's our current Autocross Chair.

In his first five years of track driving Wayne says he met a lot of really good instructors. He was hesitant about instructing himself until he sought out Marty Barrett's advice. Wayne said, “With a nod from him I decided to give something back to the program.” He has been instructing for four years now.

He says instructing has made him a better driver by forcing him to examine his own technique and thought process in detail. This has helped him achieve lower lap times.

What he likes best about instructing is having a student improve over the weekend. That is very gratifying: “Occasionally a past student will approach me at an event and seeing the enthusiasm in their eyes and hearing it in their voice really brings home the value of the DE program. It's not just about lap times, but helping our students become better drivers and better prepared for real life situations.”

When asked about the most common mistake students make Wayne says “most students start driving on the track like they do on the street because they are not aware of the proper line and braking techniques. And many have very little idea of what our Porsche cars can really do.” Wayne helps them get on the right track by “pointing out proper turn-in, apex and track-out points, then getting them to apply hard, controlled braking. This helps improve confidence in themselves and in their car.”

To build safety consciousness he goes beyond car prep and the obvious safety equipment checks. He tries to instill a sense of awareness of track conditions, tire conditions, traffic, flag locations and status. He also reminds them to keep focused and relaxed. “If you're tensed up, thinking of something else or just not feeling in the moment, come off the track, take a breath and either go back out or end the session. There's always another session if you pay attention to the present.”

Student safety is paramount, of course, but instructor safety is too. Wayne points out that “each instructor owes it to himself to stay just as focused as we expect from our students and place ourselves in their shoes. It's essential to try to grasp what the student can do and keep them a bit restrained on the track.”

Wayne's own car started out as a “dead stock” 1981 SC with 150K miles on it. It has slowly “morphed into a track-only monster.” (Look at the photo and you will see it does look a bit Frankensteinian). It's now a 3.6 liter engine, full roll cage, fuel cell, wide bodied, gutted 2500 lb. “beast.” He said “she is due for some new paint this winter to replace several shades of black that currently cover the many modifications...and the occasional 'track incident'.”

As far as tracks go, his big favorite is VIR with Barber and Watkins Glen ranking very high on the list.

So, thankfully that oak tree nearly 50 years ago spared Wayne's life. He went on to get married, have two sons and build a 40-year career in information technology. And those two now-



Wayne's 981 SC "Track-Only MONSTER"

grown sons were there at VIR in November to proudly see their Dad recognized as our 2015 Carolinas Region Thomas Norby, Jr. Instructor of the Year.

2015 Autocross Series

By Wayne Capwell



2015 Results from all Events and Final Standings

LastName	FirstName	Year	Make	Model	Class	Event1	Event2	Event3	Event4	Event5	Event6	Total	Overall Rank	Class Winner
Long	Jim	2014	Porsche	Boxster	s02		6					6	1	
Craig	Ron	2004	Porsche	Boxster S	s02		4					4	2	
Cavanaugh	Rick	2003	Porsche	911 C4	s03		6					6	1	
Krankoski	Richard	2014	Porsche	Boxster S	s03		4					4	2	
Dyer	Donald	2014	Porsche	Panamera	s04			4	6	6	6	22	1	T1
Dearnley	Karl	1987	Porsche	944	s04	3		6	1			10	2	
Kuhns	Richard	2015	Porsche	Macan Turbo	s04		6					6	3	
Konney	Greg	2006	Porsche	Boxster S	s04		4					4	4	
Jones	Mike	2008	Porsche	911	s05	6	6	4	3	3	6	28	1	T1
Taylor	Ian	2004	Porsche	911 C4S	s05	3	4	6	6	4	2	25	2	T2
Peterson	Scott	2007	Porsche	997 Cab	s05	4			4	6		14	3	
Marion	Corey	2003	Porsche	911	s05		3	3	1		3	10	4	
LaVecchia	Michael	2012	Porsche	Pamamera	s05	4			1			5	5	
Collins	Jerry	2009	Porsche	997 C2 S cab	s05						4	4	6	
Rutledge	John	1997	Porsche	911 993 Carrera	s05	2			2			4	7	
Saville	Nadine	2008	Porsche	911	s05		2	2				4	8	
Joseph	Rebecca	2009	Porsche	911 4S	s05	1			1			2	9	
Strait	Douglas	2009	Porsche	997-2	s05	1			1			2	10	
Taylor	Jeff	2004	Porsche	911 C4S	s05				1			1	11	
Vittorio	Michael	2015	Porsche	Cayman GTS	s05	1						1	12	
Parks	Jennifer	2014	Porsche	Cayman S	s06		6	6	4		6	22	1	T1
Clark	Scott	2007	Porsche	Gt3	s06					6		6	2	
Wittholt	Richard	2014	Porsche	cayman s	s06				6			6	3	
Brown	Barry	2015	Porsche	981 Base C	s06						4	4	4	
Therien	Don	2015	Porsche	Cayman GTS	s06					4		4	5	
Shannon	Jack	2013	Porsche	Boxster S	s07	1	6	6	4	4	3	24	1	T1
Harrington	Matthew	2010	Porsche	Cayman S	s07		4	4	1	3		12	2	T2
Snyder	Kevin	2007	Porsche	Cayman	s07	3			3	6		12	3	
Fulcher	Drury	2004	Porsche	Boxster S	s07	1	4	4	1			10	4	
Finkelstein	Jay	2007	Porsche	Cayman S	s07	6			2			8	5	
Duckworth	Steven	1999	Porsche	Boxster	s07				6			6	6	
Herrington	Matt	2010	Porsche	Cayman S	s07						6	6	7	
Kilcrease	Jerry	2001	Porsche	Boxster S	s07		3	3				6	8	
Finkelstein	Jeffrey	2007	Porsche	Cayman S	s07	4			1			5	9	
Orrell	John	2001	Porsche	Boxster S	s07	1			1	1		3	10	
Eckenrod	Adrian	2007	Porsche	Cayman	s07						2	2	11	
Ham	Mike	2013	Porsche	BoxsterS	s07					2		2	12	
Brienza	Tony	2008	Porsche	Cayman S	s07	2						2	13	
Wessels	Rob	2006	Porsche	Cayman	s07				1			1	14	
Zimmer	Geoffrey	1999	Porsche	Boxster	s07				1			1	15	
Strait	Ryan	2005	Porsche	Boxter 987	s07	1						1	16	
Clayton	Ken	1972	Porsche	914-6	I03	4	6	6		6		22	1	T1
Cunningham	Jeff	1982	Porsche	911SC	I03	6			6			12	2	
Dunster	William	1971	Porsche	914-6	I03		4	4				8	3	
Saville	Bob	1971	Porsche	914-6	I03		3	3				6	4	
Gottwalt	T.J.	2001	Porsche	Boxster S	I04	3	6	6	6	4		25	1	T1
Saville	Bob	1971	Porsche	914-6	I04					6		6	2	
Saville	Nadine	1971	Porsche	914-6	I04					3		3	3	
Motteler	Matt	2002	Porsche	Turbo	I05	6	6	6	6			24	1	T1
Elvington	Don	1986	Porsche	951	I05					6		6	2	
Clayton	Ken	2002	Porsche	Turbo	I05				4			4	3	
Petrozelli	Bill	1991	Porsche	911 Turbo	I05				3			3	4	

LastName	FirstName	Year	Make	Model	Class	Event1	Event2	Event3	Event4	Event5	Event6	Total	Overall Rank	Class Winner
Weikel	Jay	1974	Porsche	914	p01	1	6	6	6		4	23	1	T1
Gentry	Tracy	1983	Porsche	944	p02	6			3	3	6	18	1	T1
Rola	Vic	1973	Porsche	911 S	p02		6	6				12	2	
Marchese	Harrison	1985	Porsche	944	p02				6	4		10	3	
Grant	Adrian	1987	Porsche	944 turbo	p02	4			4			8	4	
Violett	David	1995	Porsche	968	p02					6		6	5	
Grant	Andrew	944	Porsche	Turbo	p02				2			2	6	
Shoun	Andy	1986	Porsche	944	p02					2		2	7	
Schmitz-Justen	Stephan	1986	Porsche	944	p02					1		1	8	
Nodeland	Knut	1985	Porsche	911 Carrera	p03		6	6		6		18	1	T1
Hackler	Lothar	1984	Porsche	911 Carrera	p03				6	4		10	2	
Lumpkin	Dave	1972	Porsche	911e	p03						6	6	3	
Couteller	Chris	1980	Porsche	911SC	p03	6						6	4	
Lumpkin	Fran	1972	Porsche	911e	p03						4	4	5	
Kelly	John	2004	Porsche	911 C2 CAB	p05	6	6	6	6	6		30	1	T1
Pena	Fernando	2002	Porsche	996	p05	4						4	2	
Fisher	Jim	1985	Porsche	Turbo	p06		6	6				12	1	
Balance	Will		Porsche	914	p06	6						6	2	
Connarn	Terry	2004	Porsche	986 Boxster S	p07		6	6	3	4	6	25	1	T1
Generous	David	2006	Porsche	Cayman S	p07	6			6	6		18	2	
Pena	Raul	2000	Porsche	Boxster	p07				4			4	3	
Buchanan	James	2005	Porsche	Boxster	p07	4						4	4	
Generous-Wallace	Carmen	2006	Porsche	Cayman S	p07					3		3	5	

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Editor's Notes

Robert Rainer, Editor



You might have noticed something different this month. We are experimenting with Color! We are trying this out, and will try to run a color cover every once in a while. As you may be aware, producing TR does cost the club some resources. Printing TR is one of the more expensive things we do. We do sell ads, and we are grateful for the folks who help us out, but the club does pay for roughly 60 percent of the printing and mailing costs. We hope to be in the position to sell more ads, but we need your help in supporting those who advertize with us.

A great example of is a relatively new sponsor Carmine's Import Service who help us out with our Driver's Education Event at VIR this year. the event was a huge success, and Carmine's support was a big help. So if you see them, thank them. All of our advertisers are listed on our inside cover. We hopefully will have the ability to support color ads in the future, and hopefully folks will use this feature.

On the back inside cover, I tried to highlight some of the things our club has to offer. As you can see, there is a great array of activities in our region in which you can participate. It really is quite rich, and there is generally great activity. I do encourage you to attend a monthly meeting and get to know other folks in the club. You will make some great friends, and do some truly fun and exciting things.

As I always say, I hope you enjoying Tobacco Roads. I have gotten some great feedback on the latest issues. I truly want to personally thank Howard Wasserman. He has been a great resource for me, and he helps tremendously to ensure the content and the presentation of TR is where it needs to be.

I also want to take this opportunity to remind folks that this is your news letter, and I welcome your stories. A goal of mine is to open contributions up to the membership. So if you have a story, want to talk a trip you were on, or want to share you knowledge, I welcome your submission. I do want to thank those who have contributed in the past. I do think there have been some great stories.

Those who know me, know this is one of my favorite views.....



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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Tech Werks – Fuel Injection

Power to the People

By Robert Rainer



I was told that, if you have an engine issue, you need to check three things: Fire, Fuel and Air. All three of these things are necessary for an engine to run. Delivering the air-fuel mixture to the cylinder is the job of the fuel and air induction system. Porsche has been a manufacture that sought performance in their cars, and developing a robust system that can be both responsive and efficient has been a hallmark of the brand.

Our cars have come a long way since starting out with carburetors with the engineers at Porsche quickly turning to fuel injection as a means to obtain their objectives. The benefits of fuel injection are numerous, but the smoother and more consistent response during quick throttle transitions are what many of us appreciate the most. Sure there are benefits like easier cold starting (no need for a choke), better response to changes in air pressure, stable idling, and dare I say it, better fuel efficiency, but it is throttle response you get at any speed that makes our cars a joy to drive.

History

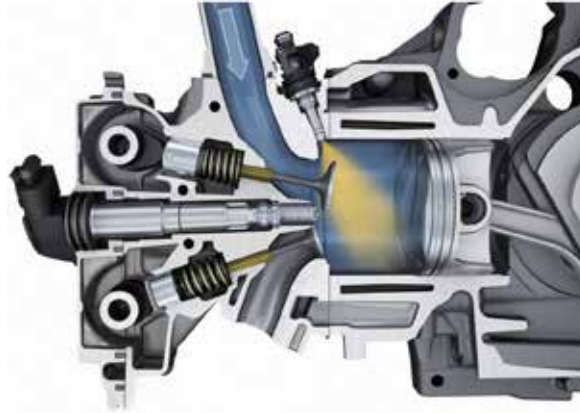
Fuel injection is actually almost as old as the internal combustion engine itself. It soon became the dominate form of fuel delivery in the diesel engine in the 1920s and remains so today. Early use of fuel injection was seen in the aviation industry because of the technology's ability to adjust to large swings in air pressure. In fact the French aviation pioneer Leon Levavassuer produced the first V8 engine in 1902 using indirect fuel injection, but it was too heavy to fly. It was Alfa Romeo that tested and ran one of the first electronic injection systems in the 1940 Mille Miglia.

This got the attention of Bosch, and the first commercial use in a production automobile came in 1953. It was basically based on diesel technology and used a mechanical pump. First embraced by Mercedes Benz, it would take about a decade for fellow Stuttgart automaker Porsche to adopt this technology. In the late 50's GM and Lucas also developed fuel injection systems. The Bosch Jetronic system, adopted by Porsche, injected the fuel into a port above the intake valve. Porsche used it from 1969 until 1973 and until 1975 on the Carrera 3.0 in Europe. This system was also used in racing variants of the 911 RSR 2.7 and 3.0,

904/6, 906, 907, 908, 910, 917 (in its regular normally aspirated or 5.5 Liter/1500 HP turbocharged form), and 935.



Bosch developed an electronic fuel injection system, called D-Jetronic (D for druck, German for “pressure”), which was first used on the VW 1600TL/E in 1967. This was a speed/density system, using engine speed and intake manifold air density to calculate “air mass” flow rate and thus fuel requirements. Bosch superseded the D-Jetronic system with the K-Jetronic and L-Jetronic systems for 1974. L-Jetronic first appeared on the 1974 Porsche 914, and uses a mechanical airflow meter (L for luft, German for “air”) that produces a signal that is proportional to “air volume.” This approach required additional sensors to measure the atmospheric pressure and temperature in order to ultimately calculate “air mass.”



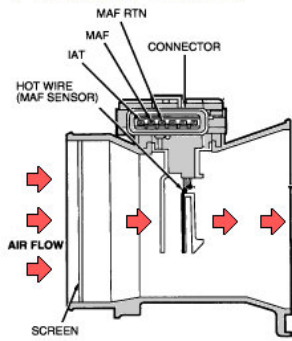
The K-Jetronic is a continuous system in which fuel flows at all times from the injectors, but at a variable flow rate. This is in contrast to most fuel injection systems, which provide fuel during short pulses of varying duration, with a constant rate of flow during each pulse. Later Porsche moved to a sequential Multiport Fuel Injection (MPFI) system that injects fuel into the intake ports just upstream of each cylinder's intake valve, rather than at a central point within an intake manifold. MPFI system is where injection is timed to coincide with each cylinder's intake stroke. Porsche has moved to a direct injection system where fuel is injected into the combustion chamber as opposed to injection before the intake valve.

Most modern systems use a common rail approach whereby the fuel is supplied to a common header (called the accumulator). This fuel is then sent through tubing to the injectors, which inject it into the combustion chamber. The header has a high-pressure relief valve to maintain the pressure in the header and return the excess fuel to the fuel tank. The fuel is sprayed with the help of a nozzle that is opened and closed with a needle valve, operated by a solenoid. When the solenoid is not activated, the spring forces the needle valve into the nozzle passage and prevents the injection of fuel into the cylinder. The solenoid lifts the needle valve from the valve seat, and fuel under pressure is sent into the engine cylinder.

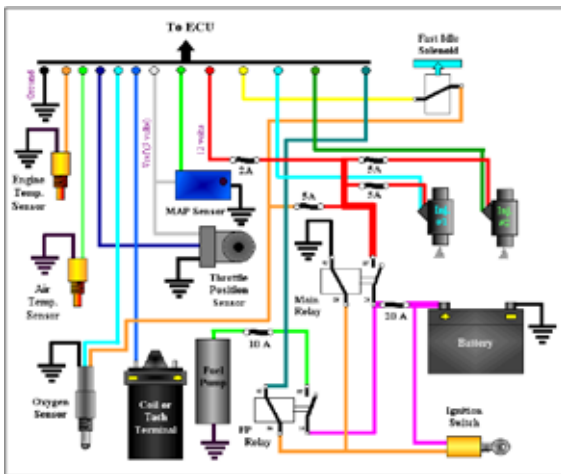
Components of an EFI gasoline engine

- Injectors
- Fuel Pump
- Fuel Pressure Regulator
- Engine control unit (a computer that puts all this together and calculates pulse time)
- Wiring Harness
- Various Sensors
 - Crank/Cam Position: Hall effect sensor
 - Airflow: MAF sensor, sometimes this is inferred with a MAP sensor
 - Exhaust Gas Oxygen: oxygen sensor

An EFI system is actually quite simple. The ECU monitors four basic components. The amount of air coming into the intake, the temperature of the air and water jacket, a trigger signal usually a Hall effect sensor on the crank or cam and the amount of oxygen present in the exhaust. The amount of air is measured indirectly by a throttle position sensor and directly through a MAP sensor that measures the pressure caused by the vacuum of air rushing into the manifold, or a MAF sensor that measures the Mass of Air Flow. An air leak in the manifold after these sensors or an associated vacuum line will cause your engine to run badly by letting in extra air that is not accounted for by the computer.



The temperature sensors are what manage the amount of fuel needed to run when the engine is cold. Rough starting and idling may be due to a problem with one of these sensors. The position of the crankshaft tells the computer which cylinder needs to get a squirt of fuel. The other parameters tell the computer how long to keep the injector open. It is important to have your fuel system at a certain pressure to ensure the right amount of fuel is delivered. Finally your O2 sensor sits in your exhaust, and it measures the amount of oxygen left after the burn. This will determine if the more or less fuel is needed. All of these sensors work with one another, and if any of them are faulty, you will have a rough running or poor idling engine.



Target Air/Fuel ratios

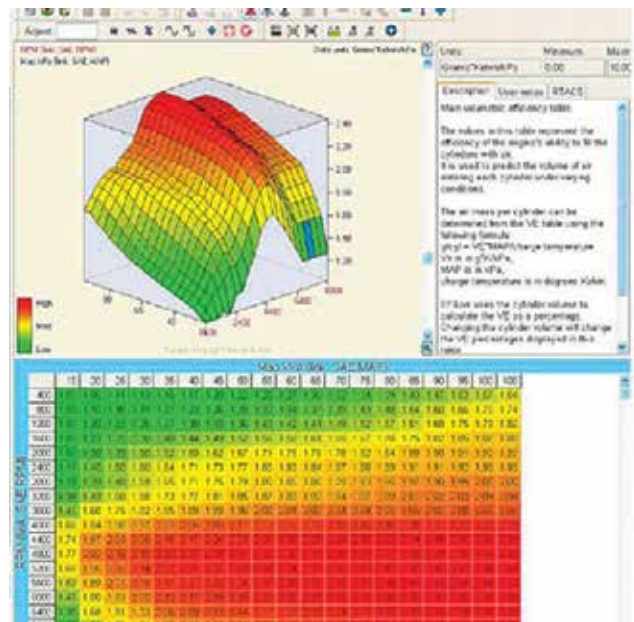
In theory a stoichiometric mixture has just enough air to completely burn the available fuel. In practice this is never quite achieved, due primarily to the very short time available in an internal combustion engine for each combustion cycle. Just imagine the short amount of time to complete a burn in an engine running at 6,000 rpms. A stoichiometric mixture unfortunately burns very hot and can damage engine components if the engine is placed under high load at this fuel–air mixture. Due to the high temperatures at this mixture, detonation of the fuel–air mix shortly after maximum cylinder pressure is possible under high load (referred to as knocking or pinging). The ECU will retard the ignition to prevent engine damage.

The stoichiometric mixture for a gasoline engine is the ideal ratio of air to fuel that burns all fuel with no excess air. For

gasoline fuel, the stoichiometric air–fuel mixture is about 15:1 i.e. for every one gram of fuel, 15 grams of air are required. The fuel oxidation reaction is:

Any mixture greater than ~15 to 1 is considered a lean mixture; any less than ~15 to 1 is a rich mixture – given a perfect (ideal) “test.” In reality, most fuels consist of a combination of heptane, octane, a handful of other alkanes, plus additives including detergents, and possibly oxygenators such as MTBE (methyl tert-butyl ether) or ethanol/methanol. These compounds all alter the stoichiometric ratio, with most of the additives pushing the ratio downward (oxygenators bring extra oxygen to the combustion event in liquid form that is released at time of combustions; for MTBE-laden fuel, a stoichiometric ratio can be as low as 14.1:1). Vehicles that use an oxygen sensor or other feedback loop to control fuel to air ratio (lambda control), compensate automatically for this change in the fuel’s stoichiometric ratio by measuring the exhaust gas composition and controlling fuel volume.

No doubt our cars are complex machines. Through the marriage of computers, sensors and science, engineers have managed to gain improved performance while boosting fuel economy. Current regulatory standards are pushing the envelope even further. Alas, the air-cooled engine gave way to water-cooling to meet these standards because of the need to cool this 15:1 reaction. We are on the cusp of another change. This change will introduce turbo charging as standard equipment to get more oxygen into the combustion chamber. Fuel management has come a long way. Porsche, while not an innovator in this technology, has always managed to exploit it to its fullest, and give us that throttle response that makes driving our cars so much fun.



Your Porsche!

Steve Forsstrom's "Fleet"



My Porsche odyssey began in February of 1971. Just home after a year in Vietnam, I purchased a Triumph TR6.. I had had a MGA and a TR3 during college and preferred sports cars. I drove my TR6 until I had married; but, had to part with it for a down payment on a house. I missed the nearness to the road, the precise handling, and the power.



In 1977, a Teutonic (thing) zoomed past me; the look of that vehicle captivated me. I knew it had to be a Porsche; but, the aerodynamics, the wide body, and that whale tale was something I couldn't shake from my thoughts; I was smitten. I had begun my 30s and I told my buddy of my goal to have a Porsche by age 40! In 1984, I purchased a Nissan 300 Turbo. It was a great ride and I thought I had satisfied my sports car yearning. But, another 930 passed me and I felt ill driving that 'rice grinder' when those Germanic autos were about on the roadway. Also, my 40th loomed and I had not achieved my latent 'goal'. On September 10th, still 40 years old, I was driving down Burnside Avenue in Portland, Oregon, as I passed the Monte Shelton dealership. There inside, sat a 930 Turbo. I couldn't sleep!!! The next day, I skipped my golf match and engaged a salesperson about (that) car. I was fortunate to trade in my pickup (AND) my Z Turbo to acquire this 1977 930. I (knew) I had truly arrived; I had affected my rendezvous with destiny. That air-cooled sound and the starting ... like lighting an oil stove with that throaty whoooooosh. The first night, I sat in it for nearly (3) hours, owner's manual in hand. Nothing at all like those IBM manuals during my programming years -- I didn't fall asleep.

About a year later, I found myself in the throes of a divorce and I had begun a passion for scuba. It was obvious, the 930 had to go. I acquired a year old 4Runner and an ample amount for a down payment on another home. About a year later, I met my bride, Dawn. She was aware of my passion for Porsches (e.g. driving down Canyon Blvd one afternoon, I stopped in a dealership just to start a 911 and listen to that air-cooled sound ... another sleepless night!)

During the early years of our marriage, we had a couple of Nisan Z Turbos; but, it wasn't the same as a Porsche (maybe that oil smell was lacking). We eventually took company transfers to the Carolinas with Freightliner. One day, I began searching the

ads for Porsches with no intention of buying another. I found a 1984 Carrera and a Carrera wide body, turbo-looking slantnose. I opted for the slantnose and had it for about five years. We experienced a financial setback and parted with the Porsche. I purchased a Jeep Wrangler and told my bride I was done with Porsches. Silly meeeeeeee!

While searching for an auto for our son, he found a Porsche on the Internet. In fact, he found several. It was on! I settled on a 996 C4S. About a year later, while undergoing a procedure at the Vanderbilt VA facility, I roamed the haul one night and discovered a hot spot. With iPad in hand, I believe the term is "drinking around", I began to peruse Porsche listings. I found a 997 C4S in Naples, Florida; hence began some feverish emails and the fax'ing of documents ... we had a deal. I was discharged on a Monday and we drove (10) hours to our home, two wrecks in Atlanta, notwithstanding! On

Wednesday, we drove (11) hours to fetch my fourth Porsche.

During one of our trips to the Rolex 24, my bride mentioned a Panamera OR a Cayenne after a few strolls through the Porscheplatz. NO, we ain't gettin' no Panamera (I have never been able to embrace that model). After hearing the word Cayenne frequently, I was 'getting her drift'. As my bride departed for work, I departed for Orlando to acquire a Cayenne S that I had located online. I drove home the next day with (her) Porsche. We were done; we each had our Porsches, a 'yours' and 'mine'. Well, not quite. We did a swap one more time acquiring a Turbo and a Cayenne GTS (actually purchased during the Cayman rollout at the dealership). Now, we were done! Or, were we? Naw, we needed an 'ours'. In April, we welcomed a 1978 911SC Targa to the fleet.

So, the goal of having a Porsche by age 40 was achieved. In fact, after (8) Porsches, and a tattoo, I now 'lull in the waves of Orpheus' (in Germanic bliss). Leben ist ausgezeichnet, ja.

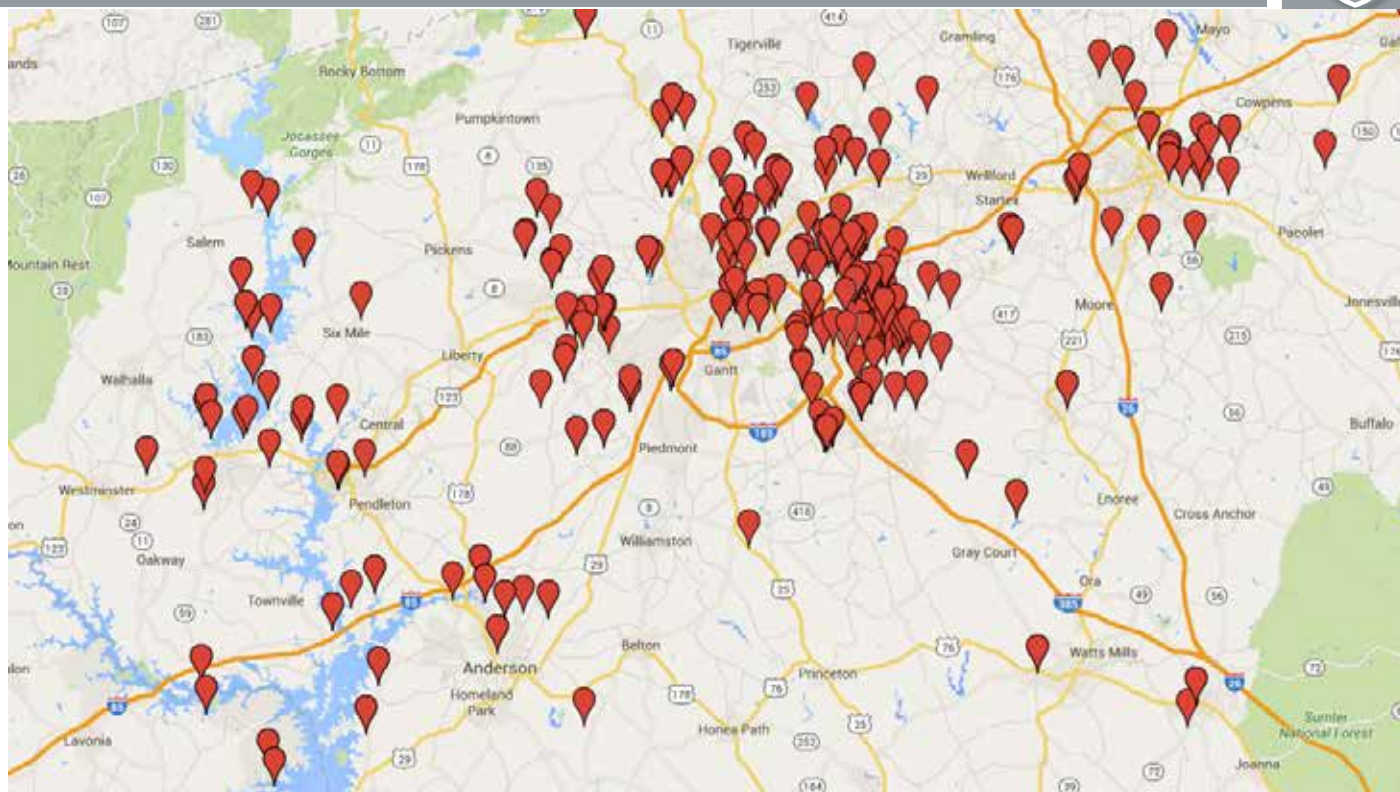


Where Are We Membership Map



Up State Area

By Robert Rainer



This is a map of members in the Up State area. This is one of five areas in the Carolinas Region. There are 608 members in this area. The Up State Area encompasses Greenville, Anderson and Spartanburg (GAS) in its geographic area. Thanks to John Budinich the area director for doing such a great job coordinating club events in this area.

The Journey is the Reward:

Two Weeks in a 1972 911: PART III | Rennsport Treffen

By J. Keith Walters

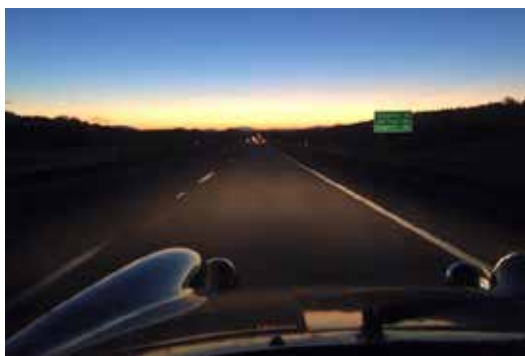


PART III | Bring it home

Grand Canyon

Normally I'm a planner. I map out my trip in excel, keep a running tabulation of expenses, mileage, etc. Accordingly, I'd made all the appropriate reservations and budgeting before I left.

However, on Sunday night it had occurred to me that I'd never been to the Grand Canyon. So Tuesday morning I woke



early in Kingsman AZ and decided to take the opportunity.

I made the South Rim by 9 am, and it was pretty amazing.

After the initial impact of the Canyon passed and my travel-management mind regained

control (I didn't actually beat Chevy Chase's record for shortest visit to a national treasure, but it was close), I decided to also drop in to see Kurt Donohoe at PartsKlassik ([www.](http://www.partsklassik.com)

[partsklassik.com](http://www.partsklassik.com)) outside of Flagstaff, AZ, on my way back to I40; a decision which surprised me with an unexpectedly pleasant drive over 180 - with a lot of elevation.





and within no time at all, two large fellows were hard at it; beating and prying the tire off of the Fuchs wheel

bed at my hotel. He'd driven up to San Francisco Monday morning, got caught in California traffic heading back down to I40, and had only just left California that day. (Although less miles, his driving days certainly were harder than mine, both coming and going.)

(I was subsequently informed via social media that Tom & Hal saw 10K+ elevation on their Vail Pass route that same day, but I'm still pretty pleased with my unexpected 8046ft.)

(which is original to the car) and replacing it with



He repaid the free hotel favor by offering me a couch at his place in Tulsa the next night, so I deviated from plan once again and we headed East the same way we arrived in California – as a two-car vintage 911 convoy.

The surprise stop-over at PartsKlassik was certainly rewarding: with Kurt having several new things in development for the early 911s (as always), and the breathtaking setting; his shop being located in a small valley at the foot of a mountain. I'll be certain to make his place a regular stop-over point in future travel.

the one from my poorly chosen steel spare. Watching two strangers work on my stuff, I reminded myself that whatever scarring the Fuchs suffers is ultimately a consequence of my own inadequate

We made our way across New Mexico and into Texas on I40, stopping for fuel and lunch at a truck stop just before the border in Tucumcari, where to my amazement an attendant (who I'm pretty sure was German) noted my prototype spring plate bushings through the fender well and initiated a conversation about the failure rate of the factory rubber bushings! He'd apparently had recurring issues with previous 911s and 912s he'd owned, and was curious about the effectiveness of this 'solution'. Small world.

I left PartsKlassik through Flagstaff, back to I40 and as the day progressed, things became even more interesting: -And increasingly unexpected.



How often does one get to do a roadside repair nowadays? Better yet, how often do tires blow out the sidewall anymore? This tire blew as I was passing a car in the left lane (at exactly the speed limit, officer.) And to add insult to injury, the spare wouldn't fit over the (really cool) RSR brake calipers (that we make!) that I run on the car. ;)

preparation.

To be honest, the guys did a good job, slide hammers and truck tire levers notwithstanding, and to my surprise and relief the wheel was no worse for wear and I was back on the road within an hour, and in New Mexico shortly thereafter.

Afterward, we made time for a short stopover at the historic Art-Deco 1936 Conoco Tower Station on Route 66 in Shamrock, Texas. As we veered off of I40 onto Route 66 at interstate speed, we both failed to successfully navigate around what is now formerly the longest and fastest (?) snake in northern Texas. Mindful of the previous day's tire blowout, I took the opportunity to check over the car under the fantastic Deco

I had no choice but to unpack my folding chair and take a break on the side of I40 and wait for mobile tire service – which I did masterfully.

Tulsa

Chris ('66 911R) caught up with me in Albuquerque Tuesday night on his way back to Tulsa, and crashed on the spare



awnings – which was likely the most automotive action that place has seen since it was a functioning service station.

A few hours later in Oklahoma

- as the sun was setting - we redeemed ourselves for the snake incident when we

both (successfully this time) avoided what has to be described as a roughly 911-sized cargo bag - that suddenly appeared in front of us in the passing lane of the (walled) I44 Turnpike.



Unfazed, we arrived in Tulsa later in the evening, in time for a beer & burger at a local pub, and after a few hours of rest I was back on the road at 4am, headed for Knoxville.



Knoxville

After almost 2 weeks on the road, my travel to Knoxville was comparatively uneventful, albeit increasingly long. It seems as you get closer to home, every mile takes longer than the previous one, does it not? With the terrain becoming more and more familiar I crossed the Mississippi into Memphis; officially back on my preferred side of the River.



So far on the trip I'd not seen a drop of rain; this held true until I was just east of Nashville. A few scattered but increasing showers later, I reached my hotel in Knoxville around 7:30pm. I'd planned for a relaxing evening followed by a playful last day on NC mountain roads as I wound my way back to Charlotte, but the extraordinary weather and flooding that had begun while I was away was predicted to worsen, so after a quick dinner and a shower I checked back out of the hotel and headed home that evening. (I can recommend the Hampton Inn Knoxville East, even though I only stayed there for an hour!)

Home

I drove back to Charlotte from Knoxville in continuous rain and made it to the shop a little after 1am on the morning of Friday, October 2nd.

The entire trip had taken just over 13 days, and the car and I had covered over 6300 miles crossing the US – certainly not setting any travel records, but a good jaunt for a pair of 43 year-olds. Later in the morning I unpacked the car, washed off the majority of road debris and bugs from the front and sides, and parked it in the shop.



As I mentioned earlier, I consider myself fortunate to have had the opportunity to attend 3 of the Rennsport Reunions, but doubly so to have had the opportunity and the means to travel to this event in an early 911. In my 15 years of PCA membership, this has been the most immersive Porsche experience I've had, and even as I'm in my office typing this, I'm still at Rennsport.

I hope this brief retelling has been entertaining and that everyone has the opportunity and the means to experience a similar event in this way at some point in their lives; I'm certainly going to try to do it again when the opportunity arises.

As for the 911, I have some improvements in mind – for the next trip. ;)



PHOTOGRAPHY BLOG



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Area Updates:

Jan 2016

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

The PCA motto, *"It's not just the cars; it's the people"* could not be more true as when applied to the Hickory Area Club.

Sure, our members have some wonderful cars. We enjoy driving them and love to show them off. But what has made 2015 such a great year for the Hickory Area is the participation of our members. Our core group has grown in number and involvement over this past year and a sense of camaraderie has developed such that folks genuinely seem to enjoy their time together.

In celebration, 58 of our members and friends gathered at Lake Hickory Country Club on December 8 to commemorate the Season and to express appreciation to all those - members and sponsors alike - who have contributed to our Club's success.

Following cocktails, participants enjoyed a delicious buffet dinner provided courtesy of the Carolinas Region PCA and Porsche of Hickory.

Afterwards, special recognition was given to members and sponsors who contributed in particular ways to the past year's success. Of particular note are members of the Area Planning Team:

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

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

Of course, our sponsors deserve a lot of credit. The following donated more than \$1800 worth of gifts and prizes for the event:

- Porsche of Hickory
- K & M Collision
- BlackTop Studios
- Carolina Coach Crafters
- TNT Glass and Tint
- Select Tire and Alignment
- Heritage Motor Werks
- Olde Hickory Station
- Platinum Detailing
- Black Forest Racing

Thanks to their generosity, every attendee received a very nice gift as an expression of thanks for their contributions.

As Area Director, it was truly gratifying to see so many folks enjoying one another's company and having such a good time. Thank you to our members for providing me the opportunity to be a part of your group. We look forward to an equally successful 2016.

The **first meeting of 2016** will be held on Tuesday, January 12 at Kickback Jack's (1187 Lenoir Rhyne Blvd SE, Hickory, NC 28602) The meeting will begin at 6:30. Our program will include a review of preliminary plans for the Hickory Area's coming year. Please come prepared with ideas. We will look forward to your thoughts and feedback.



Metrolina Area By Greg Konney



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

been changing lately. <http://carsandcappuccino.com/>

Upcoming Events –

Happy Holidays! – please check our Regional Calendar for upcoming events at www.carolinas-pca.org we hope to see you at an event soon.

Our Club Meetings are on the third Wednesday of every month. Stay tuned for an email blast about upcoming meetings and fun events...you can also find them on our Regional Calendar! If you hear from a friend that you are not on our mailing list – get on!

Our November Club Meeting was held at the Waldhorn Restaurant in South Charlotte. We had 32 Members and featured Rich Reddick who came in to talk about his unique Charlotte based Mobile Detailing Service. Rich owns Curve Appeal Detail and was very informative. His mobile service has been doing very well and he is already servicing several Club Members with his new Detail Club.

During our monthly meetings we feature a 50-50 drawing and it seems everyone really enjoys participating and supporting our local charity cause which is the Second Harvest Food Bank. We always try to have some unique Porsche related prizes to keep the car chatter and buzz going.

Metrolina Holiday Meeting – stay tune for an update on our December Holiday Meeting. We have a very large crowd scheduled to attend and we look forward to sharing the results with you next month.

Recurring Events

-
First Saturday of the month -

Cars and Coffee things have changed at the Carolina Music Factory in Charlotte. Word has it that they are looking into another location – stay tuned for more details! You can also follow their monthly event here - <http://charlotte.carsandcoffee.info/>

Third Sunday of the month -

Cars & Cappuccino Charlotte – typically held at the Foxcroft East Shopping Center located at 7814 Fairview Road, Charlotte, weather permitting. 9-11 AM. Please check their web site for exact location details as they have



times a year at special events. I would love to hear from you on new ideas about things you would like to do with our Club and even possible new events. This is a great group of car enthusiasts and I challenge you all to think outside of the box!

We hope to see you at our next monthly meeting for more good food and Porsche member friendship.



Triangle Area By Howard Wasserman



Monthly Meeting: Fourth Tuesday of Month
Tobacco Road Sports Cafe
1118 Environ Way, Chapel Hill 27517
Contact Howard Wasserman, Area Director
triangle-ad@carolinas-pca.com (919) 538-0202

Donation to Make-A-Wish, our area charity

Sonny Roaquin and I presented the executive team at Make-A-Wish of Eastern North Carolina with a check for \$3,135.



These folks are as thrilled to have our support as we are to give it. Thanks to all the members who supported the area's charitable efforts throughout the year.

List of Events for 2016 – Tentative

- Two tech sessions
- 3rd Annual Old Homestead Fall Gimmick Rally and Brunch – new end location
- Day trip to the NC Museum of Transportation
- Three Drive & Dines including one BBQ Run and one Ice Cream Social
- 3rd Annual Tri-Area Spring Drive & Dine, Shine & Show – Destination TBD
- Possible group journeys to
 - Pinehurst Concours
 - Region's Sommerfest multi-event weekend
 - Region's Fall Tour

If you have any ideas for events or would like to help organize any events, please let me know.

Following are the Area's recurring events.

- Monthly **Cars & Coffee** on the third Saturday of the month to be held at Panera Bread, Patterson Place, 3603 Witherspoon Blvd, Durham 27707. The next meetup is **Saturday, January 16** starting at 8:30 am. Don't let inclement weather deter you—just bring your daily driver.
- Monthly **Dinner Meeting** on the fourth Thursday of each month at the Tobacco Road Sports Café, 1118 Environ Way, Chapel Hill, 27517.

The next dinner is **Thursday, January 28** at 6:30 pm.

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

Porsche Driving Groups thru Germany



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Sandhills Area By Marty Barrett



Meeting: Every Odd Month (July, Sept, Nov, etc)
Fourth Tuesday of the month at 6:30 PM
Rotating Location - See report below
Contact Marty Barrett, Area Director
Sandhills-ad@carolinas-pca.com

Except for all the parties it doesn't seem like December....top down weather, and wonderful golf in the Sandhills!

Of course, the highlight of the month was our Member Appreciation and Holiday party on December 15. At the front door was Andy & Suzanne's '16 GTS Club Coupe and Steve Gaddy's beautiful '68 912 Coupe. Forty-four members and guests attended at Little River Resort on a beautiful evening. PCA's member appreciation subsidy certainly helped make the evening special! The Goodie Store door prizes were at hit too.

Our special guest was Tom Holderfield, general manager and principal at Porsche of Fayetteville. The dealership has been very generous and supportive of Sandhills area and Carolinas Region.



The charity raffle netted \$360 for our scholarship at Sandhills Community College. We will fund the 2016 PCA scholarship with over \$2400 from Sandhills members! For the last two years we have been able to fund a full tuition scholarship for a financially needy student who meets the academic criteria for the award.

The evening program included Andy Strayhorn's impressions and description of the special features of the Club Coupe. And,

he and Suzanne shared the Porsche memorabilia collected as they took European delivery and traveled around Austria and Switzerland with the Porsche caravan! Terrific experience!



Larry Wolff took us on a journey across the USA via his slide show of the trip in the 997S in August. Having done similar trips myself, it's hard to describe the beauty of our country and the incredibly great people you meet everywhere. Then of course there's enjoying the total Porsche driving experience....the journey is the reward!

Finally, we discussed a couple notable events coming up in 2016....Jan 30 visit to the Ingram Museum...all Carolinas

members welcome; RSVP to me. No children or cameras permitted in the museum. Next is April 19-21 tour to Kentucky's Bourbon country, and then on April 30 the Pinehurst Concours d'Elegance. If you want a parking spot in the Fairway Club contact me.

Merry Christmas
& Happy 2016!

Marty



Triad Area By Jerry Kilcrease



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

The Triad Area PCA did not hold a December monthly meeting due to the busy schedules of our members during the Holiday Season. We will begin the 2016 season with our first monthly meeting on Tuesday, January 19th, starting at 7:00pm at River Ridge Taphouse located in Clemmons, NC. We hope that you will come join us at our first meeting of the year and share in the fun and fellowship with other Porsche enthusiasts.

TRIAD AREA CHRISTMAS PARTY AND YEAR END MEMBERSHIP APPRECIATION EVENT

The Triad Area 2015 Christmas Party and Year End Membership Appreciation Event was held on Tuesday, December 1st, and was hosted by the Triad Area and was co-sponsored by Porsche of Greensboro. Regional windfall funds allocated to the Triad Area were used to provide an upgrade in food selection as well as door prizes. The event was held at Porsche of Greensboro's showroom located at 5603 Roanne Way in Greensboro. The party started at 7:00pm until 9:00pm with heavy hors d'oeuvres served along with coffee, tea and a limited amount of adult beverages. We were pleased to have a total of 82 PCA members and guests attend and especially pleased that 12 of those members were first time attendees at any PCA hosted event. We had some great door prizes provided by Porsche of Greensboro along with additional door prizes provided by the Triad Area. While the event was free we collected donations from each attendee with all proceeds to be donated to the Greensboro Urban Ministries Food Bank. We are pleased to report that we were able to donate a total of \$1,880.00 from donations received at the party and from the remaining funds from the Triad Area's 50/50 charity split the pot fund.



TECH SESSION – SATURDAY, FEBRUARY 27TH – The Triad Area will host a tech session at Porsche of Greensboro from 9:00am until noon on Saturday, February 27th, 2016. Scott Owens, Porsche Technician, will perform a typical “front end alignment” and will explain the step by step procedure and answer all questions as he goes through the process. Coffee and doughnuts. If you are planning to attend please RSVP at jkilcrease@triad.rr.com or by phone at 336-847-9292 so I can get a head count. This is our first event of 2016 so come out and join us....and bring a friend.

2016 TRIAD AREA HOSTED EVENTS: Planning is underway for 2016 Triad Area hosted PCA Events. So far we have been able to come up with a preliminary list but we are open to your suggestion or recommendation for a specific event that you would be interested in seeing us host. I hope to hear from you soon but in the meantime, below is a listing of the events that we have identified so far:

- February 27 – Tech Session – hosted by Porsche of Greensboro
- May 21st – Porsche Corral @ American Children's Home Car Show Charity Event
- June 3rd-5th – “Explore Blowing Rock Drive” – Bill Suite/Rick Huskins co-chairs



- June (date TBD later) – Roads and Rails – Camp Hanes YMCA Charity Event
- July/Aug (date TBD later) – TSP Fun Rally – Dave Lumpkin, Chairman
- July/Aug (date TBD later) - John Robinson Memorial Family Picnic/Shine & Show
- October (date TBD later) – Oktoberfest – Porsche of Greensboro, Sponsor
- December (date TBD later) – Christmas Party

NEXT TRIAD AREA MEETING – TUESDAY, JANUARY 19TH, 2016

The Triad Area will hold its next monthly meeting on Tuesday, January 19th, at the River Ridge Taphouse in Clemmons. Ron Reed will have photographs of past PCA events posted on the overhead and Rick and Elaine will host the 50/50 charity split the pot table. We start socializing around 6:30pm and start our dinner business meeting at 7:00pm. This will be our first monthly meeting of 2016 so please make plans to come and join us....and bring a friend. Thanks, hope to see you then.



Upstate Area By John Budinich



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

This month I would like to concentrate on two topics, communications and member appreciation. These two topics are keys to the success of our club, so I hope you take the time to read on. Although my update may be long, I hope you find it worth reading.

Upstate Area of Carolinas Region PCA Email Distribution List

There have been a number of changes recently that will impact the email notices members receive from their local Area. These changes will have no impact on mailings you receive at the Region and National level but action is required on your part to continue receiving emails dealing with activities and information at the local Area level.

One major change that has taken place is some members of the former Mountain Area and Sun Fun Area have decided to form new Regions, Appalachian Region and Three Rivers Region. I want to wish them both the best as they forge out on their own to serve their members. While these new Regions cover the same geography as the previous Areas, a number of members located in those areas have decided to remain Carolinas Region members. In order to serve those members better, the existing Carolinas Region Area Directors have been reaching out to include those members in the Areas closest to them geographically.

As the Upstate Area Director, it is my pleasure to include members in the western portion of the previous Mountain and Sun Fun Areas as part of the Upstate Area. As with all Upstate Area members, I look forward to your participation in any and all local activities, such as monthly meetings, gatherings, drive & dines, etc., whatever suites your interests best.

As a result of the increase in membership the above represents for the Upstate Area, we have moved to a new mail system to handle email distribution. We are now using Mailchimp for local, Upstate Area communications. We want to capitalize on this opportunity to build a more complete and accurate distribution list as well. This effort will ensure we reach all Upstate Area members, both existing and new, who are interested in receiving updates on local activities.

IMPORTANT NOTE: Some of you have already opened the email sent out to all Upstate Area members, clicked on the link provided, entered your name and email address and responded to the verification email. If you have done that already, you are on the list and need not do anything else. If you have not seen the email mentioned above, due to spam filter issues or incorrect email addresses on file, to have your email address included on the new distribution list, please enter the URL below and follow the sign up instructions. This will record your email address and your acceptance to be on the distribution list.

<http://www.priderealtysc.com/porsche/>

Even if you were already on the old email distribution list, you will need to follow the process outlined above to be on the Mailchimp list. Again, if you do not wish to be added to the email distribution list, you do not have to do anything.

The reason I am presenting this here is our initial mailing was

sent to 608 members. Our mail system shows 575 members received the email but only 207 opened the email. Please check you Spam and Junk folders and allow emails from Upstate Carolina's Porsche Club of America and mandy@priderealtysc.com. Mandy sends all of our local club emails.

I hope you will consider being a part of our email distribution list and an active participant in Upstate Area and Carolinas Region activities. If you have any questions or comments, feel free to contact me directly.

Upstate Area Christmas Party & Member Appreciation Event

December was not only the time of year to celebrate the holidays but also to recognize our members for their support and participation in Porsche Club activities. The Carolinas Region covers a vast amount of geography, so we are divided into six Areas to better serve our members.

The Upstate Area Annual Christmas Party & Charity Auction, in combination with our Member Appreciation event, took place on Friday, December 4th. The site for the event was Perkins Law Offices, North Main Street, Greenville, SC. This was the second year John Perkins, an Upstate Area member, opened his facility for our party. The location and space available made for a fun event. I would like to thank John again for his hospitality. The party was open to all members covered by the Upstate Area and their spouses/guests. Food was catered by Hans & Franz and beverages were provided as well. There was no charge for the party, as the food was covered by the Upstate Area as a "Thank You" to our members. We had such a large turnout, 110 members and guests, that John Perkins again stepped up and covered the beverages for the event. Just another sign of John's generosity and support for the Club.

As part of the festivities, we held our much anticipated Annual Charity Auction. The auction is the centerpiece of our year long charity fund activities and has been a staple in the Upstate Area for many years. We collected a number of items for the auction donated by PCA members, Protech Motorsports, Porsche of Greenville and other local businesses. Items ranged from car related gifts and parts, original paintings, tools, a ceiling fan, wine, Porsche Design clothing, service certificates and so on. We even had three VERY large canvas posters, with mounting hardware that were in the Porsche of Greenville showroom prior to their recent remodel. How's that for garage art!

The Upstate Area has a rich tradition of raising money for those in need at our Annual Christmas Party. The past four years alone, we have raised over \$32,000. This is a combination of our monthly 50/50 raffle, other charity related activities and the Christmas Party Auction, with the auction providing the bulk of the funds. The auction is purely optional, but even if you do not bid, it is a fun thing to watch. Thanks to Shane Tisdale for once again stepping up and leading the auction. Shane was going to take this year off from auctioneer duties but he again used his magic charm to keep the bidding exciting.

Look for a complete update on the auction results and how the charity monies were put to use in the next issue of Tobacco Roads.

Annual Protech Chili Cook Off

It's that time of year. Get out your chili pots and your "secret" recipes. The annual Protech Chili Cook-Off will take place on Saturday, February 13 starting at 6:00 PM.

Be sure and bring a large spoon for your chili pot or no one will be able to taste your entry. If you don't want to bring chili, a

dessert or appetizer would be great! Chili judging will begin at 7:00 PM. There will be judging for both the best chili and the best dessert. The party will be BYOB but Protech will provide soft drinks & water, as well as the cups, bowls, plates and utensils.

The address for Protech Motorsports:

917 State Park Road
Greenville, SC 29609

Please RSVP to upstate-ad@carolinas-PCA.com by Saturday, February 6 so Bill & Frank can plan accordingly. Remember to bring your appetite and maybe some antacid, as some of the chili may be HOT!

Until next month I hope everyone had a Merry Christmas, Happy New Year and a happy and safe holiday season. I am looking forward to an even better 2016.

Upcoming Upstate Area Meeting

Monday, January 4 at 6:30 pm at Quaker Steak & Lube,
Greenville, SC
Monday, February 1 at 6:30 pm at Quaker Steak & Lube,
Greenville, SC
Monday, March 7 at 6:30 pm at Quaker Steak & Lube,
Greenville, SC

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

John

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

Guidelines for Carolinas Region Classified Ad Submissions

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

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

Below is a sample of the format we will utilize:

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

Porsches & Parts

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

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

Porsches

1983 944 : Red. Black interior. 212K. Owned 19 years. Runs and drives nicely. All service records since owned. Lowered with 17" Cup Mille Miglia Cup 2 wheels. Rear tires 255/40/ZR 17 Yokohama - 75% tread. Front tires 225/45/ZR17 Falken - new. New clutch and Bilsteins 8.5 years ago. Timing chain, tensioner & gaskets at 195K miles. Crankshaft position sensors and wiring Oct 2015. Dash cap cover. Momo steering wheel. Aftermarket racing style seats. Front bumper shaved. 89S rear end/transaxle. Sony AM-FM stereo CD-MP3 player with iPhone input and remote. Cold air. All original mats, cargo cover, tool kit, Porsche owners manual, sunroof bag and spare. New spare clock. Spare used white front nose. Carpet looks great. Needs paint. I've put 88K miles on it since purchased. Never tracked. Originally sold new at Cannon Porsche in Greenville, SC. Serious inquiries only. Pix available on re-

quest. Contact: Jeff Gandy, Greenville, SC
email: quickonamac@yahoo.com Phone:
864-901-5615

1992 911 Carrera 2 cab: 1992 Porsche 911 Carrera 2 cabriolet VIN: WP0CB2964NS460266. Guards Red with black seats with red piping. Gorgeous multi concours winner. 5 sp manual. Full serv records. No winters, track, accidents or smoking. Rare red seat piping. LSD. COA. Upgrades: H&R susp & sway bars, alum pedals, wind stop, strut tie bar, Blaupunkt AM/FM/CD, xenons, 17" alloys w/ painted crests, Michelin AS/3s, red brake calipers, vented discs, clear bra, more. Two covers. Fully serviced. Pics avail. 86,000 miles. \$39,964.
Contact: Jim Proper, Charlotte, NC email: jamesproper@carolinas.rr.com Phone: 704-545-0543

2008 Porsche Boxster Limited Edition: 46,500 miles - \$25,250. Current CarFax. Dealer receipts. Contact: Ron Larkin, Charleston, SC email: lvmyks@gmail.com Phone: 206-713-3773

No curb rash. Wheels new are \$1500+ each. Option on 911 turbo & C4S. Fit 993, 996, 997, 991, Boxster & others. Ideal for street or track. Check part #s for exact fitment. \$990. Pick up or pay shipping. Contact: James Proper, Charlotte, NC email: jamesproper@carolina.rr.com Phone: 704-545-0543

Parts – Parts Cars – Projects

Cayman Roof Transport System: fits all 987 Caymans. Four mounting posts and two cross bars. Made by Yakima, but fits OEM roof mounting points exactly. Might deliver, depending on location. \$200 or best acceptable offer. Contact: James Hill, Pinehurst, NC email: jhpilot1@gmail.com Phone: 910-215-0978

4x 18” turbo wheels: 4 turbo wheels 18” MILLEMIGLIA Cup Wheels made in Italy, fair condition 18 x 8.5 front, 18 x 10 rear, 4 Michelin sport cup tires mounted, 2 weekends front, 1 weekend rear - \$600. Contact: Gary Hediger, Greenville, SC email: ghediger@hedigerconsulting.com Phone: 864-787-5961

Roll bar for 996NS: DAS Bolt-in roll bar for 996NS, flat black powder coated \$700. Contact: Gary Hediger, Greenville, SC email: ghediger@hedigerconsulting.com Phone: 864-787-5961

18” BBS light weight hollow spokes: Two 8” wide fronts #996.362.136.51 offset 50. Two matching 11” wide rears #996.362.142.52 offset 63. Very minor scratches, but straight & true.

Wanted

Owner’s manual for 1979 930. Want owners manual for a 1979 turbo (930) and posters featuring the ‘79 930. Contact: Miles Barefoot, Greensboro, NC email: mbarefoot42@gmail.com Phone: 336-688-1941

Non Porsche

Audi Avant Rack: Audi A4 Avant roof rack system with bicycle carrier. Bike carrier never used. Still in box. Fits an Avant 2009 through 2013. \$400.00. Contact: Gary Agardy, Greenwood, SC email: gagardy9@gmail.com Phone: 864-344-1965

2009 Honda DN-01 motorcycle: Slightly over 4000 mi. Over \$18000 invested; all service records; Givi accessories (saddle and upper removeable bags) and windscreen; dual transmission (manual and automatic); anti-lock brakes; black with red striping; beautiful cond. Asking \$8500. Bike has to be seen at my house. I have removed insurance. Contact: Bob Graf, Ninety Six, SC email: graf96@embarqmail.com Phone: 864-543-2224

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Club Activities



Girls In Porsche Night Out



At the Track



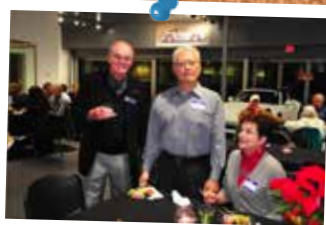
Swap Meet



Club Racing



Shine and Show



Holiday Parties



Auto Cross



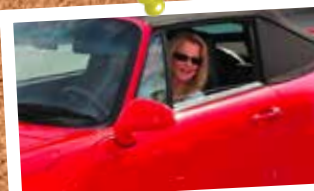
Tech Session



Monthly Area Meetings



Hanging Out



Girls In Porsche



Porsche Parade



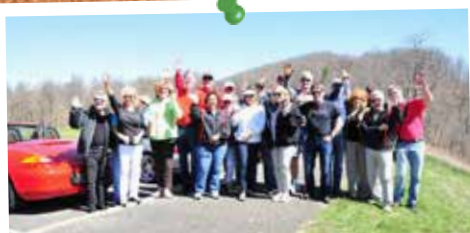
Drive and Dine



Drivers Ed



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