

JUL 2017



TobaccoRoads

The monthly newsletter of the Carolinas Region Porsche Club of America



IN THIS ISSUE:

WATER FALL TRIP | STEERING | THE FIRST PORSCHE
AUTOCROSS RESULTS | AREA REPORTS | CALENDAR



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From the Driver's Seat

Carolina Region Visits OPD

By Brian Powell, President



With the heat of the summer upon us, I hope you've taken the opportunity of one of the many events we've had so far this year. During July and August, I have to admit, it's just too hot in the South to enjoy many outside events. I was recently cleaning out some old notebooks and came across the event documents from a Drivers Ed event we had in July 2007 at Charlotte Motor Speedway. We were going to hold a DE as part of the 2008 Parade in Charlotte and this was the precursor to work out all the bugs. Looking at it now, I'm wondering "What were we thinking?" I like CMS, it's a fun track. And it was the first place I saw a Porsche compete, back in the 80's when 935s and 962s ran the roval in the IMSA series at CMS. But July heat, lots of black pavement and being down in a bowl doesn't sound like fun to me now. I must be getting soft in my old age. I did take the opportunity to visit Durham last month for our annual Sommerfest though. What a great weekend! Friday evening started out with registration and a welcome reception at the Sheraton Imperial where the participants could meet and greet. I had a chance to catch up with a number of folks I hadn't seen in awhile. As Saturday dawned, we were split into 2 groups with one group going to Porsche of Southpoint first while the other group went to the Ingram Collection. I gave serious consideration to pulling executive privilege spending the entire morning at Ingrams, but knew there would be

some of the Ingram cars at Porsche of Southpoint as well. Unfortunately, Angela couldn't join me on this trip, so I was flying solo. She's heard me talk of the collection in a non-descript building in downtown Durham, but hasn't had the opportunity to see it for herself. Once I got to the Ingrams, it did not disappoint. It's hard enough to pick out one or two to highlight. Where do you start? the 904? the 356 Abarth? the 918? the Gmund coupe? For the next 2 hours we were treated by Bob and Rory to their personal insight on each and every vehicle in the building. As they always are, Bob, Jeanie and Rory were gracious hosts, never tiring of the endless questioning by the Sommerfest participants. You could have stopped the event right there and it would have been a roaring success, but Adam Morrison, the event chair, had even more planned. The afternoon offered a gimmick rally for those that wanted to get out and about. Later that evening, the day closed out with an evening banquet. If you missed this year, rumor has it that we'll be back there next year.

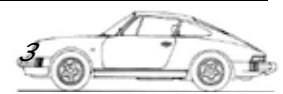


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Contents

see area reports for more detailed information

	Page
From the Drivers Seat	3
New Members and Anniversaries	4
Calendar	6
Weekends	11
DE Report	15
Journey is the Reward	17
Area Updates	23
Classifieds	30
Photo Blog	31

Upstate

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

Triad

3rd Tuesday of month,
7:00pm Location TBD. Check
the web page for latest or Area
Updates in Tobacco Roads

Triangle

4th Thursday of month 6:30pm
Nantucket Grill
5925 Farmington Rd
Durham NC

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

2nd Saturday Stuttgart Saturday: 8 AM to
10 AM, Hendrick Porsche

Hickory Area

On hold until the spring. Keep your cars
warm though

Triangle Area

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

Triad Area

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

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

Sandhills Area

3rd Saturday. Location varies

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 members. In addition, we would like to congratulate members celebrating anniversary member ships this month for five, ten, fifteen, twenty, thirty, or more years of PCA dedication.

Bailey	Chris	Greenville	SC
Bailey	Meranda	Greenville	SC
Brown	Susan	Durham	NC
Brown	Andrew	Anderson	SC
Browne	John	Durham	NC
Caldwell	Theresa	Easley	SC
Cook	Sherry	Indian Land	SC
Dilworth	Paul	Greenville	SC
DONDERO	HARVEY	Greensboro	NC
Eberhardt	Eric	Lake Wylie	SC
Eberhardt	Tyler	Lake Wylie	SC
Grubel	Roger	Simpsonville	SC
Hall	Gary	Asheboro	NC
Hicks	David	Belmont	NC
Holton	Mark	Winston-Salem	NC
Kelley	John	Simpsonville	SC
Kleinfeld	James	Winston-Salem	NC
Laub	Steven	High Point	NC
Lucier	Jim	Granite Falls	NC
Lucier	Ann	Granite Falls	NC
Mastrantoni	Mario	Charlotte	NC
McRobbie	David	Spartanburg	SC
Mowitz	Frank	Mint Hill	NC
Noronha	Santosh	Hillsborough	NC
Parkinson	Ryan	Mebane	NC
Privett	Chris	Durham	NC
Smith	Dan	Cherryville	NC
Snipes	David	High Point	NC
Walsh	Karen	Harrisburg	NC
Wong	Katherine	Charlotte	NC



50 year anniversary				
Joyner	F	GREENSBORO	NC	Triad
Joyner	Anne	GREENSBORO	NC	Triad
40 year anniversary				
Steger	Martin	Cornelius	NC	Metrolina
Steger	Derek	Earl	NC	Upstate
30 year anniversary				
Haney	Mark	CHARLOTTE	NC	Metrolina
Haney	Susan	CHARLOTTE	NC	Metrolina
20 year anniversary				
Boussom	Laurie	Simpsonville	SC	Upstate
Guy	Yoram	Simpsonville	SC	Upstate
Toen	John	Landrum	SC	Upstate
Toen	Erika	Landrum	SC	Upstate
15 year anniversary				
Pena	Fernando	Davidson	NC	Metrolina
Segers	Wiet	PINEVILLE	NC	Metrolina
Segers	Fawn	Pineville	NC	Metrolina
Wolfe	Melinda	Charlotte	NC	Metrolina
10 year anniversary				
Attias	Jody	Greensboro	NC	Triad
Attias	Lori	Greensboro	NC	Triad
Bradley	Dana	Cornelius	NC	Metrolina
Bradley	Robin	Cornelius	NC	Metrolina
Frederick	Richard	Matthews	NC	Metrolina
Frederick	Cory	Matthews	NC	Metrolina
Gardner	David	Cornelius	NC	Metrolina
Huey	Burk	Chapel Hill	NC	Triangle
Huey	Mary	Chapel Hill	NC	Triangle
Kolovich	Nathan	Huntersville	NC	Metrolina
Kolovich	Amy	Round Lake	IL	Sandhills
Laugherty	Candas	Mauldin	SC	Upstate
Mastracci	Richard	Mauldin	SC	Upstate
Provenzola	Marianne	Cornelius	NC	Metrolina
5 year anniversary				
Connell	Richard	Greenville	SC	Upstate
Fossum	Rodney	Chapin	SC	Upstate
Jollay	Geoffrey	Jacksonville	FL	Sandhills
Jollay	Kay	Jacksonville	FL	Sandhills
Kadela	Jon	Kannapolis	NC	Metrolina
Kadela	Jerry	Kannapolis	NC	Metrolina
Mechling	Kurt	Seneca	SC	Upstate
Mechling	Gail	Seneca	SC	Upstate
Siminoski	Greg	Huntersville	NC	Metrolina
Siminoski	Carol	Newark	OH	Sandhills



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**



2017 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>

July

- 9-15 Porsche Parade Spokane Wa
- 15 Autocross Event 3 Greensboro, NC
- 22 Upstate drive and dine Pisgah Brewery after cars and coffee

August

- 26 Autocross Event 4 Greenville, SC

September

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

October

- 14 Autocross Event 5 Greensboro, NC
- 14 Oktoberfest Event Triad Area

November

- 3-5 Fall Tour - The Ridges Resort



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1988 Porsche 959 'Sport' (1 of 29)

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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

INBOX

or

MAILBOX

TobaccoRoads
The monthly newsletter of the Carolinas Region Porsche Club of America

Whether you receive the hard copy or opt for electronic only, the digital option is always available on the region's website. If you wish to opt-out of future paper delivery, simply reply to membership@carolinas-pca.com with your name and area, indicating your preference to opt-out.

If you wish to continue receiving the paper copy - no action is required.



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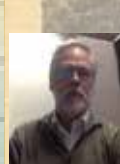
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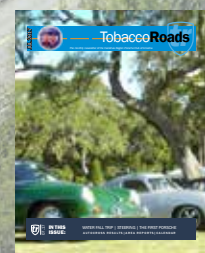


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concours@carolinas-pca.com
 (704) 467-5042



ON THE COVER

So I went to a great car show down in Charleston SC. Cars on Kiawah. There was a strong showing by the 356 folks. Worth looking out for in the future.



Fun Facts

The very first Porsche



By Robert Rainer

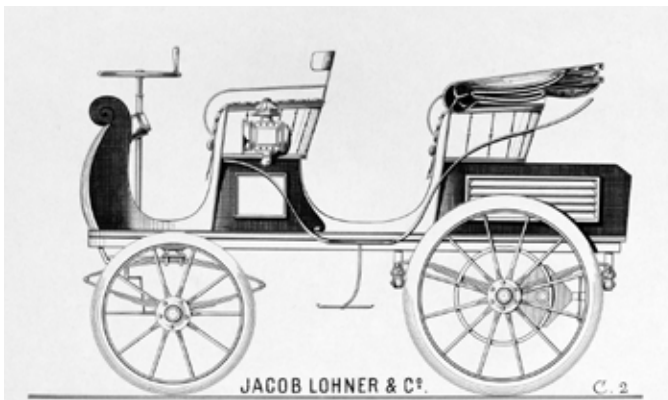
This is a bit of old news, but I thought I would share.

PORSCHE PURISTS WILL tell you the first Porsche was the 356 from 1948. Um, no. Not quite. It's not the 356/1, the mid-engine precursor to the 356, either. And don't think you're being smart mentioning the 1898 Lohner-Porsche Mixte-Hybrid, which was the world's first gas-electric hybrid. Close, but no. The first car designed by Ferdinand Porsche was the "Egger-Lohner electric vehicle, C.2 Phaeton model," or P1 for short.



The first Porsche ever built has been untouched since 1902. Officially called the Egger-Lohner C.2 Phaeton, this electric car from 1898 has 'P1' engraved onto all of the key components standing for Porsche 1, done by Ferdinand Porsche himself.

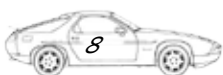
The P1 took to the streets of Vienna on June 26, 1898, making it one of the first vehicles registered in Austria. Porsche's first design included a compact electric drive weighing 286 pounds and offering an output of 3 hp, or up to 5 hp in overloading mode, allowing it to reach up to 22 mph. When driven in this manner, speed was regulated via a 12-speed controller.



The first practical test of the "P1" came in September 1899 at the international motor vehicle exhibition in Berlin. A race for electric vehicles over a distance of 24 miles was announced for September 28, and Ferdinand Porsche steered his "P1" across the finish line 18 minutes ahead of the next competitor with three passengers on board. He also came out on top in the efficiency test, as his "P1" recorded the lowest energy consumption in urban traffic while more than half the participants failed to reach the finish line due to technical difficulties.

That said, Ferdinand Porsche, who was just 23 at the time, developed an "overloading" mode that gave the driver another two horsepower. Goose it with the full five horsepower and the 2,977-pound car would reach the impressive speed of 22 mph. With a little moderation on the accelerator, the P1 was good for 50 miles, putting it ahead of many gasoline-powered vehicles of the day. Under the electric system was coachbuilder Lohner's alternating vehicle body, which allowed the vehicle to be used all year. What followed this success was the

production version known as the Lohner-Porsche, while this prototype has only been recovered now after 114 years in original and unrestored form. Just four were built. This one was discovered in a warehouse in Austria, where it had been sitting unmolested since 1902. It's all original, and headed to the Porsche Museum in Stuttgart, where it will be joined alongside the automaker's latest and greatest electric car, the utterly insane 918 Spyder.



Letters to the Editor



I read the article in Tobacco Roads Magazine From The Driver Seat & wish to find some info and maybe provide pictures and the window sticker we have from our then new 1985 944 metallic stone grey purchased in California when I was stationed there at El Toro, Tustin USMC bases. Here are some pictures for the now owner of this awesome car that I've regretted selling since that day of the sale.

I'm looking for the original sticker which I have and placed safely somewhere to keep it safe. The title was transferred from California to South Carolina when we moved here in 1991 retitled as used, picture enclosed.

Thank you
Mike Kaufman



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Fall Tour 2017

The Ridges Resort and Marina
Hiawassee, GA



November
3 - 5
2017
Sponsored by:
Porsche of Hickory

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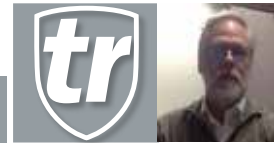
Tour ...
Depart Porsche of Hickory for a scenic drive through the foothills of NC/GA into Hiawassee, GA; stopping for lunch along the way in Waynesville, NC.

Lodging ...
Located on the peaceful shores of Lake Chatuge and surrounded by the picturesque Blue Ridge Mountains, **The Ridges Resort and Marina** (www.theridgesresort.com) offers an intimate, very relaxing setting for visiting with friends and enjoying the scenic surroundings. Special discounted PCA room rate of \$149/night

REGISTRATION ...
\$149.00 per couple; \$79.00 single - Includes Friday evening reception and dinner on both Friday and Saturday. Registration opens July 17, (www.ClubRegistration.net)
Register early! This event is limited to the first 45 cars registered. Due to contractual obligations with the Resort, registrations cannot be accepted after September 5.

Additional information and registration can be found at: www.ClubRegistration.net





Like most things in a car, the concept of steering is simple - turn the steering wheel, the front wheels turn accordingly, and the car changes direction. How that happens though is not quite so simple. Well - it used to be back in the days when cars were called horseless carriages, but nowadays, not so much.

BASIC STEERING COMPONENTS

99% of the world's car steering systems are made up of the same three or four components. The steering wheel, which connects to the steering system, which connects to the track rod, which connects to the tie rods, which connect to the steering arms.

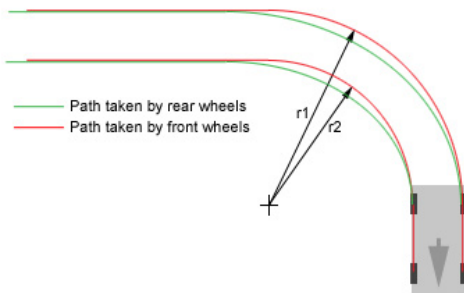
The steering system can be one of several designs, which we'll go into later, but all the designs essentially move the track rod left-to-right across the car. The tie rods connect to the ends of the track rod with ball and socket joints, and then to the ends of the steering arms, also with ball and socket joints. The purpose of the tie rods is to allow suspension movement as well as an element of adjustability in the steering geometry.



The tie rod lengths can normally be changed to achieve these different geometries.

THE ACKERMANN ANGLE

(OR WHY THE WHEELS DON'T POINT THE SAME DIRECTION)



In the simplest form of steering, both the front wheels always point in the same direction. The steering wheel is turned, the wheels both point the same way and around the corner you go. Except that by doing this, the tires end up scrubbing, resulting in a loss of grip and a vehicle that 'crabs' around the corner. So why is this? Well, it's the same thing that needs to be taken into consideration when looking at transmissions. When a car goes around a corner, the outside wheels travel further than the inside wheels. In the case of a transmission, it's why a differential is needed, but in the case of steering, it's why the front wheels need to actually point in different directions. The inside wheels travel around a circle with a smaller radius (r_2) than the outside wheels (r_1).

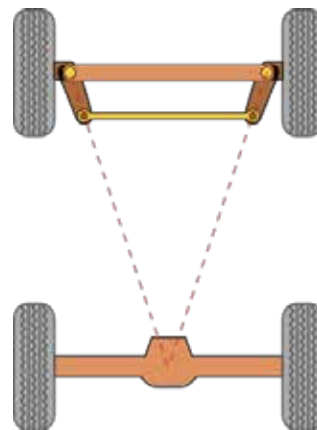
In order for that to happen without causing undue stress to the

front wheels and tires, they must point at slightly different angles to the center-line of the car. It's all to do with the geometry of circles. This difference of angle is achieved with a relatively simple arrangement of steering components to create a trapezoid geometry (a parallelogram with one of the parallel sides shorter than the other). Once this is achieved, the wheels point at different angles as the steering geometry is moved. Most vehicles now don't use 'pure' Ackermann steering geometry because it doesn't take some of the dynamic and compliant effects of steering and suspension into account, but some derivative of this is used in almost all steering systems (right).

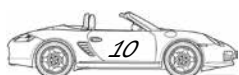
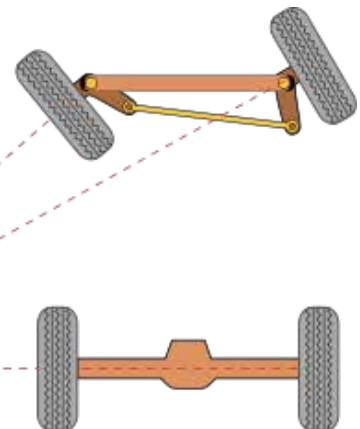
WHY 'ACKERMANN'?

This particular technology was first introduced in 1758 by Erasmus Darwin, father of Charles Darwin, in a paper entitled "*Erasmus Darwin's improved design for steering carriages--and cars*". It was never patented though until 1817 when Rudolph Ackermann patented it in London, and that's the name that stuck.

If you look at the two diagrams, you'll see what's going on. The two steering arms are designed in such a way so the turning knuckle center point (point at which the wheel rotates on) and the tie rod end connection points, when a line is drawn through them, the intersection of the two lines meets at the rear differential (first drawing). Since both are at an angle, when you turn the wheel (left or right - doesn't matter), the inside tire is forced to turn more than the outside tire (second drawing). The design allows for the turning arc to intersect the axle plane no matter how far the turning rotation. By putting the intersection on the axle plane, you are also putting it on the turn center radius, which keeps the arcs of the two front tires proper as you go around a corner.



This is the theory, though it doesn't work out perfectly in real life. There will probably always be some deviation, but for the most part, this is the reason the inside tire will turn further than the outside tire. There is a lot of information about the mathematical theory behind the Ackermann steering mechanism.



STEERING RATIOS

Every vehicle has a steering ratio inherent in the design. If it didn't you'd never be able to turn the wheels. Steering ratio gives mechanical advantage to the driver, allowing them to turn the tires with the weight of the whole car sitting on them, but more importantly, it means the steering wheels doesn't need to be turned a ridiculous number of times to get the wheels to move. Steering ratio is the ratio of the number of degrees turned at the steering wheel vs. the number of degrees the front wheels are deflected. So for example, if the steering wheel is turned 20° and the front wheels only turn 1°, that gives a steering ratio of 20:1. For most modern cars, the steering ratio is between 12:1 and 20:1. This, coupled with the maximum angle of deflection of the wheels gives the lock-to-lock turns for the steering wheel. For example, if a car has a steering ratio of 18:1 and the front wheels have a maximum deflection of 25°, then at 25°, the steering wheel has turned 25°x18, which is 450°. That's only to one side, so the entire steering goes from -25° to plus 25° giving a lock-to-lock angle at the steering wheel of 900°, or 2.5 turns (900° / 360).

This works the other way around too of course. If the lock-to-lock turns and the steering ratio are known, the wheel deflection can be calculated. For example if a car is advertised as having a 16:1 steering ratio and 3 turns lock-to-lock, then the steering wheel can turn 1.5x360° (540°) each way. At a ratio of 16:1 that means the front wheels deflect by 33.75° each way.

For racing cars, the steering ratio is normally much smaller than for passenger cars - ie. closer to 1:1 - as the racing drivers need to get fuller deflection into the steering as quickly as possible.

TURNING CIRCLES

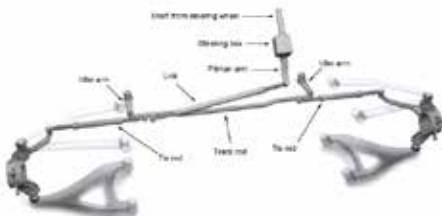
The turning circle of a car is the diameter of the circle described by the outside wheels when turning on full lock. There is no hard and fast formula to calculate the turning circle but you can get close by using this:

turning circle radius = (track/2) + (wheelbase/sin(average steer angle))

The numbers required to calculate the turning circle explain why a classic black London taxi has a tiny 8m turning circle to allow it to do U-turns in the narrow London streets. In this case, the wheelbase and track aren't radically different to any other car, but the average steering angle is huge. For comparison, a typical passenger car turning circle is normally between 11m and 13m with SUV turning circles going out as much as 15m to 17m.

STEERING SYSTEM DESIGNS : PITMAN ARM TYPES

There really are only two basic categories of steering system today; those that have pitman arms with a steering 'box' and those that don't. Older cars and some current trucks use pitman arms, so for the sake of completeness, I've documented some common types. Newer cars and unibody light-duty trucks typically all use some derivative of rack and pinion steering.



Pitman arm mechanisms have a steering 'box' where the shaft from the steering wheel comes in and a lever arm comes out - the

pitman arm. This pitman arm is linked to the track rod or centre link, which is supported by idler arms. The tie rods connect to the track rod. There are a large number of variations of the actual mechanical linkage from direct-link where the pitman arm is connected directly to the track rod, to compound linkages where it is connected to one end of the steering system or the track rod via other rods. The example here shows a compound link (left).

Most of the steering box mechanisms that drive the pitman arm have a 'dead spot' in the centre of the steering where you can turn the steering wheel a slight amount before the front wheels start to turn. This slack can normally be adjusted with a screw mechanism but it can't ever be eliminated. The traditional advantage of these systems is that they give bigger mechanical advantage and thus work well on heavier vehicles. With the advent of power steering, that has become a moot point and the steering system design is now more to do with mechanical design, price and weight. The following are the four basic types of steering box used in pitman arm systems.

STEERING SYSTEM DESIGNS : RACK AND PINION



This is by far the most common type of steering found in any car today due to its relative simplicity and low cost. Rack and pinion systems give a much better feel for the driver, and there isn't the slop or slack associated with steering box pitman arm type systems. The downside is that unlike those systems, rack and pinion designs have no adjustability in them, so once they wear beyond a certain mechanical tolerance, they need replacing completely. This is rare though.

In a rack and pinion system, the track rod is replaced with the steering rack which is a long, toothed bar with the tie rods attached to each end. On the end of the steering shaft there is a simple pinion gear that meshes with the rack. When the steering wheel is turned, the pinion gear turns, and moves the rack from left to right. Changing the size of the pinion gear alters the steering ratio. It really is that simple. The diagrams here show an example rack and pinion system (left) as well as a close-up cutaway of the steering rack itself (right).

VARIABLE-RATIO RACK AND PINION STEERING

This is a simple variation on the above design. All the components are the same, and it all works the same except that the spacing of the teeth on the rack varies depending on how close to the center of the rack they are. In the middle, the teeth are spaced close together to give slight steering for the first part of the turn - good for not over-steering at speed. As the teeth get further away from the centre, they increase in spacing slightly so

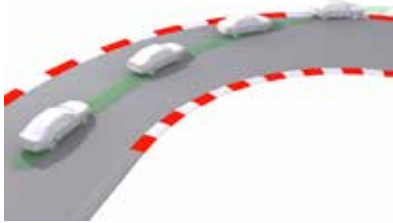


that the wheels turn more for the same turn of the steering wheel towards full lock. Simple.

VEHICLE DYNAMICS AND STEERING - HOW IT CAN ALL GO VERY WRONG

Generally speaking, when you turn the steering wheel in a car, you typically expect it to go where the wheels are pointing. At slow speed, this will almost always be the case but once there is some momentum involved, you are at the mercy of the chassis and suspension designers. In racing, the aerodynamic wings, air splitters and under-trays help to maintain an even balance of the vehicle in corners along with the position of the weight in the vehicle and the suspension setup. The two most common problems encountered are understeer and oversteer.

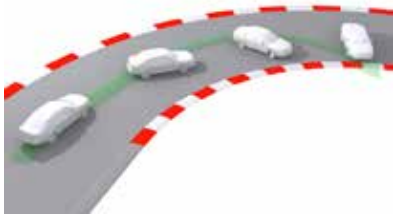
UNDERSTEER



Understeer is so called because the car steers less than wanted. Understeer can be brought on by all manner of chassis, suspension and speed issues but essentially it means that the car is losing grip on the front wheels. Typically it

happens under braking when the weight is transferred to the front of the car. At this point the mechanical grip of the front tyres can simply be overpowered and they start to lose grip (for example on a wet or greasy road surface). The end result is that the car will start to take the corner very wide. In racing, that normally involves going off the outside of the corner into a catch area or on to the grass. In normal you-and-me driving, it means crashing at the outside of the corner. Getting out of understeer can involve letting off the throttle in front-wheel-drive vehicles (to try to give the tires chance to grip) or getting on the throttle in rear-wheel-drive vehicles (to try to bring the back end around). It's a complex topic more suited to racing driving forums but suffice to say that if you're trying to get out of understeer and you cock it up, you get....

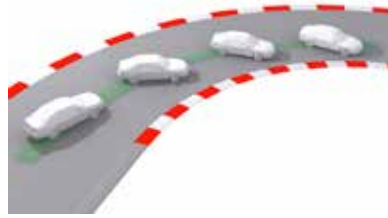
OVERSTEER



As you will probably already have guessed oversteer is the opposite of understeer. With oversteer, the car goes where it's pointed far too efficiently and the car ends up diving into the corner much more quickly

than expected. Oversteer is brought on by the car losing grip on the rear wheels, resulting in the rear kicking out in the corner. Without counter-steering (see below) the end result in racing is that the car will spin and end up going off the inside of the corner backwards. In normal you-and-me driving, it means spinning the car and ending up pointing back the way you came.

COUNTER-STEERING



Counter-steering is what is needed when oversteer starts. In the situation where the back end of the car loses grip and starts to swing out, steering opposite to the direction of the corner can often 'catch' the oversteer by directing the nose of the car

out of the corner. In drift racing and demonstration driving, it's how the drivers are able to smoke the rear tires and power-slide around a corner. They will use a combination of throttle, weight transfer and handbrake to induce oversteer into a corner, then flick the steering the opposite direction, honk on the accelerator and try to hold a slide all the way around the corner.



The 2016 Cayman S with its electronic assisted rack and pinion steering system

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2017 Macan GTS
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A1



Regional Autocross

2017 Autocross Event 2 Michelin Proving Grounds By Wayne Capwell



Carolinas PCA - #2 - 2017 AutoX2 - Michelin LPG - Sun 06-04-2017
Final Results

Pos.	Class	#	Driver	Car Model	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best Time
1T	np8	980	David Jones	2016 Dodge Challenger	64.228	62.237	62.299	> 60.435	62.217	62.007	60.435
2T	np8	123	Peter Kobes	2013 BMW M5	62.417	62.051	61.997	61.869	61.251	> 60.891	60.891
3T	np8	127	Vinnie Cura	2008 Chevrolet Corvette	67.559	63.6	62.621	62.199	61.808	> 61.667	61.667
1T	np4	56	Carl Roberts	2014 MINI MCS Hardtop	58.369	57.381	> 56.864	58.145+1	56.993	57.657+1	56.864
2T	np4	13	Nathan Kaiser	2016 Fiesta ST Ford	66.826	61.488	60.907	59.972	59.208	> 57.891	57.891
3T	np4	3	Brendan Clark	2007 Mazda Speed 3	66.288+1	66.288+2	66.548+1	65.519	57.364+dnf	> 59.063	59.063
4	np4	33	Chris Franks	2005 Dodge Str4	65.77	60.478	60.303	63.176	61.305	> 60.070	60.07
5	np4	86	Matt McCracken	2016 Mazda MX-5 Miata	76.194	> 64.466	71.582	70.544	70.4	65.757	64.466
6	np4	124	David Hartman	2017 Fiat 124 Spider	69.809	68.582	66.304	66.834	66.126	> 65.650	65.65
7	np4	1	Paul Lepage	2016 Alpha Romeo 4C spider	78.710+dnf	79.214+dnf	73.198	73.878	71.52	> 69.356	69.356
1T	s01	111	David Harrison	2004 Porsche Boxster	58.796	59.061	> 57.686	57.873	59.503+1	58.227	57.686
2T	s01	36	Kevin Snyder	2007 Porsche Cayman	60.167	58.305	> 57.770	58.192	57.832	58.578	57.77
3T	s01	254	John Rutledge	1997 Porsche 911 993 Carrera	60.787	59.806	59.412	> 58.838	59.591	60.554	58.838
4	s01	110	Alexandra Harrison	2004 Porsche Boxster	68.285	64.862	63.994	64.243	> 63.197	64.211+1	63.197
5	s01	986	Jeff Moore	1997 Porsche Boxster 986	76.99	73.866	72.532	72.028	72.835+1	> 71.374	71.374
1T	s02	591	Todd Barker	2008 Porsche Cayman S	65.027	62.445	62.111	61.451	61.209	> 60.393	60.393
2T	s02	522	Phil Evans	2011 Porsche Boxster S	65.445+1	66.878+1	> 62.478	63.343	62.812	62.505	62.478
3T	s02	117	James Hartman	2007 Porsche Cayman S	69.106	67.313	63.442	64.144	> 63.266	63.406	63.266
4	s02	911	Linda Secola	2006 Porsche 911 cab	76.847+1	72.76	69.44	68.995+1	66.553	> 64.180	64.18
5	s02	991	Roger Grubel	2014 Porsche 911 Carrera	70.407	74.481	67.478	68.6	> 65.858	65.923	65.858
1T	s03	997	Scott Clark	2007 Porsche 911 GT3	54.97	53.274	> 53.048	53.069	57.965+1	53.676	53.048
2T	s03	88	Stephen Yeh	2013 Porsche Boxster S	56.772	56.584	55.501	56.372	> 55.015	55.363	55.015
3T	s03	52	Erik Higgins	2006 Porsche 911 4s	59.262	58.512	62.682+2	> 58.365	59.791	59.079	58.365
4	s03	47	Jack Shannon	2013 Porsche Boxster S	63.947+1	60.32	59.686	> 58.692	61.627+1	60.765	58.692
5	s03	100	Don Therien	2015 Porsche Cayman GTS	62.603	61.724	60.031	61.573	> 59.880	60.051	59.88
6	s03	119	Larry Koupal	2013 Porsche Carrera S	72.619+dnf	70.099	66.245	67.634	64.923	> 62.512	62.512
7	s03	77	Laura Varney	2007 Porsche Carrera 4S	69.866+dnf	72.188+dnf	69.509	66.969	68.495	> 65.972	65.972
1T	p01	4	David Violett	1995 Porsche 968	67.59	64.641	63.782	65.742	65.484+1	> 63.067	63.067
2T	p01	11	Tracy Gentry	1986 Porsche 944	65.336	64.957	65.269	75.544	64.68	> 64.118	64.118
3T	p01	59	Maurice Perea	1983 Porsche 944	68.174	> 65.280	65.637	65.487	66.39	65.39	65.28
1T	p02	66	Andrew Brown	1989 Porsche 944S2	62.831+dnf	65.417+1	62.148	62.867	61.506	> 60.304	60.304
2T	p02	57	Luis Trujillo	1988 Porsche 944 Turbo	66.36	64.182	63.936	71.280+dnf	64.221	> 63.571	63.571
3T	p02	158	Adrian Grant	1987 Porsche 944 turbo	69.819	67.775	66.126	> 65.284	65.473	65.872+1	65.284
1T	p03	41	Scott Good	2003 Porsche Boxster S	60.531	59.68	57.265	58.486+1	56.281	> 55.910	55.91
2T	p03	10	Adam Morrison	2008 Porsche	67.154	66.771	63.821	63.2	> 61.086	61.471	61.086
3T	p03	35	John Orrell	2001 Porsche Boxster S	70.014+dnf	70.833	> 65.856	68.925	69.301+1	68.377	65.856
1T	p04	146	Scott Peterson	2007 Porsche 997 C2	59.716	57.218	58.487	59.129+1	57.303	> 56.236	56.236
2T	p04	211	Terry Connam	2005 Porsche 997	57.534	57.987+1	57.471	56.684	57.97	> 56.492	56.492
1T	i03	72	Ken Clayton	2002 Porsche Turbo	56.803	55.79	> 54.613	55.617	55.416	56.108	54.613
2T	i03	81	David Young	2006 Porsche 911 S	72.2	63.275	60.705	> 59.537	59.343+dnf	59.692	59.537
3T	i03	8	Adrian Eckenrod	2006 Porsche 997 S	61.253	64.097+1	> 59.993	62.079	60.934	64.966+1	59.993
4	i03	7	Jeremy Wight	2001 Porsche 911 Turbo	73.284	68.044	64.029	63.115	61.525	> 60.522	60.522

Top Time Of Day
Male: 53.04 s03 997 Scott Clark
Female: 63.19 s01 2004 Boxster Alexandra Harrison

* Note: Times include penalty counts - 2 secs/pylon



The Journey is the Reward:

Sandhills Spring Break

By: Marty Barret



There's no denying North Carolinians have access to their waterfalls. Transylvania County alone has over 200 waterfalls! So naturally, being from the land of waterfalls – we find ourselves continuously drawn to the beauty of rushing water amidst breathtaking mountains.

But if you read that right – 200 and even 300 can seem beyond daunting. How do you even begin to set up a strategy to see three or even ten? Well, I'm here to help. This waterfalls road trip takes you from north to south...stopping along the way at some of the most breathtaking waterfalls North Carolina has to offer. Best part, this can all be done with in an easy five-hour day trip. Who's ready to explore?



1. LINVILLE FALLS

Your first stop is the ever popular and gorgeous Linville Falls. You'll find it located off the Blue Ridge Parkway at milepost



316.4. With an easy, four mile hike, you can see five different lookouts and five unique views of the beautiful Linville Falls. If you're pressed for time, take the Erwin's View Trail - a 1.6 mile hike from the visitor center.

2. CRABTREE FALLS

Crabtree Falls is spectacularly beautiful and not too far from Linville. You'll find it at milepost 339.5 off the Blue Ridge Parkway. A brisk, 3 mile hike takes you down to the well-worth-it view.



3. LOOKING GLASS FALLS



Located near Brevard in the Pisgah National Forest - Looking Glass Falls is that perfect place to take a cool dip or even sit on the rocks and marvel in the beauty. You'll find it off U.S 276 along

the Forest Heritage Scenic Byway. It's easily accessible with no major hiking involved!

4. MOORE COVE FALLS

Your next stop is the incredibly elegant Moore Cove Falls. The gentle fall makes it the perfect 'walk-behind waterfall.' It's located right by Looking Glass and accessed from a small parking area



VIA Stone Bridge off U.S 276. It's only a mile from Looking Glass. There are no signs - but there is an information board near the parking lot to lead you to this hidden gem.

5. COVE CREEK FALLS



Nestled away amidst rocks and greenery you'll find the beautiful Cove Creek Falls. A real two-in-one is that it's only a short hike from the Pisgah Center for Wildlife Education.

Perfect for the kiddos and adults too.

6. SLIDING ROCK

Just a few miles away, your next stop guarantees a real rush of adrenaline! Enter the awesome Sliding Rock. It's the perfect mountain waterfall to slip down and feel the



rush of cool mountain water. You'll find it off U.S 276 just past Cove Creek Falls. It's a once in a lifetime experience!

7. DRY FALLS

Seeing that you'll certainly be soaked after Sliding Rock... it's time for an amazing view without the splash or splash. Dry Falls is a breathtakingly beautiful waterfall you can walk right underneath! Perfect for a moment to relax and take in the beauty of everything that surrounds you. You'll find the majestic 80-ft. fall off US 64/28 W in Highlands.



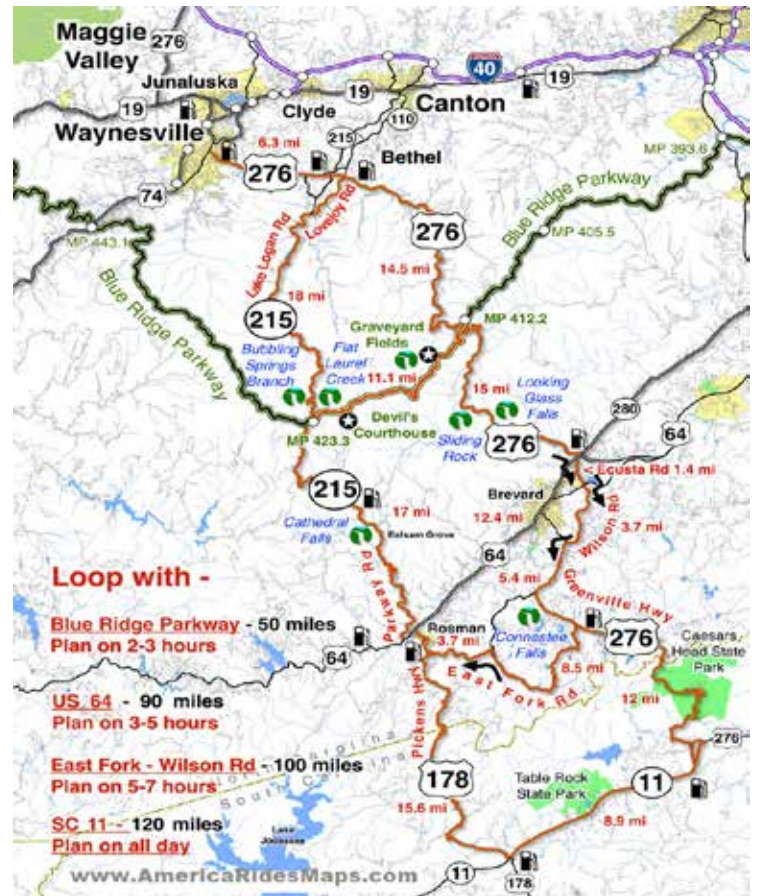
8. UPPER WHITE WATER FALLS



Last but not certainly least is the jaw dropping Whitewater Falls. Falling at 811 ft., Whitewater Falls is the highest waterfall east of the Rockies! The upper portion falls in North Carolina while the lower portion falls in South Carolina. To access an amazing view of the Upper Falls, take a short 1/4 mile hike from the walkway to the paved overlook. It's like something simply majestic, the power of the falls are

mesmerizing! A great way to end the day after an adventurous waterfalls road trip!

This is a great day trip. You can check out both Linnville and Highlands. I am also going to include a a map of the area just north of these falls. The roads in this area, are some of my favorite to drive on. There is also a wonderful collection of waterfalls in Dupont State Forest off of US 176 and US 64. A bit hidden, but worth the effort to find it. If you find yourself heading to Brevard or Asheville for a craft brew, make the trip to Dupont.



THE PISGAH FIGURE EIGHT:

OK You figure it out. How can you make a figure 8 using NC 215, US 276, East Fork road and the Blue Ridge Parkway. Folks how have been on these roads will attest to the splendor. These are truly some of the best roads on the east coast. While an easy day trip for us upstaters, it is a bit of a hike for other areas. However, if you make it a mountain weekend, and explore the waterfall trail, then run these roads, you will have a great drive ahead of you.

Also it will be remiss of me not to tell you about Black Balsam Knob. This is a unique landscape, a bald, just off the parkway and easily reachable from the Pisgah figure 8. Again look it up. This is a cool hike up one of the more unique ecosystems in western NC. Here you will find one terminus of the Art Lobe Trail. While you can not drive it, the trail is a famous trail known by hikers that runs up along the ridge. There are a couple of loops you can do in this area.





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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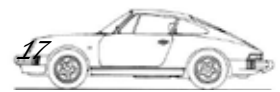
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Area Updates: June 2017

Triad Area By Jerry Kilcrease



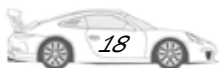
Meeting: Third Tuesday of the month at 7:00 PM
Location To Be Determined. See Web and TR
Contact Jerry Kilcrease, Area Director
triad-ad@carolinas-pca.com (336) 476-3120

The Triad Area June 20th monthly meeting was hosted by Porsche of Greensboro at their showroom in Greensboro. We had 60+ members and guests attend and all attendees were treated to a free BBQ dinner with all the trimmings provided by Porsche of Greensboro. The meeting opened with general announcements of upcoming PCA events. Then B.J. Craven, Tanya Reed and Bobby Royal were recognized as they celebrated birthdays during the month of June. We all joined in to sing "Happy Birthday" and wish them many, many more. The 50/50 charity split the pot went to PCA member Jim Hess who was visiting from the Metrolina Area and Jim graciously donated his winning share to YMCA Camp Hanes. Thank you Jim. Matt Davis, Steve Sudler, Scott Owen and the rest of the folks at Porsche of Greensboro did a great job hosting the meeting. After everyone enjoyed the sit down dinner, Steve Sudler opened the program and welcomed everyone. Steve discussed future activities that will be hosted by Porsche of Greensboro then he introduced Scott Owen. Using a new generation Panamera that was located on the showroom floor and was side by side with an older version, Scott gave the group a detailed presentation pointing out the main updates and design changes that are available on the new Panamera. It was a great meeting as everyone enjoyed the opportunity to get together and share fellowship and have fun checking out at all the new Porsches displayed on the showroom floor. Many thanks to Porsche of Greensboro for hosting the dinner meeting and thanks to all those PCA members and guests that came to the meeting. I hope to see you next month and please see the note at the end of this article.



PAST TRIAD AREA HOSTED EVENT:

May 20th, 2017 – Porsche Corral Charity Event - American Children's Home Car Show: Thanks to the 23 Triad Area PCA members and guests that brought their cars out for this very worthwhile charity event. This was the 9th year in a row that the Triad Area has partnered with the American Children's Home Car Show. We were pleased to have Porsche of Greensboro as a sponsor of the event as they joined us by having two new "Marque Porsches" displayed along with the member's cars. When the



people's choice votes were counted at the end of the day, First place winners were Jerry and Sadie Kilcrease; Second place was Charles and Emily Branch; and Third Place was Sue Burkhart and Serge Ayache. But the big winner of the day was the American Children's Home because when we totaled the proceeds, including registration fee, donations, sales from donated items, and including the Carolinas Region charity match, the Triad Area donated \$2,665.00 to the American Children's Home. Thanks to everyone for making this charity event a huge success.



June 3rd, 2017 – Membership Appreciation Picnic – Kathy and Herbert Boehm were the perfect chairpersons for this event. They planned and organized a great family picnic on a perfect Saturday afternoon for 33 PCA members and guests. Everyone gathered at the Greenstreet Mountain Resort Campgrounds in Traphill for the picnic which included a free catered BBQ lunch with all the trimmings including homemade pound cake for desert. After lunch everyone enjoyed checking out the people's choice cars on display, playing corn hole, putt-putt or just hanging out and enjoying the day. Some of the attendees joined up to participate in the "Blind Golf Cart Autocross". This fun event requires the driver of the cart to be blind folded and the passenger must give verbal instructions while they drive the short autocross type course with cones on each side that define the course. Each cone knocked down adds a two second penalty so the objective is to get through the course as fast as you can without hitting too many cones. When everyone had taken their turn, the fastest time of the day went to Rick Huskins and Dick Abbott. When all the votes were counted, Jerry and Ann Widner's new Boxster got the most



votes in the People's Choice Car show. Awards were made and some members headed home while others continued to enjoy the outing for a little longer. This was a great event and everyone that came really enjoyed the day.

NEXT TRIAD AREA MEETING – JULY 18TH, 2017 – Monthly Meeting Location Change -The Triad Area PCA will hold the July 18th monthly meeting at Fat Dog's Grill and Pub located at 3021 Spring Garden Street in Greensboro, NC (corner of Holden Road and Spring Garden) due to the unexplained closing of River Ridge Taphouse in Clemmons. Socializing will start around 6:30pm with a short business meeting starting around 7:00pm. When you enter the front door bear left into the private meeting area reserved for Triad Area PCA members and guests. "

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

Our June 17 meeting was a Drive and Dine to the Tryon International Equestrian Center. Participants gathered at Porsche of Hickory for a brief meeting accompanied by donuts and coffee kindly provided by Caleb and his team. Keith and Donna Antal organized the drive and Andrew Straw assisted as the sweep driver. We had 12 Porsches and 22 attendees. It looked like rain that Saturday morning but once we headed west the clouds parted and by the time we arrived at Tryon the sun was shining. The caravan drove west on I 40 to the Marion rest stop and then turned South onto fun rolling and curvy roads toward Lure Lake. The rolling hills were beautiful all the way South to route 74. One exit back east on 74 and we exited at Pea Ridge Road to arrive at the Tryon International Equestrian Center (TIEC). TIEC



has quickly become an international hub for many of the world's top equestrian athletes. Tryon welcomes guests 365 days a year to watch, dine, shop, and experience one of the premier riding facilities in the world built for the love of horses and their sport.



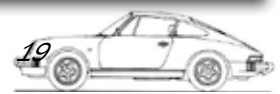
Riders and horses from all over the United States compete at TIEC from the comfort of the elevated viewing areas around each ring with ample seating.

Admission to all of the horse shows is free and open to the public with complimentary parking. Competitions generally start at 8am and wind down in the late afternoon through 5pm. "Saturday Night Lights" is a Grand Prix equestrian event featuring food, fun, live music, and the highest level of competitive show jumping on select Saturday evenings throughout the year. Checkout their website: <http://tryon.coth.com>

Our Porsche group had a great buffet lunch in the Legions Club - a covered seating over looking the main competition ring. A few horses were practicing Dressage for Saturday Evening competition. Keith requested Pat - the restaurant manager - to kindly provide an overview of the facility:



Five local families decided to develop the TIEC facility two years ago. They have invested over \$30 million in this 1600 acre Center with more development underway. They have one main completion Ring which has 8000 seats and 6 additional competition rings. They are developing a Polo field which should be up and operational within the next year. The Center has 1200 stables, mini log cabins to rent, a camp ground, 5 restaurants and top end shops and boutiques. They are continuing development to add a full sized resort and 3 more restaurants for a total of 8. They have shuttle buses to take guests to the Cleghorn Golf and Sports Club.



2018 - The FEI World Equestrian Games™, held every four years in the middle of the Olympic cycle, is one of the biggest events on the global sporting calendar, combining eight World Championships at one event. The FEI disciplines – Jumping, Dressage and Para-Equestrian Dressage, Eventing, Driving, Endurance, Vaulting and Reining – are all included on the competition schedule. The 2018 edition will be held at the Tryon International Equestrian Center in Mill Spring, NC over 14 days from September 10-23rd, 2018. They expect to draw 500,000 spectators and fill hotels from Asheville to Charlotte.

The Porsche drive and visit to TIEC was fun and enlightening. We hope to visit them again.....perhaps during a future Polo event.



Triangle Area By Adam Morrison



Monthly Meeting: Fourth Thursday of Month
Tobacco Road Sports Cafe
1118 Environ Way, Chapel Hill 27517
Contact Adam Morrison, Area Director
triangle-ad@carolinas-pca.com (336) 239-5735

We had an excellent group for Cars & Coffee with no shortage of interesting cars. Conversation as always was lively and enjoyable. We gave away a couple door prizes and then we began to prepare for another dine & drive.



The dine & drive to Hillsborough BBQ was such a hit a couple months ago that we thought we would try it again hoping for better weather. And the weather did not disappoint us this time. We had a beautiful sunny day with blue skies and nearly perfect temperatures for open-air motoring. We also put a lot of effort into finalizing the



~ Next Meeting

> **Tuesday, July 11, 6:30 ~ 8:30 - Fourk Restaurant, 1410 Fourth Street Drive NW, Hickory, NC 28601, 828-855-3437** (see attached map). Please join us for a casual dinner and opportunity to socialize with friends. Jane and I will share some photos and experiences from our recent attendance at the 24 Hours of Le Mans race.

~ Coming Up ~

> **July 7-8: Rock Barn EuroClassic** - The third annual 2017 Rock Barn EuroClassic is an opportunity to share your passion for European cars and make a contribution Alzheimer's research. Again this year Rock Barn is opening the ballroom for all attendees of the car show for food, beverage, and conversation - The Prime Rib Buffet on Friday night, July 7, with a private dining area for EuroClassic participants, will be available at 5:30pm. The buffet is \$22.95 ++

On July 8 on-site registration will be at 8:00am until 10:00am. The Car Show is from 10:00am to 2:00pm with the People's Choice Awards immediately following. Online registration can be completed at www.motorsportreg.com. Pre-registration is \$30.00 for the first car and \$15.00 for each additional car. Onsite registration is \$40.00 for the first vehicle with additional vehicles at \$20.00 each.

> **August 12: "Picnic on the Lake"** - the Hickory Area August meeting will be held at the Anchors Landing Community (Granite Falls) Club House from 11:30 until 3:00. Please join us for a great BBQ lunch on Lake Hickory - a brief meeting, lots of time to socialize and maybe a boat ride (weather permitting).



coordination for Sommerfest 2017. There will be plenty of activity with a tour of the Ingram Collection, gimmick rally, wine tasting, shine & show, and banquet dinner. We even have The Vault Band to play Saturday night after the banquet. It should be a great time.

Recurring Triangle Events:

- 1st Saturday: 9:00am every 1st Saturday @ Porsche Southpoint. 122 Kentington Dr, Durham, NC 27713. Sponsored by Porsche Southpoint.
- Cars & Coffee: 8:30am every 3rd Saturday @ Panera Bread, Patterson Place. 3603 Witherspoon Blvd Durham, NC 27707.
- Dinner Meeting: 6:30pm every 4th Thursday @ Nantucket Grill, 5925 Farrington Rd Durham, NC 919-402-0077.

Join our MeetUp Group to keep up with future Triangle Area events. <http://www.meetup.com/triangle-area-carolinas-region-pca/>
Adam Morrison Triangle-AD@carolinas-pca.com
336-239-5735

Upstate Area By Johnny Edwards



Meeting: First Monday of the month at 6:30 PM
Quaker Steak & Lube
10 Chrome Drive Greenville SC
Contact Johnny Edwards, Area Director
upstate-ad@carolinas-pca.com

Greetings from the Upstate! We had a great turnout for our June meeting. It was, of course, at the same place and same time. A crowd of over 50 Porsche enthusiasts showed up. We also had three new members. Welcome to all!

We deviated from the normal Porsche discussion for a while when John Montgomery, Design Studio Manager for Benson Fiat/Alfa talked about the new Alfa Giulia. He brought a beautiful white Giulia for all to see. Folks enjoyed seeing the latest from the Italians! Really appreciate John sharing the new Giulia with us.



Quick plug for John Budinich: "The next Cars & Coffee Upstate is Saturday, June 24, from 8:00am till 11:00am at Michelin's Headquarters off Pelham Road & Exit 54 of I-85\ Complete details can be found on the www.facebook.com/CarsCoffeeUpstate page.

In appreciation of all of the support clubs and owners have shown the event over the past 6 years, we are trying something new starting with the June event. Every month or two, we will cordon off the first three rows of parking spaces for the "FEATURED MARQUE" for that month. This will provide space for about 75 to 80 cars for owners and clubs of the featured marque to park together in a reserved area. A "Featured Marque" could be a brand, model or style of vehicle.

To get things started, the featured marque at the June 24 Cars & Coffee of the Upstate will be...

BMW / MINI

In addition to the reserved space, we will ask local dealers or collectors representing that month's featured marque to bring out 3 or 4 "special" vehicles representing the brand. This will give event attendees the opportunity to see what is new and/or exciting from that manufacturer. At 9:30 that morning, we will unveil the next featured marque, so clubs and owners can prepare to show up in force at the next feature event."

That's it for this month. We're skipping our July meeting so that folks can celebrate the 4th.

Our next regularly scheduled meeting will be on Monday, August 7th, at 6:30 pm at Quaker Steak & Lube, Greenville.

Johnny



Porsches & Parts

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

Porsches

1984 Porsche Carrera Cabriolet: Guards Red with Full Leather Champagne interior. I am original & only owner of factory ordered car. Options include: Sport Seats, Limited Slip Differential, Cruise Control, Heated Windshield & side mirrors, 16" Forged Alloy Wheels, Alpine 7146 Power Amplifier, boot cover, tonneau cover, front apron cover (bra), plus radar detectors front and Rear. Near excellent condition for a 33-year old car & excellent mechanical condition. Always garaged. 112,000 miles. Also, includes: 4-Eagle Goodyear RS-A tires with 8,000 miles, lockable total car cover, and new front brakes. \$32,800. Contact: J. Taylor Ryan, Southport, NC email: jtaylorryan@msn.com Phone: 910.253.8818-H or 201.924.5199-C

1996 993 Cabriolet: Iris Blue Metallic exterior and grey interior. 6-speed manual, 70,500 miles. AeroKit II; original deck lid is like new and included. COA, Porsche windstop, OEM stereo with changer in trunk, All document and same owner since 1997. \$55,000. Eric Tribby, Greenville, SC email: etribby@earthlink.net

2000 Porsche Boxster S: VIN #WPOCB2988YU660559. Arctic Silver Blue, Boxster Special Red leather. Heated seat package, 18" alloy turbo twist wheels, Hi-Fi sound package w/speakers, full color wheel caps with Porsche crest, windstop, aluminum/Boxster Red leather shifter and brake handle, traction control, CD shelf center console, AM/FM radio with CD player, cruise control, Boxster Red floor mats. This car is "bone stock" with the exception of a K&N air filter. asking price \$19,000. Contact: Elaine Tricarico, Wilmington, NC email: etricarico@verizon.net Phone: 215-680-0036

2008 Cayman S: Arctic Silver Metallic/ Stone Grey Leather. \$31,500 (\$71,000 New, w/ Optional Equipment). VIN: WPOAB298X8U780614. Single owner, 42 year PCA Member. All service records/ manuals, beautiful condition. Drives like new! 98,000 miles, Dealer serviced per recommended schedule, always garaged. Driven for commute, and oc-

casional trips. 18" wheels, 6-Speed manual, PASM, Bi-Xenon headlight, remote CD changer, Bose Surround Sound, power/heated leather seats, rain sensor. Last service 12/20/2016. Buying new vehicle. Contact: Mike & Judy Rowland, Carthage, NC email: mcrowland@embarqmail.com Phone: 910-947-3536

1973 Porsche 914 2.0: Zambezi green/brown. 93246 miles, 3rd owner. All original except a botched paint job. Maintained well. Car was converted to a single Solex carb. Runs great, driven daily when weather is good. Fun car. Looks quite original. \$15,500. Contact: Gary Agardy, Greenwood SC email: gagardy9@gmail.com Phone: 864-344-1965

Parts – Parts Cars – Projects

Aftermarket window regulators Driver and passenger side window regulator without the motor. Fits an early model Boxster (986) or 911 (996). In new condition, still in the shipping box. Asking \$150. Contact: Martin Sis, High Point, NC email: Martin_Sis@yahoo.com Phone: 843-360-5022

Porsche Tequipment 4-piece floor mat set Savannah Beige Mat with "PORSCHE" embroidered in Savannah Thread. For Porsche 996 (1999-2005) equipped with Bose sound system. I bought the wrong set. These have never been used. Asking \$75. Contact: Dick Lane, Chapin, SC email: dicklane@bellsouth.net Phone: 803-238-6912

Non Porsche For Sale

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

Guidelines for Carolinas Region Classified Ad Submissions

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

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

Below is a sample of the format we will utilize:

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

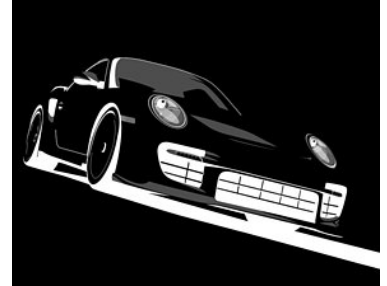
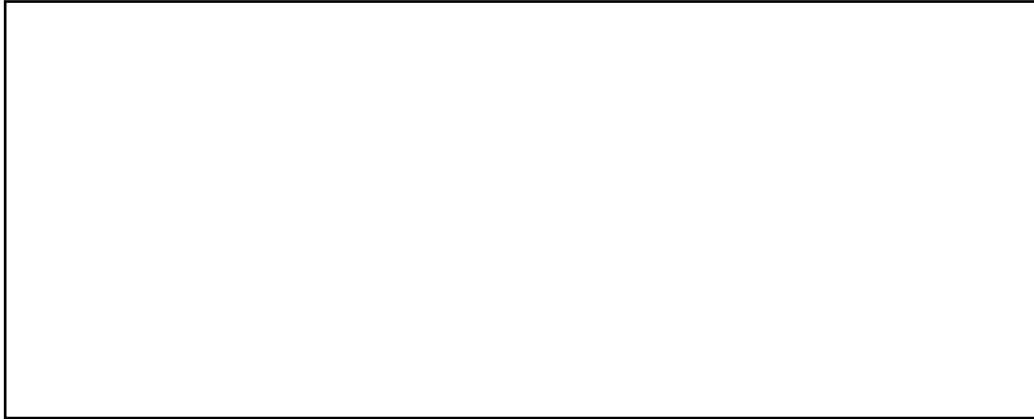




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