

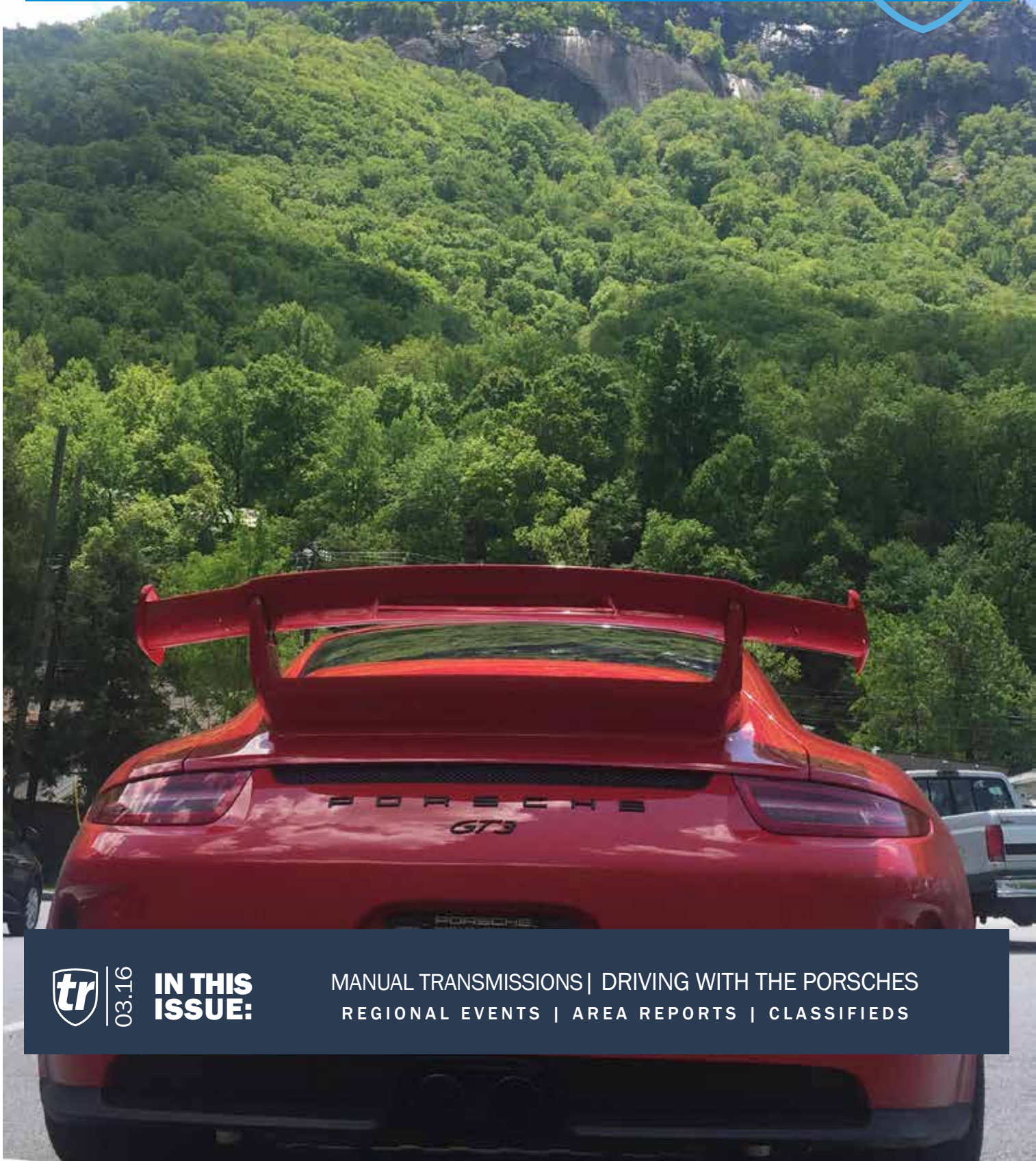
MAR 2016



TobaccoRoads



The monthly newsletter of the Carolinas Region Porsche Club of America



03.16

**IN THIS
ISSUE:**

MANUAL TRANSMISSIONS | DRIVING WITH THE PORSCHE
REGIONAL EVENTS | AREA REPORTS | CLASSIFIEDS

Multi-Event Seminar

Saturday, April 2



Hosted by Triad & Triangle Areas, Carolinas Region Board of Directors & Event Chairs

Opened to all - new members, novices and veterans alike. Learn about all the regional and national events from the people who put on those events. You will learn

- ▶ Why Driver Education (DE, driving on the track) is safe, exhilarating and addictive - see photo, above left
- ▶ What is a Concours d'elegance and how to make your car show-ready - see photo, above right
- ▶ About Autocross - a competitive driving event where you learn car control and pylon avoidance and perhaps win a trophy

- ▶ Region multi-event weekends like Sommerfest and Fall Tour
- ▶ Area activities such as Cars & Coffee, Dinner Meetings, Car Shows, Tours and Rallies
- ▶ Great door prizes including three \$500 certificates to the Porsche Driving Experience in Atlanta and free dealer service vouchers
- ▶ Free food and drink

When: April 2, 2016

Where: Burlington Shrine Club

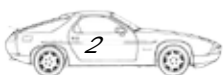
904 Plantation Dr

Burlington, NC 27215

Time: 2:30pm-4:30pm

For more information and to RSVP, contact Adam Morrison at membership@carolinas-pca.com

Did I mention door prizes?



From the Driver's Seat

Brian Powell, President



Vehicles relate to us and relate us in some interesting ways. Buying a new car is like bringing a newborn home. We all talk about our new "babies". They've got that new smell and are treated gently as they grow in years and mileage. Then you pass it along to another owner to enjoy it and care for it. Another caregiver and another branch in the car family tree. In talking with a member at an area meeting, we discovered we'd both sold cars to the same individual. I suppose that makes us car-in-laws or something? As the ownership tree grows and cars pass among owners, sometimes there are hints left behind that give you an idea of the previous owner. My 2001 Boxster had the telltale markings where a BK Roll Bar Extension had been mounted to the roll hoops. I'd guess that it was tracked at some point by the previous owner. Now that is been passed to my son, its tree is growing again.

I was flipping channels one evening this week and landed on the Velocity. Reality TV has not ignored Velocity channels and the like. You always wonder how much of the story line is made for TV. I can't imagine the unsuspecting buyer on Wheeler Dealers doesn't know something is up with all the cameras around. On this particular afternoon, I happened upon Restoration Garage. And as TV is prone to do, they weren't showcasing a run of the mill restoration where everything goes according to plan and budget. No, this was a restoration of 91 Camaro Z28 by the original owner. Of course, being a Canadian series, there wasn't much of the Camaro that wasn't mostly rust. The owner had driven the car off the lot and had kept it ever since. Now that his children were of driving age, he wanted to restore it. When the option of finding a donor car was first suggested, he veto'ed it off the bat, going for the acid dip instead. His primary objective was to save as much as possible of HIS car. When faced with the financial impact of that option, he didn't blink. He wanted HIS car. As he said, he'd know that underneath all the paint and chrome was a donor car. After the bath though, there just wasn't much left, that was structurally sound. Firewall, floors, fender wells ... all eaten by rust. In the end, he had no choice but to go to a donor car. His car was a treasured family member and to him, cost was no object in saving it.

I think we all know someone who has gone to similar lengths in either keeping a car among the living or in pursuit of one that has a family attachment. I was talking to a club member about a car that he recently purchased. He'd been in pursuit of it for a while. It had passed among several members of his family before being sold to a family friend. He'd kept in touch with the owner and when he was ready to sell, brought it back in to his family. Also, we have some family friends who moved from Ohio to Charlotte about 15 years ago. Before they moved south

though, he sold his beloved 57 TBird. About 5 years ago, he got the itch again and bought a 56 Thunderbird. It just wasn't the same though. Through friends of friends back in Ohio and finally a sympathetic relative in law enforcement, he located his original car in Michigan about a year ago. The owner wasn't interested in selling at that time. Chuck drove it back to NC about 2 months ago and happily parked HIS car back in HIS garage.



NEW ADVERTIZER TRACK RENTAL CARS

You'd like to try track driving but not ready to drive your own car?

Got a friend that would like to try this exciting sport?

Is your car in the shop but you don't want to miss the next track event at VIR?

Or, maybe you just want to try a different car?

TrackRentalCars.com has your answer. We currently have a selection of four Porsches: three 944's and one 968, all at VIR and ready for the track. And more are on the way!

Book yours today. Visit our website at www.TrackRentalCars.com or call: 855-869-1124

<http://www.burtonshocks.com>

Current shock service got your DAMPER DOWN?

Authorized East coast  service center.

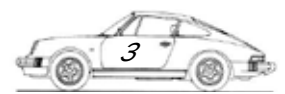
IF A SHOCK CAN BE OPENED WE CAN REBUILD IT!



Additional services; removal, service and installation of your struts/dampers, vehicle setup and preparation.



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see area reports for more detailed information

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Upstate

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

Triad

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

Triangle

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

Hickory

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

Metrolina

3rd Wednesday of Month (or
check email updates)

Sand Hills

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

Recurring Cars and Coffees & Shine and Shows By Area:

Metrolina Area

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

Hickory Area

On hold until the spring. Keep your cars
warm though

Triangle Area

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

Triad Area

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

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

Upstate

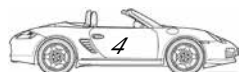
4th Saturday Monthly: 8AM to 11AM, Mi-
chelin North America Headquarters
1 Parkway South & Pelham Road
Next to Marriott Hotel Intersection of Pel-
ham Road and The Parkway at Exit 54 of
I-85 in Greenville, SC.

New Members and Anniversary Memberships

The Carolinas Region would like to welcome new members and transferring mem-
bers. 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	Granelle	Eugene	Moorseville
Hickory	Little	Stewart	Banner Elk
Hickory	Deal	Glenn	Taylorsville
Hickory	Deal	Amy	Taylorsville
Metrolina	Marchese	Anthony	Concord
Metrolina	Schoof	Chris	Cornelius
Metrolina	Quartapella	Andrew	Charlotte
Metrolina	Persuitte	John	Charlotte
Metrolina	Persuitte	Renee	Charlotte
Metrolina	Fox	Joshua	Charlotte
Metrolina	Braun	Ted	Indian Land
Metrolina	Duskin	Leo	Salisbury
Metrolina	Boyd	Glenn	Charlotte
Metrolina	Yates	Lloyd	Charlotte
Metrolina	Gibson	Chuck	Gastonia
Metrolina	Baier	Joseph	Charlotte
Metrolina	Zwemke	Julie	Charlotte
Sandhills	La Frenz	Matt	Pinehurst
Triangle	Caira	Nicholas	Chapel Hill
Triangle	Young	Don	Durham
Upstate	O'Brien	Terry	Spartanburg
Upstate	LONG	IAN	Greenville
Upstate	Perea	Maurice	Simpsonville
Upstate	Lasson	Cedric	Simpsonville
Upstate	White	Daniel	Simpsonville
Upstate	Houlihan	Daniel	Six Mile
Upstate	Turner	Michael	Taylors
Upstate	Howells	David	Salem



5 Year				
Metrolina	Cuomo	A.	Charlotte	NC
Metrolina	Dempsey	Scott	Charlotte	NC
Metrolina	Dempsey	Michelle	Charlotte	NC
Out of Region	Cuomo	Catherine	Denver	CO
Triad	Kolbash	Ronald	Mocksville	NC
Triad	Kolbash	Peggy	Mocksville	NC
Triangle	Krause	Peter	Durham	NC
Triangle	Alexander	Lynne	Durham	NC
10 Year				
Hickory	Boylston	Lauren	Asheville	NC
Metrolina	Bjorneboe	Jason	Indian Trail	NC
Metrolina	Searls	Mark	Charlotte	NC
Metrolina	Fortner	Donald	Salisbury	NC
Metrolina	Fortner	Bethany	Salisbury	NC
Upstate	Schnee	Stephen	Greer	SC
Upstate	Schnee	Wendy	Greer	SC
15 Year				
Metrolina	Morgan	Thomas	Mint Hill	NC
Metrolina	Morgan	Nancy	Mint Hill	NC
Triangle	Nisbet	Albert	Efland	NC
Triangle	Nisbet	Laura	Efland	NC
Upstate	Olesen	Gregory	Marietta	SC
Upstate	Olesen	Theresa	Marietta	SC
20 Year				
Metrolina	Fisher	Michael	Concord	NC
Metrolina	Fisher	France	Cornelius	NC
25 Year				
Upstate	Rahn	Stephen	Townville	SC
Upstate	Rahn	Pamela	Townville	SC
30 Year				
Triad	Wiener	Philippe	Greensboro	NC
Triad	Wood-Wiener	Penny	Greensboro	NC
Upstate	Williams	Mark	Columbia	SC
Upstate	Williams	Carole	Columbia	SC
40 Year				
Triad	Tullos	Frank	Clemmons	NC
Triad	Tullos	Karen	Clemmons	NC

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 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**



Drive around Ireland

**Bonus Video
Thank you for
Checking Out our
INTERACTIVE
PDF**

Click Here



2016 Calendar

See Area Reports for More Information

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

March

11	DE Instructor School, CMP
12-13	Spring DE, CMP
19	10th Annual Porsche & BMW Swap Meet, Matthews, NC
26	Triangle DIY Tech Session, Mebane, NC

April

2	Hickory Drive & Dine to Raffaldini Winery
2	Triad-Triangle Multi-Event Seminar, Burlington, NC
3	Triangle Drive & Dine BBQ Run, Pittsboro to Carthage, NC
19-21	Sandhills tour to the Kentucky Bourbon Trail
23	Sandhills Car Show & Open House at Porsche of Southpoint, Durham, NC
28-May 1	Upstate Tour to Outer Banks
30	Pinehurst Concours

May

1	Autocross #1 – Lexington, NC
21	Triad Porsche Corral/American Children's Home Car Show, Lexington, NC
7	GMP Performance Open House, Charlotte, NC

June

3-5	Triad Exploring Blowing Rock Drive
24-26	Triad Roads and Rails/YMCA Camp Hanes Charity Drive
26	Autocross #2 – Greenville, SC

July

9	Tri-Area Drive & Dine & Car Show (Sandhills, Triad, Triangle)
9	Hickory Drive & Dine to Shatley Springs
9-10	Summer DE, Atlanta Motorsports Park
24	Metrolina Drive & Car Show, Raffaldini Vineyards
31	Autocross #3 – Lexington, NC

August

26-28	Sommerfest, Greenville, SC
28	Autocross #4 – Greenville, SC

September

10	The Autolawn EuroClassic, SALT Block, Hickory, NC
17	Rock Barn Euro Classic Car Show, Rock Barn Gold Club & Spa
24-25	Fall DE, CMP

October

2	Autocross #5 – Lexington, NC
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November

12	Hickory Drive & Dine to Blowing Rock, NC
18	Solo Only DE, VIR
19-20	Season Finale DE, VIR

Event Color Key

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

Want to see photos of recent Carolinas Region events?

Go to:
carolinasregionporsche-club.shutterfly.com/

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

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Are you a Facebook member?

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

Regional Support Team

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On the cover:

This is a picture across from Chimney Rock in Hickory Nut Gorge. The leaves will be returning soon and we can get out and enjoy the drives again. A Self portrait.

Photo By ED....



Hysterical Ramblings

By Howard Wasserman



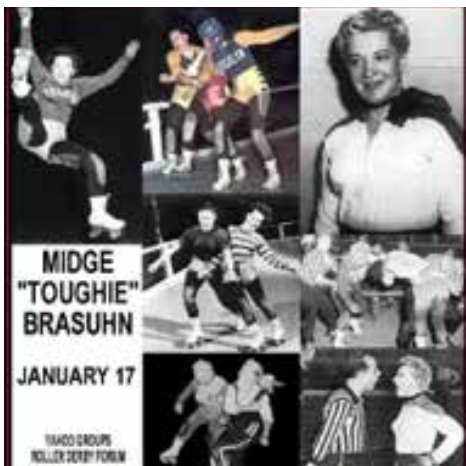
Last Month's Trivia Questions

Q1: Who "was built like a 'fridgeator with a head?" Charles Massler (25 points) and Dixon Johnston and John Tatreau (20 points each) correctly identified Tuffy. The line is from the Jim Croce song "Roller Derby Queen." The song memorializes the real Toughie – Midge Brasuhn. Would you believe I saw Toughie in person when I attended the Roller Derby with my Cub Scout pack in Brooklyn in the 1950s? Here's her story (note the four first names).

Marjorie Clair Louise Theresa Brasuhn Monte, known as **Midge "Toughie" Brasuhn** (January 27, 1923 – 9 August 1971) was a roller derby skater. Born in St Louis, Missouri, to a German-American family, Brasuhn acquired the nickname "Midge" as a child, by virtue of her height - only 4'11". She joined the roller derby in 1941, in Minneapolis, and soon married Ken Monte, a fellow skater. According to Ken, "she weighed about one hundred thirty-five pounds. You wouldn't call her heavy. She was firm. More chunky than heavy. And she looked fairly big on the track in her skates." That explains the Croce imagery.

Brasuhn rose to fame in the late 1940s, with a billboard campaign showing her with green dye on her face, asking the question "Who Is Toughie?" She regularly competed against Gerry Murray sometimes on a one-to-one basis, and in 1949 took a leading role in the film *Roller Derby Girl*. The director, Justin Herman was nominated for an Academy Award for "Best Short Subject, One-reel." That's mind-blowing. In 1950, she was voted one of the ten leading sportswomen by the Sportswriters of America, and she became the captain of the Brooklyn Red Devils. She was known for her aggressive play, and would sometimes knee her opponents in the jaw, looking all the while as guileless as a baby.

According to the Saturday Evening Post, by 1950, the sport was enjoying a post-war revival. Four million Americans bought tickets to derby events that year. Another 2,000,000 watched it on television, where it was broadcast as often as five times a week. The sport may have been co-ed but it was the women who stole the show—iconic crowd favorites like Gerry Murray, 'Maw' Bogash, and the appropriately named 'Toughie' Brasuhn.



Q2: What is the significance of the number 100 in Porsche history? Only John Tatreau answered this question correctly. Porsche is known for its use of numbers to identify vehicles whether race cars—917, 962, etc. or street cars—356, 911, etc. The

numbers derive sequentially, thru the 996 at any rate, as the designation for the design projects of Ferdinand Porsche and, subsequently, the Porsche factory. See last month's article for a lead-in of the use of numbered Typ (type) projects. Typ 100, the answer I was looking for, was the Leopard tank prototype, designed in 1939-1941 for the Third Reich. Porsche designed numerous military vehicles for the Nazis before and during WWII including three tanks (100, 160, 205), an artillery cannon carrier (101) and a personnel carrier (293). Some of the other more interesting projects include:

- 80 Mercedes-Benz land speed record car (1938-1939)
- 97 Daimler-Benz heavy truck
- 98 KdF (Kraft durch Freude—Strength thru Joy, clearly the wordsmithing work of Himmler) amphibious car
- 340 Wheelbarrow (???)
- 542 Studebaker saloon (1952-1954)
- 702 One-man helicopter

March's Trivia Questions

Q1: Can you identify what automotive-themed facility shown in the following capture from Google Earth? If you have trouble with the clarity of the image, email me and I will send you a file of the photo.



Q2: What is the significant difference between the lady from Houston and Sue?

Each question is worth 20 points.

ALL correct answers received by the April Tobacco Roads deadline (March 15) 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, how many rock 'n' roll piano players can you name? My favorite is Billy Joel. Who's yours?



APRIL

3

Triangle Area Drive & Dine



BBQ BRUNCH AND BACKROADS DRIVE

Pittsboro to Carthage & Back Sunday Brunch at the Pik-n-Pig

Three generations of love, sweat and tears..... All on One plate!

Departing 9:45 am from McDonald's, 36 Lowes Dr, at US15-501 just south of US 64, Pittsboro. For more info or to RSVP, see <http://www.meetup.com/Triangle-Area-Carolinas-Region-PCA/events/228811165/> or contact Mike Brooks at scrapman@windstream.net.



Your Porsche!

My Path To Tobacco Roads A Journey into the world of Porsches



By Brady Lambert

To a small town teenage boy the introduction to such a sight was an event that would rip me away from dreams of American muscle cars and into a world of small European sports cars, cars that were fun to drive, fun to work on, fun to own.

I knew from my freshman year in high school what I wanted to do in life and in October 1970 I arrived in New Orleans set on fulfilling my dream to become a professional photographer. First however, I needed a job, any job. I searched the want ads for anything in photography or photography-related but took the first job offer I had and worked eight months for a service station in the Garden District across from a medical center. The gas station had a service bay where I often changed oil, did brake services and other minor repair/service work. My main job however was to pump gas as this was back in the day when full service was a given and few places even offered self-service. My boss also owned a parking lot behind the station that leased spaces to doctors and many of the medical staff. The weekday mornings were very busy and traffic coming uptown was often times slow and made difficult arriving at a predictable time.

Barely a week into my first real job, a young doctor pulled into the station driving the perfect automobile, a 1967 Porsche 911. I was out the door and all over this car within seconds, I walked up to the driver's window and he announced that I should fill'er up with the good stuff. I am afraid I embarrassed myself by grabbing the pump handle, which was very near the front of the car and walked all the way to the back all the while looking for a place to insert the nozzle. Fortunately he didn't laugh or even look up, but simply said "It's up front kid." I guess it wasn't the first time he had dealt with the uninitiated. While the premium fuel flowed, my eyes took in all the design details, the sharply sloping hood, the fenders that began at the windshield pillars and formed a very sensual line to the headlights, the very small but perfectly formed front bumper and real alloy wheels. The interior was plain by American standards but very purposeful looking.

Suddenly realizing that I was neglecting my duties, I grabbed the windshield-washing squeegee and cleaned the glass and wiped the small drips along the lower rubber seal. "Check the oil, Sir?" I said which brought his head up for the first time and he smiled as if to say "You've experienced enough surprises for one day," but answered a simple "No thanks," and pulled off to park in the reserve parking lot just behind the service bay.

I was beginning to like servicing the 911 and was always up and

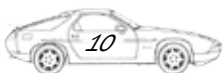
out the door as soon as I saw he was pulling in. He would sometimes take the shortcut between the service bays to his parking space to save time when he was running late, which was often. One morning he pulled in the full service bay, jumped out and said "Hey kid! Think you can park this for me without dinging it? You CAN drive a stick can't you?" I was too dumbfounded to speak but shook my head up and down and tried to look cool. "Good! I'm late so fill'er up with the good stuff and park it. There's \$5 on the seat, keep the change."

Wow! As I remember it took less than \$2.50 to fill it up and I got the tip of my young life. More than I made in an hour and a half. But to be seated in a 1967 Porsche, looking out over the dash, not seeing the hood but only the very tops of the fenders as the engine sprang to life was the best moment I had experienced in my life! I was hooked. My life was never going to be complete until I owned one of these machines.



As I mentioned before, it was a simple matter to pull out of the filling bay, turn right, drive past the service bay and into the parking lot. OR I could pull out onto the one-way street heading west down two blocks since the first street was a -way going the wrong way. Turn right, go north for a block, turn right again and head east two blocks to enter the back entrance of the parking lot. What would you do? Yah, me too. It was the most fun I have ever had driving five blocks.

This first introduction to the Porsche brand stayed with me and led me to Minerva, the love of my life four years later in the parking lot of Triangle Porsche Audi in Durham, NC. But that's another story that will have to wait for part 2 of "My Path To Tobacco Roads."



GMP PERFORMANCE Track Days Approaching. Are you ready?

Wheel & Tire Packages



Suspension Upgrades

Free Alignment w. Coilover Install



Safety Equipment



Trackside Support



Cayman DE Rental



New Alignment Rack



\$499 Corner Balance Special

Pickup & Delivery Service

Call for Details

\$175 Oil Change Special

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704-525-4946

Mon-Fri 9am-6pm 2nd Sat 10am-2pm

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Porsche of Fayetteville

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PORSCHE



10th Annual Porsche & BMW Swap Meet

Sponsored by
Sandlapper & Tarheel Chapters BMW CCA
and
Carolinas Region PCA



Hosted by
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 - Swap Meet is in the back lot between the shops



Track Tips: The Right Place

By Devin Jones



Putting yourself in the right place at the right time is what racing is all about, but as we all know this is easier said than done. Each race plays out in different ways. Racecraft is learned through experience, building up that confidence and focus to make those perfectly timed moves, instinctually. Here are some tips and knowledge that I've acquired through my time racing.

Getting a Clean Start

Races are not won in the first corner; This is classic term but it will always hold true. At the start of any race it's best to settle in and focus on taking advantage of any mistakes. There will be opportunities to set yourself with the leaders or maintain a strong qualifying position, those should be the main goals at the start, without being overly aggressive.

Manage Equipment

To finish first, you first must finish; To be able to fight through the entire race, a driver must take care of the equipment. Each car, track and tire combination is different. Some will allow more than others but it's important to know how to be efficient with the equipment and manage the car during a race. Most races are won in the latter stages, but you have to have a fresh car to take advantage.

Positioning

Thinking of the big picture; Early in a race it's best to focus on making high percentage passes. By making a pass that is efficient, you lose less time and momentum. When a pass is completed without a significant time loss you're able to maintain a gap to any groups of cars behind you and not lose any time on the next car ahead. By completing these passes you also save and protect the car for any aggressive moves you may need to make later in the race.

Knowing Your Competition

Where they are weak, where you are strong; Once you have positioned yourself, everyone will begin to settle in for the race to finish. During this time, it's good to size up the cars you're racing against. What corners do they seem better through? Where do you gain time on them? Who are the drivers you are with? How does your car handle compared to theirs? Can you learn from what they are doing? These are all questions to ask yourself, as you begin to size up where and when would be the right time to set up passes.

Having Confidence & Focus

Putting the whole race together; The end of the race, this is what it's all about. One thing to remember is to not get too excited, I've seen many drivers throw away good finishes or even race wins because they get too caught up in the moment and are not focusing on driving clean laps. Have confidence under pressure comes from having confidence in yourself and ability. This is the time to be aggressive, what you saved in the car you can use up, it's time to show what you can do. Focus on quick moves where the drivers behind you have less time to respond.

Learning from Mistakes

The learning process never is complete; Once the race is over a helpful tool to learn what you did right and wrong is video. Reviewing in-car video is an important part of becoming a better racer. I find it helpful to jot down a note from each turning point of the race. There are always a few moments where the race took a turn either for or against you. Study these moments and see how they can be applied into future races. Remember, always try to learn something from each race, that way you can continue to evolve into a better, more well-rounded racer.



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Protech Chilli Cook Off -2016

By John Budinich



The annual Protech Chili Cook Off was held on Saturday, February 13th at Protech Motorsports in Greenville. Bill and Frank Gerwig of Protech hosted the eagerly anticipated event and again there was a great turnout. This year there were over 98 people in attendance and everyone had a great time. Not only did Bill and Frank make their shop available to us, they provided the soft drinks, water, utensils and paper plates.

Now lets get to the particulars. There were 20 chili pots entered in the judging, ranging from mild to wild. This year saw many varieties of chili, including beef, chicken, seafood and even a vegetarian entry. In addition to the chili, there was a judging category for desserts, with 13 entries. Some attendees brought various appetizers (the crab dip was once again my favorite) to share among the guests and to help get things started. Thanks go to all the entrants and those who brought appetizers for bringing a great variety of tasty food. I can assure you no one went home hungry.

After all the votes were tabulated, it was time to recognize the winners. As always, the voting was close, as it was up to the individual taste of those in attendance. In the chili category, the first three places were separated by the narrowest of margins. Tie breakers were used as two entries tied for first place and three entries tied for third place. The dessert category was also close, as only three votes separated the top two entries in that category. Everyone agreed the food is getting better and better every year.

We first thanked Bill & Frank Gerwig for their ongoing support of the Carolinas Region PCA and its members and for hosting the event again this year. We know they put a great deal of effort into clearing out the shop in order to host such a large event. Don't be too surprised if you see some "gray" on your tires if you get an alignment at Protech any time soon as the four-post alignment rack again made a great table for all of the chili pots.

Once all of the "thank you's" were taken care of, it was time to announce this year's winners.

The winner in the dessert category, for the third year in a row, was Alex Galloway for his Chocolate Macarons with Chocolate Rum Ganache.

As for the main event, the group photo accompanying this report shows all of the winners.

In 3rd Place was John Corvin.
In 2nd Place was Gail Galloway.
Our 1st Place winner & Chili Cook Off Champion for 2016 was Ronda Ziegenfus.

Congratulations to Ronda on her win and to all of our winners for their great food.

Finally, thank you to all of those who participated by bringing chili, appetizers and desserts to be judged, or just by coming to eat, talk and have a good time.



The 2016 Winners

Additional photos from the event can be found on the Carolinas-PCA.com and the Protech-Motorsports.com websites. Enjoy!

Until next year...



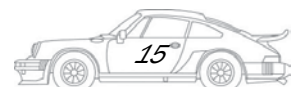
Dessert Anyone.



Let the Tasting and Judging Begin



Enjoying a Night with Friends



The Journey is the Reward:

Best Drive of 2015 PART II | Riding with the Porsches

By Jim Johnson



The long train of cars took off down the winding tarmac, as passerby's craned their necks and pointed. Some of them may have never seen a Porsche in real life and now they were exposed to more than a dozen purring softly as they passed, and then growling up into the hills. Way in the back in the only car that didn't belong; my wife and I had the windows down and the radio off, enjoying the quickly warming air. Knowing full well the Soundaktor was accentuating the in-cabin auditory symphony. I was happy for having it. Modern cars are so quiet and insulated that it makes obnoxious exhaust too tempting, but here in the R was playing the tune for my ears; letting me know how hard I was pushing without offending everyone else. The blips and pops reverberating with the shifting, and I don't know what is the car and what is the Soundaktor; I'm chasing Porsches through the mountains and I don't care. Up a gear with a simple flip of a finger, blip, and another, all while never taking my hands off the steering wheel. Down the hill a road sign reads the next corner is right-hand and 25 mph. Off throttle, downshift, pop, downshift, pop; touch of brakes, downshift, pop; turning



hour through roads less traveled than, but just as twisty as the Tail of the Dragon. At some point we crossed into Tennessee and into Roan Mountain State Park where the lead Carrera pulled in for a photo opportunity. I consciously park where the R wouldn't muddy the group photo. 944,911,GT3, 911 convertible, Boxster, Cayman all backing in to their spots with varying degrees of skill. Most of the drivers milled about as the official club photographer readied his equipment. It made for quite a sight for the more casual park visitor, and a local Porsche owner stopped just to say hi when she'd

seen all the others gathered there. After a fifteen minute brake we all climbed back in our rides and headed back into the mountains of eastern Tennessee.

On and on we drove, blipping, and popping into the afternoon. The road eventually straightened out and I was able to finally pass all but the lead two Porsches and allowed them to slide back past as Jen took their photos. All the drivers waved in turn, most of them smiled, but some of them had the look of what can only be described as; "Was that a Volkswagen that just passed me?"

I was more proud of Jens Golf R than I had been of any car I had ever driven. It handled the twists and turns; off camber, and on with such poise, and without drama that my driving confidence was only bolstered. I not only didn't miss the clutch pedal, but being able to use both hands on the wheel reduced fatigue, and only made me want to learn how to left foot brake.



in confidently with two hands. I'm not looking at the speedometer but we're at least ten over as the G's load up and the R just takes it. I grunt against the seat bolster and what VW could market as a G-meter my wife begins to make a keening noise from the passenger seat. The road straightens for six car lengths, just enough for red-line, blip, up a gear; and back off throttle, downshift, pop; brake, downshift, pop; turn in; squeal. She's OK. I know she's not above telling me to slow down. With a change of incline the stiffened suspension sucked up the transition better than our bodies compressing into the seats, blip, upshift; head back against the seat back as we look into sunlight defused by trees; wind roaring past the windows, blip, upshift to forth before off throttle, pop, downshift, pop; turn in too fast on an off-camber peak negative G's lifting us as the car grips anyway we turn down the hill hard against the bolstering, blip upshift. The G-meter having recovered says "whoa". though I could tell it was a "I'm having fun." woah, not an "Oh God, Oh God we're all gonna die!" type of whoa.

All the drivers eventually broke off and went their separate ways while I followed my brother-in-law to lunch, and then South Carolina. With only two cars our pace only picked up. Nothing crazy, we were aware it wasn't a track; but there was an obvious transition as we were feeling out the cars and adjusting to later and later braking.

Not having a co-driver with pace notes is a distinct disadvantage to driving aggressively on the road. Only once in the following week did I feel like I had gotten it all wrong. The yellow signs that tell you direction and speed rating of an approaching turns do only that. Sure its a right hand turn and a recommended speed is 25 mph. but what's the

We drove on that way; blipping, popping, and keening for at least an





grade? The road camber? Does the road have a shoulder or is there a cliff inside?

On one blind right-hander my brother-in-law barely tapped his brakes late allowing his PDK to do all the work and he turned in aggressively. I followed suit. In all the previous driving; downshifts to first gear was a shift too far. I didn't need to be that slow and it would scrub too much corner speed. This particular corner should have been handled like this:

Off throttle, downshift (3), downshift (2), heavy brake; downshift (1) turn-in (HARD) straighten for less than a heartbeat turn-in again (hard) for the second apex; un-steer as the car transitions to an uphill gradient

accelerate upshift (2) then turn left.

Instead I took the blind double apex like this:

Off throttle, downshift (3), downshift (2); not enough brake. I'm late the corner is already blown. I'm too fast, too wide; my instincts kick in but they are dialed in to the wrong car. This is high performance and AWD. My instincts were honed in a sporty RWD. I can see the second apex but I'm already pushing. I'm on the center-line and my brain is anticipating the rear will break loose, and I let off the throttle. The R has plenty of grip, but off throttle in this case only induced more understeer and now



I'm straddling the center-line rounding the second turn and decelerating up the incline

Mad. Embarrassed. Mad. I got the car back under me and stamped down the emotion as my brother-in-law disappeared up the mountain. My brain was then spinning on two different axes. One was negotiating the road ahead while the other was analyzing what went wrong, why, how to not repeat. That is when I decided right after my wife has a track day I should go have one of my own.



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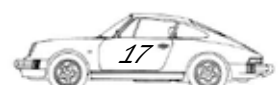
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Tech Werks – Transmissions

Clutches and Torque Convertors

By Robert Rainer



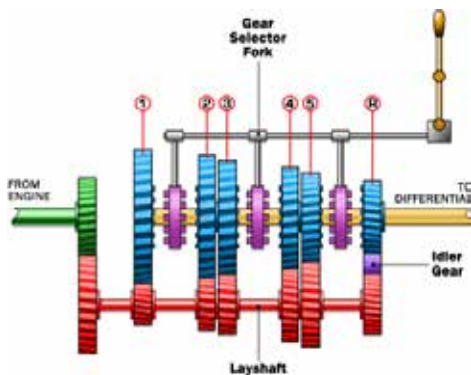
So last month we learned how a clutch and a torque converter works to take engine power and transfer its energy to the transmission. The Clutch used a series of disks and relied on friction to transfer energy while the torque converter used a series of turbines and a hydrodynamic fluid. This month and next month, we are going to focus on what happens between these two parts and the differential. We will explore a manual transmission gearbox today, and next month we will explore an automatic gearbox.

This is a complex subject, and I have included a couple of video links at the end to help you understand what is happening inside your manual gearbox. To see those videos, you will need to go to the online version of Tobacco Roads and find this article. The first video explains the basics of a manual gearbox. GM did this video in the mid 30s, and it will explain the basics. The second video is from an automotive instruction class, and shows a more modern transmission demonstrating how all the parts work together. So please check out these videos, they will defiantly help you learn more about this topic then I can ever hope to convey.



There will always be a passionate debate over what type of transmission is better when driving a car. I have little doubt that a manual gearbox is just more fun to use than an automatic, and it will be my perpetual choice. After all we are driving Porsches. I like the fact that the driver has control over shifting gears. However, I have to admit, I have not driven a modern car with a PDK; I hear it is pretty amazing. To understand how shifting gears is possible, lets look at the basic parts of a manual gearbox. All transmissions have an input shaft and an output shaft. The transmission's job is to take the revolutions of the input shaft and either increase the RPMs or decrease them. This is accomplished

by using a lay or intermediate shaft and a set of gear ratios.



As you can see from the graphic, the lay shaft is directly connected to the input shaft though a continuous gear, and will typically have a gear the same size at the

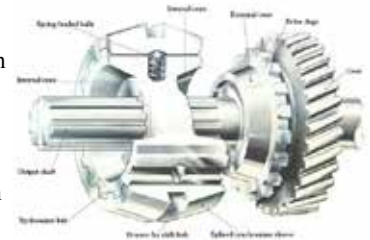
input shaft. This means the lay shaft will turn at the same speed as the input shaft. At the other end of the lay shaft is an idler gear. This will allow the transmission to go into neutral. Thus the input and the lay shaft can turn, but the output shaft will not engage. Another important aspect of this system is the blue gears are not actually connected or splined to the output shaft. Thus they can also spin independently and not cause motion in the car.

The purple gears that you see are splined to the shaft meaning that when they turn, so does the output shaft. More importantly they can also slide on the shaft allowing these gears to engage with the blue gears and thus the input shaft. This sliding motion can be either forward or backwards, and this is how we can shift between 1st and 2nd, 3rd and 4th, and 5th and reverse. Once we slide these gears into place, we can achieve a selective gear ratio to connect the drive shaft to the lay shaft that is being turned by the input shaft. This transfers the power from the engine to the

wheels. If you look at the size of the gears, you will see that first is the largest, and fifth gear is the smallest. We will discuss the importance this in a future tech werks article. For now, lets focus our attention on two more important components. The Syncromesh gears and the Shift Forks.

Back in the day prior to this innovation, the driver had to double clutch. The technique is to briefly re-engage the clutch when the gear lever has been moved into the neutral position during a gear change. The input shaft rotates faster in the lower gears, so to make an upward gear change, re-engaging the clutch slows down the rotational speed of the input shaft until it is closer to the speed of the output shaft. Alternatively, to make a downward gear change the engine speed can be increased when the clutch is temporarily re-engaged and this will have the effect of raising the speed at which the input shaft is turning until it is synchronized with the speed of the output shaft. It is the timing and the judgment of these gear changes that makes accurate double declutching difficult to master.

The principles of the syncromesh are relatively simple. The actual mechanical details of the various systems, however, are a good deal more complex but, basically, syncromesh is really an improvement on the dog clutch.



Dog clutches were the next stage in the development of the gearbox, once the problems of sliding pinion engagement had become apparent. Instead of sliding the gears in and out of mesh, the dog clutches locked each gear to the mainshaft when the gear lever was moved in the appropriate direction. Although an improvement, dog clutches also suffered from the need for accurate synchronization and syncromesh systems were designed to automatically adjust the speed of the dogs to permit easy engagement.

Engagement of the dogs is preceded by contact between two friction surfaces, normally an internal and an external cone. This contact, made by the initial movement of the gear lever, tends to synchronize the speeds of the two friction cones, thus allowing easy engagement of the dogs when the gear lever is moved fully home. The adjustment in rotational speed, due to the frictional contact, always occurs on the input shaft because the output shaft, being connected to the driving wheels, revolves at a rate determined by the road speed of the car. The speed of the cone connected to the output shaft is therefore unaffected by the contact. The speed of the cone on the input shaft is consequently raised or lowered to match that of the output shaft.



Once the cones have engaged and are synchronized, the sliding member of the dog clutch can continue its travel and engage the dog teeth on the gear pinion. Originally, syncromesh was fitted

only to the two most frequently used ratios in the gearbox, fourth and third gears on four-speed gearboxes, or third and second on the three-speed units that were popular at the time of introduction of syncromesh. In later years, syncromesh was added to the other ratios in the gearbox but first gear was often unsynchronized on a number of cars made as late as the mid-1960's.



The Porsche system was patented in 1947 by Dr Ferdinand Porsche, and



it represents one of the many breakthroughs of the marque. Dr Porsche produced the design specifically for the Cisitalia racing car of that era but the principle has since been applied, with amendments, by numerous other car manufacturers. Apart from its undoubted efficiency, the Porsche layout has the advantage of compactness, allowing the gearbox to be relatively short and the three shafts to be correspondingly shorter and stiffer than those on other gearboxes.

It is simplest to describe the layout of Porsche synchromesh if it is applied to the third and fourth gears of a four-speed gearbox. Between the input shaft pinion and the third-gear pinion on the mainshaft a "spider" is solidly mounted on the mainshaft. The spider has three equally-spaced radial projections. These projections have feet which are a sliding fit in slots cut into an internally toothed ring. Both ends of the teeth have a shallow taper, thus forming two outward-facing cones. On the outside of the ring are ribs that carry the gear selector fork.

The two gear pinions have the usual externally toothed dog clutch member, the teeth of which correspond to those within the sliding ring. Each of the pinions also has an extended hub which carries a gapped or split ring known as the "Porsche ring" and this resembles a large-section piston ring. The Porsche rings have conical outer surfaces which, in turn, correspond to the cones within the sliding ring. Since the rings taper slightly in thickness round their circumference, from the middle to the ends, they cannot be carried directly on the hubs of the dog clutch members since that would make their outer surfaces eccentric. Between the ring and the member is another ring with the appropriate eccentricity between its inner and outer surfaces, thus making the outside diameter of the Porsche ring coaxial with the shaft assembly. A key prevents the intermediate ring from rotating on the hub.

Diametrically opposite this key, on the outside of the intermediate ring, is a projection that fits into the gap of the Porsche ring. The latter is thus compelled to revolve with its pinion and dog clutch member but, however, the gap is significantly wider than the projection, allowing the Porsche ring some rotational freedom on the intermediate ring. Thus, when the gear lever is moved from neutral towards one of the gear positions, the selector fork takes the sliding ring in the appropriate direction, bringing one of its internal cones into contact with the facing cone on the Porsche ring. The first effect of the friction between the cones is to rotate the Porsche ring by the amount necessary to take up the clearance between its gap and the projection on the intermediate ring.

Once one end of the Porsche ring has butted up against the projection, the rotational drag on the ring causes it to expand. Expansion of the ring

in this manner has two results; it increases the pressure between the cone faces of the Porsche ring and the sliding ring and it prevents the latter from moving any further towards the dog clutch teeth. The tapering thickness of the Porsche ring makes it exert an equal outward thrust all round its circumference when it is expanded. Increasing the force applied to the gear lever merely raises the pressure between the cones, thus helping synchronization of the speeds.

When synchronization is achieved, the frictional drag on the Porsche ring disappears, so that the ring is no longer expanded. The effort on

the lever then causes the sliding ring's cone to exert a wedging action on the Porsche ring, thereby forcing down the intermediate ring and reducing the Porsche ring's diameter enough for

the sliding ring to pass outside it and engage the teeth of the dog clutch member.

Ok this one was a bit technical, but just wait, we will explore an automatic transmission next month.

Editor's Notes

Robert Rainer, Editor



It looks like things are beginning to heat up in the Region. I want to personally invite members to the multi-event seminar on April 2nd. You can find the information for this event on Page 2 of this edition. We hope you will learn more about the club and our events. We also hope to have similar events in other areas.

Also in this issue you will find links to videos. My hope is to supplement TR with videos that are pertinent to material in the issue. On this page, you will find two videos related to manual transmissions. On page 5 there is a video from the Porsche club of Ireland about a drive around the coast of the Emerald Isle. How does this relate to TR this month? I am currently watching Captain Phillips and he was called Irish. Check it out, it is a pretty good story about people who are passionate about porches. John Babin-sky also included a video in his piece this month.

On the back cover, I also included a picture of a NC bald when the Rhododendrons are in bloom. We simply have some beautiful sites to see, and some incredible mountain roads to traverse. You will also find some flyers for other events in the region. We have some events in the Triangle area, the area swap meet in Mathews, Roads and rails in western NC and Sommerfest in Greenville SC.

Again, it is my hope that you consider and actually get involved with one of the many club activities in your area and in the region.

Take care -- rr





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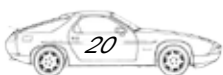
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Driver's Education:

By John Babinski



I once had someone tell me they wished we called our events "HDPE's for High Performance Driving Events" because it sounded so much better than just a "DE or Driver Education". The former title sounds more fun and insinuates that you know and are proficient at driving, while the latter makes it sound like you are still learning. I thought it was sort of a funny statement since I don't know anyone who goes to the track who can't improve and learn a few things – so every event is, or should be, an educational event for them.

I'm always trying to educate myself and learn how to improve my driving skills and racecraft. One of the things I do to continue my education is read books. Some of my favorites are Ross Bentleys "Speed Secrets" books. They're easy to read and understand and have great tips and ideas with lots of stories and graphics to highlight his points. He even has a weekly newsletter you can subscribe to and keep those ideas coming. One of the techniques he believes strongly in is "mental imagery" or "visualization". In it's most basic form it's the ability to mentally drive your car over an entire track perfectly. By visualizing this perfect lap over and over in your mind it sets you up to run that perfect lap when you finally are on the track. When truly done right you can hit a timer, close your eyes, run the entire course in your mind, then hit the timer again and your mental time should equal your actual lap times. It takes a lot of practice but when done properly it helps reinforce and train your brain, and hence your body, so that every turn in point, apex, and trackout point becomes second nature.

The value of visualization became obvious to me at our first Chumpcar race of the season Feb. 6 at Road Atlanta. This was a 14 hour race starting at 8AM and going until 10PM. That meant almost 4 hours of racing in the dark. I had been working on a 1997 BMW E36 as a new car for this season. This involved lots of prepping in a short time leading up to this event. Since this was the only race on my schedule that included night driving and it was only for a few hours I wasn't too concerned with our lights – figuring the OEM headlights with some new bulbs and an extra set of LED cornering lights would suffice. I didn't take into full consideration that there was a new moon that weekend and that Road Atlanta has virtually no extra lights for night driving. It made for a track that was seemingly pitch black. And our car lights – well, they simply sucked in actual use. So here's where that "mental imagery" comes back into play. How do you go around a track at race speed when you can't even see a corner? Just let your brain and body do what you have trained them to do. Through mental imagery you've trained your mind and body so they automatically know where you are on track and what you should be doing. Without even seeing the track you know when to turn, how much angle to put on the steering wheel and how much throttle or brake to apply as you go through turns 2, 3, 4 and 5. If you're lucky, you catch a glimpse of curbing to reinforce your location, but essentially, you're driving blind and using memorization. Does the technique work? You bet. Our last 2 drivers who were racing in the dark had best lap times during their dark session that were less than 1 second off their best lap times during the day. Are you curious what racing at night looks like? Here's a YouTube clip (sorry about the low quality) of the view out our windshield for one lap in the dark during the race.

https://www.youtube.com/watch?v=_mruM5qDI_8

Moral of this story is that while we all want to have fun at a DE – our education should never stop. There's always something new to try or an old skill to refine to make you a better driver. So sign up for our next DE at CMP on March 12-13 and continue that work on improving your driving skills.

HOT OFF THE PRESS!!!! NEW ADDITION TO THE DRIVERS EDUCATION SCHEDULE!!!

With the decision to forgo a Carolinas Region Club Race in 21016 and head in a new direction with that program in 2017, it leaves the DE program with one less event in 2016 for our participants than years past. To help fill that void we worked with Atlanta Motorsports Park (AMP) on a contract for an early summer event on July 9-10 to help fill the gap between our March and Sept events at CMP. It has been several years since we traveled to the cool green mountains of north east Georgia and visited AMP. They have continued making significant improvements to their facilities. Long gone is the red clay mud paddocks and portajohns we saw during our visits when the track first opened. The paddock area is now completely paved. Permanent bathrooms are in place. A full sized clubhouse is now open. The kart track is complete. FIA lighting system is installed. A skid pad and "ice hill" have been built. Easy access to spectator hill is provided via a tunnel under the track. As you can see, they continue to invest heavily to make this a top notch facility. The track is fun too! It's a technical track with serious elevation changes, off camber corners and blind corners that take a little time to master. It rewards an experienced and smooth driver who understands vehicle dynamics and teaches newer students the finer points of vehicle dynamics. Block the dates and make plans to attend July 9-10. Registration details are now up on www.clubregistration.net.

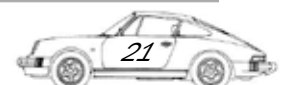
As always, feel free to contact me with any of your DE related questions at driversed@carolinas-pca.com. See you at the track!
John Babinski Carolinas Region DE Chair

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Area Updates: Jan 2016

Triad Area By Jerry Kilcrease



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

The Triad Area PCA was able to dodge the snow and ice that was in the area the day before so we were very pleased to have 56 members and guests come out for our February 16th monthly meeting. Kathy had a Goodie Store table set up; Ron had photographs displayed on the overhead of past PCA events; and Rick and Elaine managed the 50/50 Charity Split the Pot table. Brian Powell, President of the Carolinas Region, joined our group for the evening and was our guest speaker. Brian shared information and details on upcoming Regional Events, the Drivers Education Program as well as his thoughts on the plans for sponsoring a Club Race in the future. We recognized Jay Weikel and presented him with his trophies for winning his class in the 2015 Autocross Series. Robert Van Camp presented a video describing the Potomac Eagle Scenic Railroad trip that he has planned for the June 24-26 Roads and Rails Charity Drive; Scott Owen discussed details of the upcoming Tech Session being held at Porsche of Greensboro; and Kate Stanton won the 50/50 Charity Split the Pot. After discussing the agenda for upcoming events the meeting ended but members continued to visit before heading home. Thanks for all for attending and we look forward to seeing you next month....and bring a friend.

UP COMING TRIAD AREA HOSTED EVENTS:

May 21st - (Saturday) – Porsche Corral at The American Children's Home Annual Charity Car Show:

The Triad Area will host our annual Porsche Corral Charity Event in conjunction with the American Children's Home 18th Annual Car, Truck and Motorcycle show to be held on their campus in Lexington, NC. A flyer with complete details and registration information is located in this edition of Tobacco Roads. This is our 8th year hosting Porsche Corral so please make plans now to come out and support this event.



June 3rd-5th, 2016 – "Explore Blowing Rock Drive"

The Triad Area will hosted the event and Bill Suite and Rick Huskins, are the co-chairmen. See the "Explore Blowing Rock" flyer in this edition of Tobacco Roads for more details.

June 24th-26th, 2016 – Roads and Rails Charity Drive -

Robert Van Camp and Charlie Massler are working on the final arrangements of the 5th Annual Roads and Rails Charity Drive. This is great trip where all proceeds go to YMCA Camp Hanes. See Roads and Rails flyer in this edition of Tobacco Roads.



Other Triad Area hosted events planned for 2016 are as follows. Registration information along with other details will be coming out as we move closer to the event dates:

July 9th –
Three Area
Drive/Dine/Car
Show (Triangle/
Sandhills/Triad)

July/Aug
(date TBD later) – TSP Fun Rally – Dave Lumpkin, Chairman

July/Aug (date TBD later) - John Robinson Memorial Family Picnic/Shine & Show

October 1st – Oktoberfest – Porsche of Greensboro, Sponsor

December 6th – Christmas Party

NEXT TRIAD AREA MEETING – TUESDAY, MARCH 15TH, 2016

The Triad Area will hold its next monthly meeting on Tuesday, March 15th, at the River Ridge Tap house in Clemmons. We start socializing around 6:30pm and start our dinner business meeting at 7:00pm.

Please make plans to come and join us.... and bring a friend. Thanks, hope to see you then.



Metrolina Area by Laura Varney



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

Our Metrolina area group met at Maggiano's Restaurant in Charlotte on February 17th, and we had 39 attendees. We had a great mixture of members including new members, 26 year members Donna and Erskine Neel, and a few who have recently transferred to our area from other regions.

Brian Powell spoke to us about the 5th Annual Road and Rails, Sid Bernstein spoke to the group about our local Cars and Cappuccino, and John Meek presented us with information on the upcoming Porsche/BMW Swap Meet.

Once again I would like to thank Steve Mann from Hendrick Porsche who brought us some great raffle prizes for our members to enjoy in addition to our 50/50 cash raffle. This months 50/50 drawing was won by James VanMeerten and the remaining \$125 was donated to the Second Harvest Food Bank of Metrolina.

2016 Upcoming Events:

February 21- Cars and Cappuccino will be held at Caribou Coffee located at 7804 Fairview Road <http://carsandcappuccino.com/>

March 16th - Metrolina Monthly Meeting - We will be meeting at the Waldhorn in Pineville for the March gathering, located at 12101 Lancaster Highway, Pineville, NC 28134. <http://www.waldhorn.us/location/>

March 19th - 10th Annual Porsche & BMW Swap Meet - This event will take place at Touring Car Inc. at 300-340 Seaboard Drive, Matthews, NC 28104. Contact jmeek911@aol.com if you have any questions about this event.

June 24-26 The 5th Annual Roads and Rails event this year. This will be one of the best yet. The trip will be on the Potomac Eagle Scenic Railroad in West Virginia. We are working on all the food and lodging details now and should have all the information out in the next month. Registration is now open at www.clubregistration.net

July 24th: Drive to Raffaldini Vineyards which includes displaying some our cars at the car show they are hosting, followed by a drive that our adjoining area director Michael Vittorio will map out for those who would like to explore a drive through the foothills. You can learn more about the Vineyard at: <http://www.raffaldini.com/>. Details will be provided to everyone in March.

-- Laura

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

2016 Events

- March 26 DIY Tech Session, Mebane, NC Learn how to rebuild your brakes and change brake fluid.
- 3rd Annual Old Homestead Fall Gimmick Rally and Brunch – new end location
- Day trip to the NC Museum of Transportation
- April 3 Drive & Dine BBQ Run, Pittsboro to Carthage and return
- Summer Drive & Dine
- Summer evening Ice Cream Social, Hillsborough
- 3rd Annual Tri-Area Spring Drive & Dine, Shine & Show – July 9 is the date.
- 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, March 19** 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, March 24** at 6:30 pm.



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Visit our Showroom located in the Mooresville NC Racepark
292 Rolling Hill Rd. Mooresville, NC 28117
Call John Cleveland @ 704-907-7587 | porsche@ppi911.com

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.



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

~ February Meeting ~

Our group met once again at the O'Charleys restaurant in Hickory - thirty-two Members attended. Jim Buchanan and I spoke with the group about our recent trip to the 24 Hours of Daytona. Jim has attended the race several times but this year was my first - and we had a wonderful time. Our ticket included entrance to PorschePlatz and the garage area so we had an opportunity to see a lot of cars "up close and personal" and enjoyed interacting with other Porsche enthusiasts. We brought back several photos to share with the group and did our best to describe what transpired and what it was like to be there. As usual, there were plenty of questions and a good bit of laughter.

~ **Charity** - This month's 50/50 drawing was won by Jane Vittorio who donated \$65.00 to the Humane Society of Catawba County. Thanks, Jane

~ March Meeting ~

Many of you are already familiar with K & M Collision. They are one of only three Porsche Certified and Approved collision centers in North and South Carolina. Michael Bradshaw and his team are long time supporters of our Hickory Area Club and will host our March 8 meeting.

K & M has recently completed construction of a new state of the art repair facility and is celebrating their grand re-opening. They are now located at 916 Lenoir Rhyne Blvd SE, Hickory, NC. Our Members are invited to enjoy a light dinner and to tour their new shop. Michael and his team will be on hand to demonstrate their capabilities and discuss how they can be of service to our Members. Jim Buchanan will preside in my absence.

~ **April Meeting/Drive and Dine to Raffaldini Winery:** *Saturday, April 2, 9:30 AM ~ 3:00 PM.* Our April meeting will be the first of three scheduled Saturday meetings paired with a Drive and Dine. We will meet at 9:30 at Porsche of Hickory for coffee and muffins provided by our friends at the dealership.

At 10:00, Phillip Evans, an accomplished autocross enthusiast (and Phil and Ruth's son), will join us to share his thoughts about autocross and to encourage folks to give it a try. He has also promised to share a few of the "tricks" that have contributed to his success. Phil's presentation will be timely in that the first event of this year's Autocross Season is scheduled for May 1 in nearby Lexington, NC.

At 11:00 we will depart Porsche of

Hickory for a drive to Raffaldini Winery where we will enjoy an Italian inspired lunch. Bob Futrell has planned a great route and arranged for a buffet lunch prepared by the folks at Raffaldini. If you haven't yet been to this winery, this will be a great introduction - the venue, scenery and wine are superb. The cost of the lunch is \$16.95 per person and includes a choice of 3 different sandwiches, 2 or 3 salads, 3 desserts and tea, lemonade, or water. Wine of course is on your own. Since we must know in advance how many will attend, we ask that you register and pay for the event via ClubRegistration (www.clubregistration.net). Registration will open on Feb 23. You must make your reservation no later than March 18. This promises to be a fun event - I hope you will join us.

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

Michael

ADVERTISING:

To Advertise in Tobacco Roads contact Advertising Coordinator at advertising@carolinas-pca.com or call 336.847.9293. Ads are available from Business Card size to Full Page ads.



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

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Sandhills Area By Marty Barrett



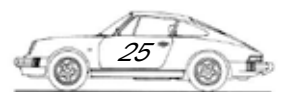
Meeting: Fourth Tuesday of the month at 6:30 PM
Rotating Location - See report below
Contact Marty Barrett, Area Director
Sandhills-ad@carolinas-pca.com

We finally made it to the Porsche Experience Center (PEC) in Atlanta! After being in Durham on Jan 30 at the Ingram Collection, I thought nothing could top that Porsche experience for an addict like me. But, as usual, I was wrong. In addition to the spectacular, new \$100Million PCNA facility...race track, skid pads, kick plate, simulator, museum, restaurants, etc....PCNA had eight of Bob Ingram's special Porsches on display! Over the top experience for BJ, Larry Wolff & me! More on PEC in a moment....I want to publicly thank Rory Ingram, Bob & Jeanie, and Alan for a wonderful visit to the Ingram Collection. (Cam was at the Daytona 24 as a guest of PCNA) Sixty Carolinas & Hurricane PCA members and a couple guests were treated to a very special two hours at the museum. Bob and Jeanie are so welcoming to share the collection, and their personal insights and experiences with all of us. Every one of their Porsches is a rare, limited production model. No way to pick one favorite Porsche. However, the highlight for all of us is the interaction



on the wet, epoxy surface! And, of course, the launch pad is fun too. While on track you have an instructor....very good, professional instruction! Inside are offices for PCNA, two restaurants, a driver fitness lab, driving simulators, a museum, a classic restoration shop, lots of display space for things like the 919 Le Mans 24 winner, a 918 Spyder, a Lava Orange GT3RS, and a Porsche store....buy a hat, shirt, or a new Porsche! And, all the Porsche people are excited to make sure you have a memorable experience. PEC is a "must do." Sandhills had twenty-five members at our January 27 meeting at Longleaf Club. Longleaf did a nice job with the buffet and logistics. We will return on Feb 23. Our guests from Sandhills Community College thanked PCA for supporting a scholarship and updated us on the Automotive Technology programs. In addition, they invited us to attend any classes, or request a special session tailored to our needs. Yes, we will! Up coming local events include a tech session on the new Carrera at Porsche of Fayetteville in late March, and our tour to Kentucky's Craft Bourbon Trail in mid-April. Lots of work for the PCA volunteers is coming up on April 29-30 at the Pinehurst Concours d'Elegance. Please join us: pinehurstconcours.com More than 60 PCA member cars will be displayed on the fairways at the resort....along with a few other marques. Marty

with the Ingram family, and having them share their passion in such a personal way. One new addition to the Ingram collection caught my attention....a 1967 911R in full race trim. I had seen a white '67R (#17 of 20) on display before, but this was not it. Porsche only made twenty '67Rs, so to say they are rare is....! Bob then told us a little of the story. The new '67R (#3 of 20) replaced #17 because this car has special racing competition provenience; making it a more valuable addition to the collection. In Ingram's wonderful book, Porsche Unexpected, it is explained that when developing a world renowned collection, a car like #17 is a "place holder" until that really special model is acquired. Read the book for the full story. Back to PEC - Atlanta....it is overwhelming to any Porsche fanatic. The building design is dramatic inside and out, and larger than expected. The address is One Porsche Drive (OPD). The track is short at 1.6 miles, but very smooth, challenging and fun to drive. The wet and dry skid pads have a very slick epoxy coating, and the kick plate throws the car into a spin...you try to recover...difficult



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

Contrary to what you would expect in the dead of winter, February proved to be a very busy month for Upstate Area members. The month kicked off with the Area meeting and there were 58 people in attendance.

We reviewed the results of the Region's charity efforts for 2015 (a banner year for the Region), reviewed the new email opt in process (detailed in the January issue of TR) and handed out some Autocross awards earned in 2015.

On February 3, a few members attended a presentation and question & answer session with Scott Mann, PCA National Instructor and owner of Renegade Hybrids, at The Chandler School. The school is set up to teach dyslexic children by using hands on life lessons, such as automotive experiences. The middle school students prepared and would be the pit crew for the ChumpCar race at Road Atlanta in which Scott and three others would share driving duties. Scott also answered everyone's questions regarding Renegade Hybrids and their various LS Chevy conversions of 944s, 911s and Boxsters. It was a very informative session in a relaxed environment. I invited Scott to speak at a monthly Area meeting when he's back in the area.

Saturday, February 13, was the annual Protech Motorsports Chili Cook Off. This event is always a highlight on the Upstate Area's calendar. There were 20 chili entries and 13 desert entries this year and over 98 people turned out for the party. Look for a complete write up and photos from the event elsewhere in this issue of Tobacco Roads.

On Sunday, February 14, around 17 Porsche's took part in the Valentines Day Drive & Dine, let by our TR Editor, Robert Rainer. Look for a write up from Robert covering the drive elsewhere in this issue.

Not bad for just the first two weeks of a "slow" February.

Upcoming Events:

The Upstate Area members have been invited to participate in the St. Patrick's Day Parade down Main Street in Greenville. This is always a fun event and if you are interested in participating, contact Gary Hediger. Also, don't forget the Spring DE on March 12 & 13 at Carolinas Motorsports Park.

The Outer Banks weekend getaway will take place April 28 through May 1. Robert Rainer has put together an adventurous outing that will include some great coastal roads, plenty of dining opportunities and even a ferry ride to some remote parts of the Outer Banks. Details for this event can be found on the Carolinas Region website.

The Upstate Area is making plans for hosting Sommerfest this year, on August 26 through August 28. Details will be posted as soon as they become finalized. Mark your calendars for a great weekend in the Greenville area.

Reminder: Upstate Area of Carolinas Region PCA Email Distribution List

We are now using Mailchimp for local, Upstate Area

communications. We want to capitalize on this opportunity to build a more complete and accurate distribution list as well. This effort will ensure we reach all Upstate Area members, both existing and new, who are interested in receiving updates on local activities. Complete instructions on how to opt into the email distribution list are in last month's Tobacco Roads in the Upstate Area report. If you have any questions, feel free to email upstate-ad@carolinas-pca.com.

Upcoming Upstate Area Meeting

Monday, March 7 at 6:30 pm at Quaker Steak & Lube, Greenville, SC
Monday, April 4 at 6:30 pm at Quaker Steak & Lube, Greenville, SC
Monday, May 2 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



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

1979 930 #632: Petrol blue/ cork interior. 43,500 miles. Sold new at Holbert's. Options: sport seats; SR; LSD. Just had an open check book service at Graham Everett Performance at Rod Atlanta: trans rebuild; new clutch; engine out reseat; new tires, and other while you are in there items. Correct snorkel headlight washers and floating rotors. K27; 964 cams; B&B headers/exhaust. 80% original paint no accidents. Gorgeous 930 that drives and sounds fantastic. \$165,000. Contact: Charles Ellison, Johns Creek GA (north of Atlanta) email: carrerachas@bellsouth.net Phone: 770-687-4285

2000 Porsche 911 Carrera Cabriolet (996): VIN WP0CA299X-YS651353. This low mileage Tiptronic handles and drives as beautifully as you'd expect from a well-maintained Porsche. 62K miles, Clean CarFax with all service records since new. Black with black top and dark gray leather interior. Third owner, purchased from another PCA Member four years ago. Never tracked or raced. Indoor and outdoor covers included. Pictures available upon request. \$19,500. Contact: Joe Tarulli, Concord, NC email: joetar@pyrotek-inc.com Phone: 704-640-0700

2004 911 Turbo Cabriolet: \$58,500. VIN WPOCB29994S675862. Pristine 2004 911 Turbo Cabriolet Artic silver metallic with black leather. 20,500 miles, impressive X-50 option (\$18,000), 18" Sport Techno, heated seats, crest, yellow brake calipers, instrument dials yellow, red, white, blue, sport seat backs painted, alum/leather shift/brake, new tires. Almost all options except ceramic brakes. MSRP \$158,000. Recently replaced clutch press plate and ORVR valve (4,000). 2nd owner for 8 yrs. Contact: Charles Duffey, Lexington, NC email: cddrph@outlook.com Phone: 336-408-3006

2006 Cayman S: The VIN is WP0AB298X6U784255. I'm in Conover, NC. My member#1991071660. I'm asking \$24,000 firm. 3.4 rebuilt 30,000 miles back w/ arp rod bolts, ceramic IMSB, all other parts factory. Had spun rod bearing when purchased. Professionally modified to allow future IMSB change in the car (if ever needed). 6 spd. 97,000 miles now. 2 KEYS!! No tracking. Remote 6 cd changer. Heated seats like new. No chafed spot. Auto dim rear view. \$24,000 firm. Contact: John Ogle Jr., Conover, NC email: sepiantony2@bellsouth.net Phone: 704-685-2895

2008 987 Boxster: 26,500 miles. Guards Red with Sand Beige Leather and Black Top. VIN: WP0CA29818U710074. Very clean and fully loaded with Power Seat Package, Glass Windstop with storage bag, Tiptronic S, 18" Boxster S Wheels with colored crest caps, self-dimming mirrors with rain sensor, heated front seats, coco and factory floor mats, interior storage box and Sound Package plus. All service records. 7K gentle miles on Michelin Pilot Sport Tires. \$24,900 Contact: Tom Ruff, Asheville, NC email: truff@biltmore.com Phone: 828-225-6105

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

Parts - Parts Cars - Projects

Cayman track wheels: 2 sets of CCW C-10 Peen Bright Black track wheels. For Cayman. Front 9' X 18" with 51mm offset. Rear 10" X 18" with 38mm offset. \$1500 per set. Contact: Tom Arkle, Mooresville, NC email: drtomarkle@gmail.com Phone: 704-724-0151

19" OE Rims & TOYO R888 \$1950 235/35ZR19, 295/30ZR19, 5/32 tread remaining. Tire manufacture date; (as currently mounted) LF, LR, RR - 29th week 2012, RF - 3rd week 2012. OE 997.1 rims 8Jx19H2 ET57 and 11Jx19H2 ET67, Carrera and Carrera S fitment. Rims have no curb rash or damage, perfect condition. Shipping not included in price but will assist. Contact: David Butler, Asheville, NC email: butlerwd@att.net Phone: 828-252-1752

Wanted

Roommate Wanted: Roommate wanted for Adrenaline Adventures with Fast Lane Travel, Inc. Sept. 15-24, 2016, from Stuttgart, Germany. Includes new Porsche, gasoline, insurance, lodging, meals, drinks, tours of Porsche & Mercedes Museums, Porsche factory tour, stunning alpine roads, autobahn 150 MHP Club. See Pano ads, www.FastLaneTravel.com or 813-343-3003. Hoping to avoid solo supplement \$\$ & share adventures. Please contact Sven at Fast Lane Travel (813) 343-3001 or me to discuss. Contact: James Proper, Charlotte, NC email: jamesproper@carolina.rr.com Phone: 704-545-0543

Goodie Store

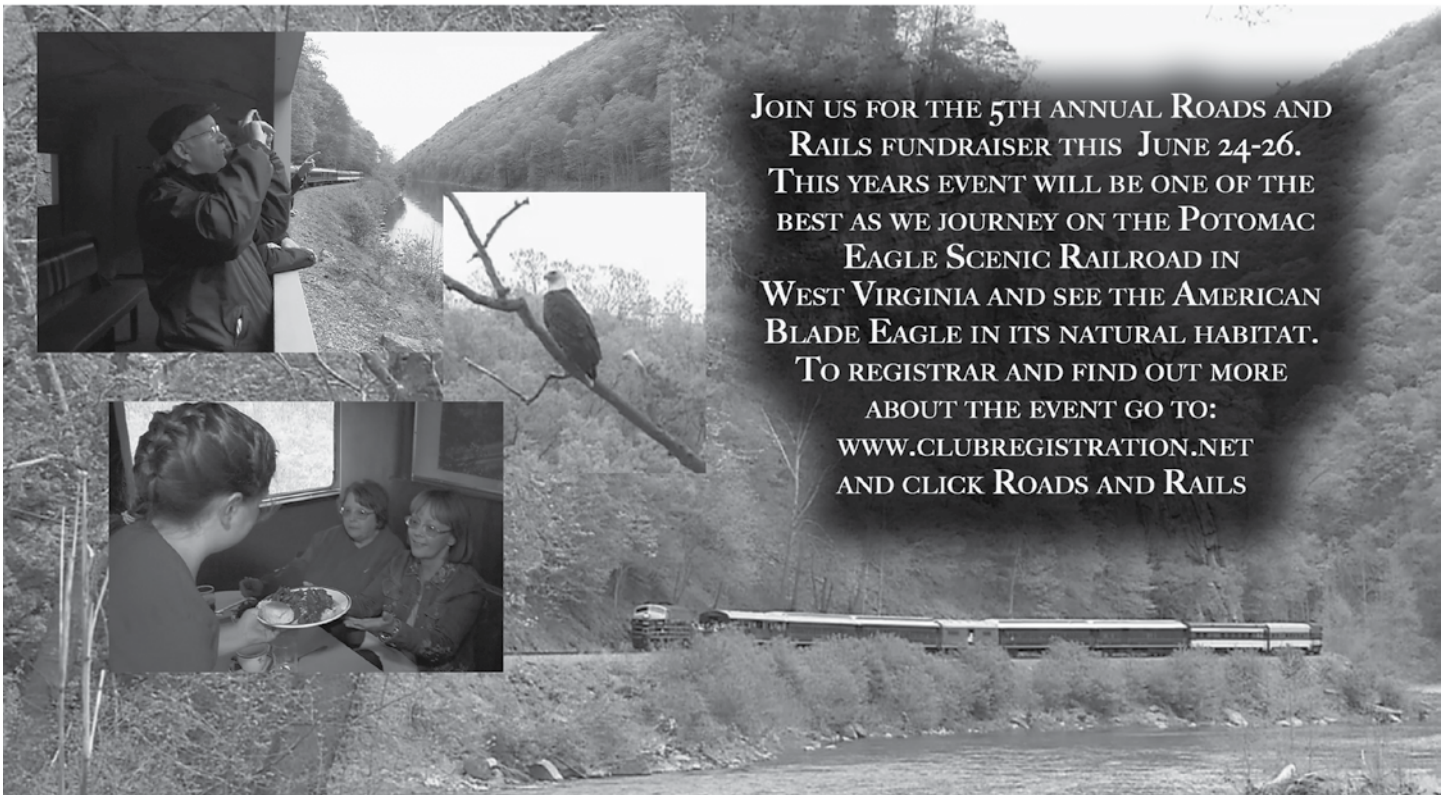
Kathy Boehm • 336.566.7501 • KathyABoehm@gmail.com



2016 Calendar Come visit us!
DE at Carolina Motorsports Park.....Mar 12-13
Triad/Triangle Membership Event, Burlington.....Apr 2



2016 ROADS AND RAILS. REGISTRATION NOW OPEN



JOIN US FOR THE 5TH ANNUAL ROADS AND RAILS FUNDRAISER THIS JUNE 24-26. THIS YEARS EVENT WILL BE ONE OF THE BEST AS WE JOURNEY ON THE POTOMAC EAGLE SCENIC RAILROAD IN WEST VIRGINIA AND SEE THE AMERICAN BLADE EAGLE IN ITS NATURAL HABITAT. TO REGISTRAR AND FIND OUT MORE ABOUT THE EVENT GO TO: WWW.CLUBREGISTRATION.NET AND CLICK ROADS AND RAILS



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



Friday Night

Saturday

Sunday



Historic Event Hotel



Shine and Show at Cars and Coffee



Carolinas Region Autocross



Friday Night Social Night



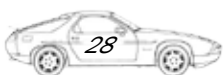
Photo & Gimmick Rally with lunch at the Pisagh Inn



Explore Downtown Greenville



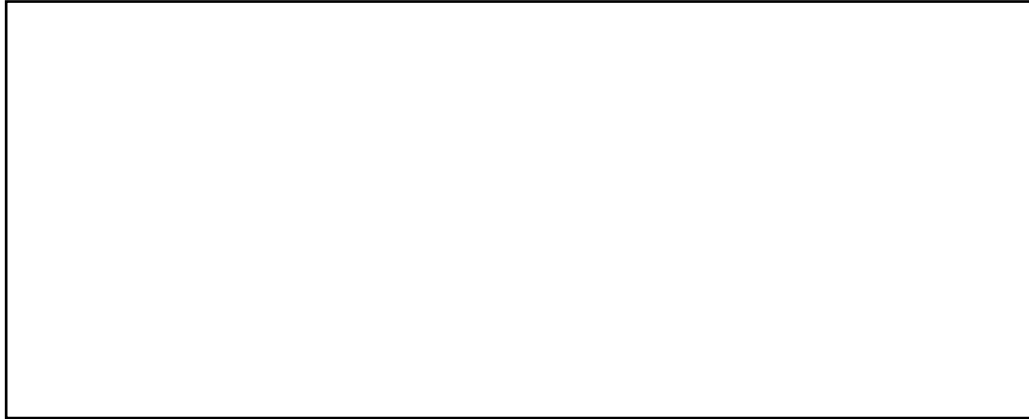
Saturday Night Dinner and Social





Tobacco Roads

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