

Feb 2025



The monthly newsletter of the Carolinas Region Porsche Club of America

TobaccoRoads



02-25

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TRANSAXLE PORSCHEs | AREA REPORTS
FROM THE DRIVER'S SEAT | THE MATH OF PASCHA



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Area Monthly Meetings



Monthly Area Meetings

DATE	AREA	TIME	LOCATION	MAP Link
11-Feb	Hickory	06:30 PM	Cranford Brothers BBQ, 205 Main Avenue NE Hickory, NC	Google Map Link
11-Feb	Lake Norman	06:30 PM	The Waterman Restaurant 9615 Bailey Rd. Cornelius, NC	Google Map Link
19-Feb	Metrolina	6:00 - 8:30 PM	Red Rock Café	Google Map Link
25-Feb	Sandhills		Champion Auto detail shop in So. Pines	
11-Feb	Triad	07:00 PM	Logan's Roadhouse 1300 Bridford Parkway, Greensboro	Google Map Link
27-Feb	Triangle	6:30 - 8:30 PM	Carolina Ale House 3911 Durham Chapel Hill Rd. Durham, NC	Google Map Link
11-Feb	Upstate	5:30 - 7:00 PM Meet and Greet 7:00 -8:00 PM Meeting	Quaker Steak & Lube 10 Chrome Drive Greenville, SC	Google Map Link

Lake Norman Area
2nd Saturday: 8-10am,
Waterbean Coffee in Cornelius

Stuttgart Saturday: 9-11am
Hendrick Porsche

3rd Sunday: 8-10am at Maggiano's

Triangle Area
1st Saturday 9-11am Southpoint Porsche
122 Kensington Dr, Durham

3rd Saturday Monthly: 8:00am
Breakaway Cafe in Veranda Shopping Area
Chapel Hill, NC 27516

Fourth Saturday of the month, 8-10 AM,
Panera Bread, :3603 Witherspoon Blvd
Suite 101, Durham, NC 27707

Metrolina Area
Stuttgart Saturday (2nd Sat.): 9 - 11am
Hendrick Porsche

Hickory Area
None at this time

Triad Area
2nd Saturday: 9-11am, Southeastern
Center for Contemporary Art (SECCA), 750
Marguerite Dr., Winston-Salem

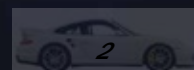
Upstate Area
Saturday, April 26th
Saturday, September 27th
8am- 11am
Michelin North America Headquarters

Obey the Crave
Cars and Coffee at Bridgeway station
2/22, 3/22, 5/24,6/28, 7/26, 8/23, 10/25,
11/22

Sandhills Area
3rd Saturday 8-10am
Pine Scones Cafe in Southern Pines, NC

Cars & Coffee

Recurring By Area:



Tobacco Roads

THE OFFICIAL MAGAZINE OF
THE CAROLINAS REGION OF THE
PORSCHE CLUB OF AMERICA, INC.



Editor
Robert Rainer
editor@carolinas-pca.com

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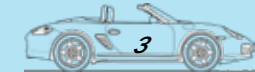
TobaccoRoads has not authenticated the claims and guarantees as offered in this publication.

Issue Color Swatch

	Bamboo Beige	Paper
	Burgundy Red	Text

Feature Story Colors

	Golf Blue	Upper Banner
	Goodwood Green	Lower Banner
	Granite Green	Upper Banner Text
	Gulf Orange	Lower Banner Text



UNDER THE HOOD

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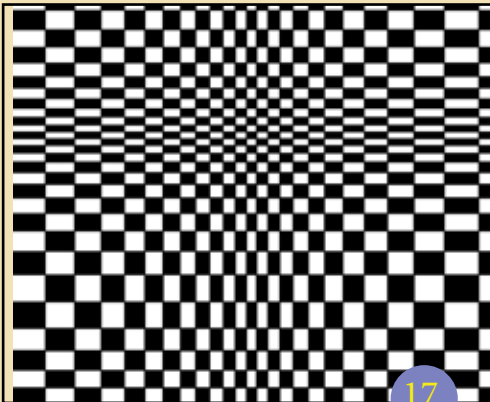
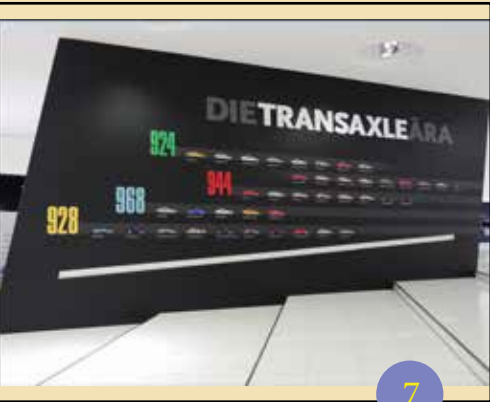
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COVER PHOTO

In my retirement, I plan to take up watercoloring. This piece is not mine, but something to aspire towards. A single color wash. Something about Porsches and mountains together.

Are you noticing the new format?



BACK COVER

This is a shot of a 944 from the Porsche museum. Got it off the web. You can see the torque tube connecting the engine to the rear mounted transmission. They kept the torsion bar rear suspension of the 911. Inside the torque tube is a roughly 29mm drive shaft with splines. I don't know for sure, but I bet it is lighter than a conventional drive shaft.

From the Driver's Seat

Jim Hess President



The trip down Highway 2025 has begun with a great start. The Carolinas Region Board of Directors met on January 18, 2025 in Hickory, NC to review and approve the annual operating budget. Paramount Motors offered us the use of their conference room which is ideally suited for such a meeting. "Thank you", Paramount Motors.

After reviewing the strong financial results from 2024 presented by our treasurer, Sadie Kilcrease, the board proceeded to approve among other things, the following:

- Six AutoX events,
- DE events at CMP and VIR,
- Carolinas Challenge Race at CMP,
- Fall Tour,
- New Van for the Goodie Store,
- New communications software/hardware to facilitate better communications with our members,

The board also voted, unanimously, to name Dale Moses as Race Chair and Mary Gardner as Co-Chair to replace Bill Scarbrough, who wants to do more racing. Dale has had a lot of experience with the DE and racing program and is well suited for his new position. You will hear more about the race program and your opportunity to volunteer as we move forward toward the October event.

The AutoX program, headed by John Kelly, will be conducting an introduction to Auto Cross to entice new participants. Information about the date and location of this event will be forthcoming in future Tobacco Roads and on the club's event calendar. If you ever thought about doing Auto Cross, this will be an excellent opportunity to learn about what is involved.

The annual Fall Tour will be held at the Ridges Resort in Hiawassee, Georgia. This event sells out early. BTW: look on page 146 of the January issue of Panorama magazine for a group picture of the 2024 Fall Tour. The Vittorio's do an outstanding job with this event. The Halloween Party gets better and better each year and the costumes get more creative.

Speaking of Panorama, Porche Club of America will be celebrating it's 70th Anniversary this year and a special decal is included in the January edition. Hard to believe the club has grown from twelve members to over 160,000 and 148 chartered Regions across the United States and Canada. Harder yet to believe is the array of models Porsche now offers from the original 356. You can now purchase gasoline, hybrid gas/electric, or fully electric models. You can buy a coupe, cabriolet, SUV or sedan. Far cry from the original coupe or cab only models. Oh yes, an electric bicycle is available also.

The Carolinas Region will be celebrating it's 65th Anniversary on March, 2025. Founded in Greensboro, North Carolina, the club has grown to almost 4,000 members (Primary and Co-members) across two states, divided into seven areas. From Greenville, South Carolina to Pinehurst, North Carolina, we also have a presence in Hickory, Charlotte (2), Lexington, Durham. Our region is very unique in the PCA organization in the way we are organized. It allows us to be member focused at the area level with the financial resources to produce events such as AutoX, DE and the Club Race.

If you have never attended a Porsche Werks Reunion, you might want to consider attending the one coming up on March 7, 2025 at The Amelia River Club in Amelia Island, Florida. All the folks from PCA will be there along with Porsches of every size, shape and description. It's a great show and it is FREE. There is a charge to park and a charge to enter the judging but nothing compared to the experience. "The Amelia", the concours at the Riz Carlson is also that same weekend.

We are looking for a volunteer to help us with our Tobacco Roads advertising program. If you would interested in helping us solicit ads and maintaining relationships with our current advertisers, please send an email to president@carolinas-pca.com.

There will be a monthly meeting of our Porsche family somewhere near you in February. Please come out and enjoy the fellowship and fun. Who knows, you might win the 50/50 pot or other nice door prize. Watch for the date, time and location and come join in the fun.



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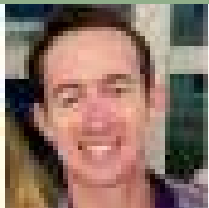
President
Jim Hess
president@carolinas-pca.com



Vice-President
Michael Vittorio
vicepresident@carolinas-pca.com



Treasurer
Sadie Kilcrease
treasurer@carolinas-pca.com



Secretary
Alex Galloway
secretary@carolinas-pca.com



Past President
Jerry Widner
pastpresident@carolinas-pca.com

Standing Committee Chairs & Regional Support Team



Membership
Barry Brown
610.909.1107
membership@carolinas-pca.com



Goodie Store Co-Chair
Margie & TJ Gottwalt
goodiestore@carolinas-pca.com



Newsletter
Robert Rainer
editor@carolinas-pca.com



Social Media Coordinator
Tyler Goff
socialmedia@carolinas-pca.com



Chief Driving Instructor & Safety
Shane Tisdale
chiefinstructor@carolinas-pca.com



Club Race
Bill Scarbrough
803.600.6704
clubrace@carolinas-pca.com



Autocross
John Kelly
autocross@carolinas-pca.com



Communications Chair
Brian Powell



Events
Vic Friedmann
events@carolinas-pca.com



Web Management
David Violett
828.289.2006
web-management@carolinas-pca.com



Driver's Education Co-Chair
Steve Barrier
driversed@carolinas-pca.com



Driver's Education Co-Chair
Dale Moses
driversed@carolinas-pca.com

AREA DIRECTORS

Triad
Alan Teague
336.493.1597
triad-ad@carolinas-pca.com



Lake Norman
Christian Roedlich
704-787-5141
christianroedlich@carolinas-pca.com



Triangle
Vic Friedman
Triangle-AD@Carolinas-pca.com



Sandhills
Marty Barrett
sandhills-ad@carolinas-pca.com



Hickory
Michael Vittorio
(704) 258-3772
hickory@carolinas-pca.com



Metrolina
Doug Strait
(803) 558-0330
metrolina-ad@carolinas-pca.com



Upstate
Jeff Price
upstate-ad@carolinas-pca.com



CALENDAR OF EVENTS
AND CLUB ANNOUNCEMENTS

The information below is accurate on the first day of the month of this issue. Check the Carolinas Region website at carolinas-pca.com for the most up to date information.

Feburary

- 01** Spring tour Registration Opens
Appomattox Court House
4/15-18/2025
- 22** Autocross Driver of the year celebration and introduction meeting
Gmp Performance - Lake Norman

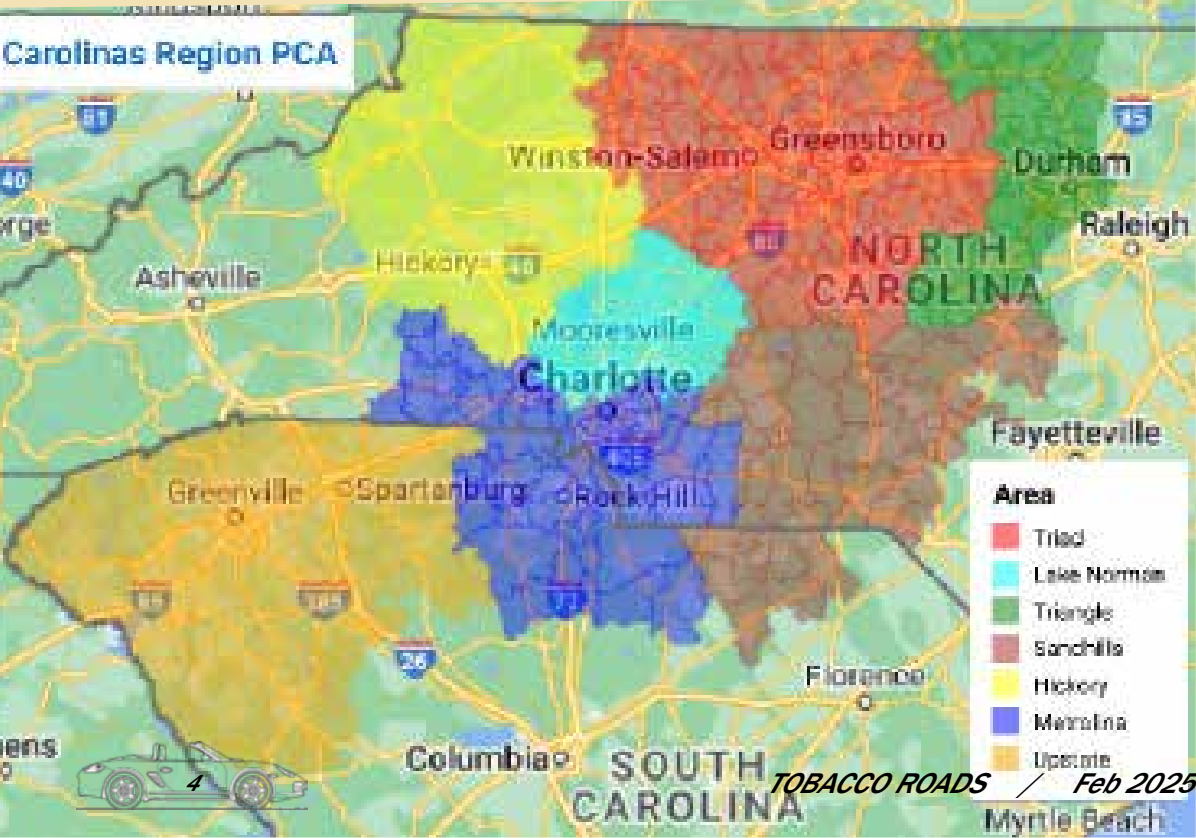
Club Announcements

No new announcements at this time.

March

- 01-02** Spring Driver's Education
8:00 - 5:00
Carolina Motorsports Park (CMP) in Kershaw, SC
- 23** Autocross AX-1
7:30 - 4:00
Winston-Salem Fairgrounds
Winston-Salem NC

Carolina Region PCA





50 Years

Richard Norman
Linville, NC: Hickory

35 Years

Jill Norman
Linville NC Hickory

Jerry & Eileen Powell
Hillsborough NC Triangle



10 Years

Barry & Deborah Brown
Asheville NC Hickory

John & Laura Eichler
Hickory NC Hickory

Jeff Mills Charlotte
NC Metrolina

Richard Ross
Charlotte NC Metrolina

Fredrick Lambert
Southampton MA Non-Resident

Kenneth & Millie Boyd
Pinehurst NC Sandhills

Robert Schaefer
West End NC Sandhills

Barry Church
Greensboro NC Triad

Ken & Tracey Maxwell
Winston Salem NC Triad

Dan & Susan Parler
Durham NC Triangle

Alfons Cadusch
Greenville SC Upstate

Bryan Lambert
Gaffney SC Upstate

Jeff Price
Travelers Rest SC Upstate

5 Years

Adam Watkins
DenJohn Madson
Denver NC Lake Norman

Richard Boyd
Charlotte NC Metrolina

Brien Downing
York SC Metrolina

Chris Faw
Harrisburg NC Metrolina

Burt Fitch
Charlotte NC Metrolina

Christopher Jones
Fort Mill SC Metrolina

Billy Lipari
Charlotte NC Metrolina

Egan Rzonca
Charlotte NC Metrolina

Justin & Melissa Smith
Fort Mill SC Metrolina

Bill & Robin Croom
Asheboro NC Triad

Fairbank Peyton
Greensboro NC Triad

Lance & Lisa Featherngill
Advance NC Triad

Eric Jolly
Roebuck SC Upstate

Patrick Kirby
Greenville SC Upstate

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20 Years

Clifton & Fariba Homesley
Mooresville NC Lake Norman

Bob Burr
Fort Worth TX

Jean Roberts
Lebanon PA

Mary Lou Burr
Saint Matthews SC Upstate

Earl Roberts
Eastley SC Upstate

15 Years

Callan Nagle
Alexandria VA

Jason Ardu
Richmond VA

Sam Oglesby
Pinehurst NC Sandhills

Member Transfers

August and September



Connelly	Janene	Mooresville	NC	Lake Norman	Nord Stern
Shinnick	Conor	Mooresville	NC	Lake Norman	Mid South
Hammond	Chris	Pinehurst	NC	Sandhills	Chicago
Ingersoll	Christopher	Mebane	NC	Triad	Florida Citrus
Sullivan	Thomas	Raleigh	NC	Triad	Hill Country
Isbitsky	Adam	Durham	NC	Triangle	Redwood
Mcgrath	Evan	Apex	NC	Triangle	Hurricane
Pearson	James	Wake Forest	NC	Triangle	Hurricane
Bledsoe	William	Greer	SC	Upstate	West Texas
Morgan	Douglas	Travelers Rest	SC	Upstate	Metropolitan New York
Sullivan	Mark	Six Cliffs	SC	Upstate	Chicago





Bordash	Evan	Hickory	NC	Hickory	2010 Cayman S
Maxwell	Adam	Boone	NC	Hickory	2000 911 Carrera
Nicholas	Tom	Statesville	NC	Hickory	2003 911 Turbo
Ward	Hamilton	Conover	NC	Hickory	2020 911 Carrera S Cabriolet
Foster	Danielle	Untersville	NC	Lake Norman	
Phillips	Robert	Troutman	NC	Lake Norman	2017 911 Carrera
Eagan	Tammy	Charlotte	NC	Metrolina	
Gawlik	Anthony	Charlotte	NC	Metrolina	2017 911 Carrera 4S
Lenard	Peter	Charlotte	NC	Metrolina	2018 911 Carrera S Cabriolet
Lenard	Angela	Charlotte	NC	Metrolina	
McCarthy	Sheila	Rock Hill	SC	Metrolina	
Menichelli	Ronald	Matthews	NC	Metrolina	1972 911T Targa
Menichelli	Deborah	Matthews	NC	Metrolina	
Pahountis	Bill	Ft Mill	SC	Metrolina	2025 911 Carrera
Pierpoint	Matthew	Rock Hill	SC	Metrolina	2020 911 Carrera S
Rosenblatt	John	Charlotte	NC	Metrolina	2016 911 GT3
Rosenblatt	Denise	Charlotte	NC	Metrolina	
Ryan	Michael	Charlotte	NC	Metrolina	2022 911 Targa 4 GTS
Ryan	Claiborne	Charlotte	NC	Metrolina	
Bates	Timothy	Winston Salem	NC	Triad	2015 911 Carrera
Davidson	Sawyer	Asheboro	NC	Triad	
Johansson	Sev	Winston Salem	NC	Triad	2009 Cayman
O'Neal	Colleen	Greensboro	NC	Triad	
Pridgen	Charla	Phafftown	NC	Triad	
Belnap	Douglas	Durham	NC	Triangle	2018 718 Cayman
Byrd	Noah	Durham	NC	Triangle	2024 718 Cayman GTS 4.0
Byrd	Mariana	Durham	NC	Triangle	
Douma	Donovan	Roxboro	NC	Triangle	2005 Boxster
Jordan	Terral	Hillsborough	NC	Triangle	2022 911 Carrera GTS
Mcgrath	Evan	Apex	NC	Triangle	2022 911 GT3
Nelsen	Andrew	Durham	NC	Triangle	2018 911 Targa 4 GTS
Reed	Adam	Chapel Hill	NC	Triangle	1999 911 Carrera
Hooks	Darin	Simpsonville	SC	Upstate	1986 944 Turbo
Murphy, Jr	J. Gunn	Greenville	SC	Upstate	1970 911E Targa
Paul	Greg	Travelers Rest	SC	Upstate	2025 Cayenne E-Hybrid Coupe
Rogers	Sloan	Greer	SC	Upstate	2007 Cayman S
Smith	David	Simpsonville	SC	Upstate	2009 Cayman

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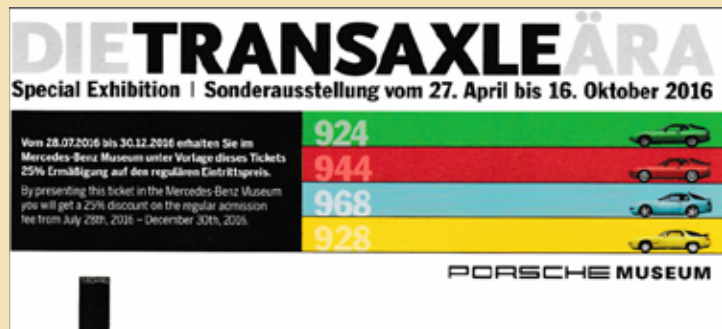
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In 1976, Porsche introduced their first transaxle powertrain with the 924 and embarked into new territory. Unlike the venerable 911, the 924's engine is mounted in front, but the transmission is at the rear axle, thus the "transaxle" designation, and most importantly a 50/50 weight distribution. All told, between 1976 and 1995, Porsche built a generation of sports cars that are far more conventional than the established principles of the 911. In this article, we will look at the 924, 928, 944 and 968. Much of the information gathered for this article came from my visit to the Porsche Museum a couple of years ago that showed exceptional examples of these cars through a special exhibition "The Transaxle Era. From the 924 to the 928." The display gave me the outline for this article.



Like the late 1990, the late 1970s were a tough time for Porsche financially. The thinking was the rear engined, mostly hand assembled and air cooled 911 was going to experience a watershed moment where its performance could not keep up with many of the newish regulatory mandates adopted in the US market. Congress passed the Energy Policy and Conservation Act, which established the first CAFE standards. The law was a response to the 1973 oil embargo, which threatened the U.S.

economy's dependence on foreign oil. The standards set a goal of doubling the average fuel economy of new vehicles to 27.5 mpg by 1985. Porsche engineers knew they could only get so much more out of the air-cooled engine. Although they worried about this, it was not until the next millennium until they actually hit that brick wall, hence the next gen 996.

To make matters worse, new innovative manufacturing techniques developed by the Japanese ushered in manufacturing efficiencies which were radically different than the principles that drove Porsche since the 1950s. Cars became more modular, and instead of one team building a complete car, the car moved through stations with the drive train and chassis being "married" at a point down the line. The drivetrain and suspension were worked on separately before they were joined to the unibody cockpit. Also at the time, Porsche was eager to replace its 914 model. Having a relationship with Volkswagen in the design of the 914, Porsche was retained at the time to design a flagship coupe for VW. Ultimately this intellectual property was bought by Porsche, and VW needing to keep from laying off workers, agreed to teach Porsche modern mass production manufacturing techniques. VW opted to market the independently developed Scirocco.

The 924 was the first production road-going Porsche to use water cooling and a front-engine, rear-wheel-drive layout. It was also the first Porsche to be offered with a conventional fully automatic transmission. The deal specified Volkswagen employees would do the actual production line work (supervised by Porsche's own production specialists) and that Porsche would own the design. It made its debut at a November 1975 press launch at the Harbour at La Grande Motte, Camargue in the south of France rather than a motor show. The low cost of building the car made it both profitable and fairly easy for Porsche to finance. While criticized for its performance, it nevertheless became one of Porsche's best-selling models, an affordable Porsche with what else, good design.



Initially underpowered, Porsche made steady upgrades to the brakes, suspension and drive train. Other steps were taken by Porsche to try to improve the car's appeal in the market, starting with special editions. The real boost in performance the 924 needed was achieved with the release of the 924 Turbo, also known as the 931 in a 4 cylinder street-car no less. The engine was fitted with an oil cooler for durability. Although it was Porsche's first transaxel model released to the public, it was not the first transaxle model Porsche designed.



The Porsche 928, which celebrated its premiere at the Geneva International Motor Show in March 1977, was initially intended to replace the 911. As a Gran Turismo and luxury sports car, it forged an entirely new path with much better ride comfort and a large trunk. Just one year later, in 1978, the 928 became the only sports

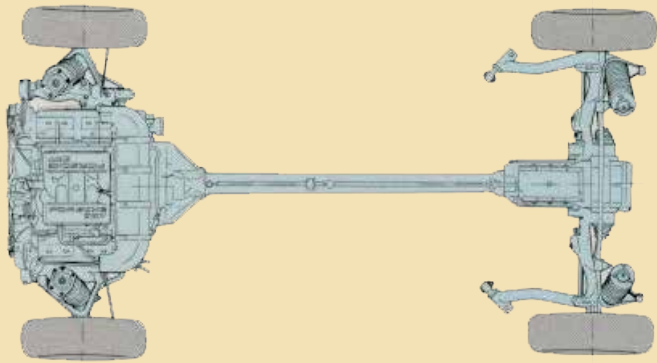
car to date to be named "Car of the Year". Prior to the 928, all Porsche models used some design/production assets that were not developed in house, but this car was a total inside job. The 928 aimed to blend the performance and handling characteristics of a sports car with the comfort, spaciousness, and ride quality of a luxury car. Porsche executives believed that the 928 would have broader appeal compared to the compact, somewhat outdated, and slow-selling air-cooled 911. The goal was to create a model that could compete with offerings from Mercedes-Benz and BMW while also appealing to the American market, which was Porsche's primary market at the time. The design of the 928 began in 1971, and was delayed because of oil prices and a big V8.

Various drive train layouts were considered during early development, including rear- and mid-engine configurations, but many were dismissed due to technical and regulatory challenges. Issues with emissions and noise control, similar to those experienced with the 911, arose from cramming the engine, transmission, catalytic converter(s), and exhaust into a small rear engine bay. After determining that the mid-engine layout lacked sufficient space in the passenger compartment, Porsche opted for a front-engine, rear-wheel drive configuration. Porsche engineers sought a large-displacement engine for the 928, and prototype units were initially equipped with a 5-liter V8 engine producing 300 PS (220 kW; 300 hp). The resulting all-alloy M28 engine incorporated several distinctive features. Its bore spacing was 122 mm, indicating the use of thick, all-aluminum cylinder barrels without steel liners. The water jackets were notably large, hinting at the engine's potential for racing applications. To maintain a low hood line, the engine prioritized airflow, resulting in the placement of spark plugs at the top of the head. The four-bolt bearings were substantial and received oil via grooves in the block's bottom surface. They were supported by a large one-piece structure forming a lower block, with the cast aluminum oil pan bolted onto this component. The oil and water pumps were driven by a timing belt. In 1985, DOHC engines introduced a hybrid timing system where the timing belt operated only the exhaust camshafts, while the intake camshafts were



driven via an internally-mounted simplex roller chain from the exhaust camshaft. This approach simplified the timing belt layout, requiring fewer components and leading to easier and less costly maintenance I can't believe I am saying that about a 928! Like the 924, Porsche used the "Trans-Axle" concept.

The term "transaxle" is a combination of "transmission" and "axle." The engine transmits power to the rear axle via a driveshaft housed in a rigid cover pipe. In an age when drive systems did not have the benefit of electronic assistance, this principle was an innovative concept for a sports car. It ensured neutral and very stable handling qualities by distributing the weight between the front and rear of the car while providing power to the rear wheels, and it's all analog, the mass's interaction with gravity. The design gave these cars an exceptionally stable feel at a time when things like traction control and electronic drivers aids as standard equipment were still decades away. So torsion bars remained, and the Wiesach Axle was born in this era. Porsche also knew they needed a mid-performance level car, and in 1982, they introduced the 944 based on the transaxle concept to put this hug the road suspension into its line-up.



The model actually made its debut at Le Mans in 1981. Dubbed the 924 GTP Lemans, the car featured a new 2.5L engine designed by Porsche. The new engine was mounted at an angle of 45 degree to the right and utilized a dual overhead camshaft along with counter rotating balance shafts, an unusual feature for its time that provided better weight distribution and ensured smooth power delivery by eliminating inherent vibrations resulting in the engine lasting longer. A single KKK turbocharger enabled the engine to generate a maximum power output of 420 PS (309 kW; 414 hp) at 6,800 rpm. The engine also utilized Bosch's prototype Motronic engine management system to control ignition timing, fuel injection and boost pressure. This was the beginnings of EFI destined for a consumer model. The new race car proved to be much more fuel efficient than its predecessor, stopping only 21 times in 24 hours for fuel. The 924 GTP managed seventh position overall behind the race winning Porsche 936 ,and it was a class win for the GTP category. Porsche debuted the production road legal version of the race car and dubbed it the 944. The car utilized many technologies its race bred sibling had used, including the balance shafts and the engine management system, but power was toned down for safety purposes.

By the time the 944 was retired in 1991, Porsche had produced 163,302 cars, making it the most successful sports car in the company's history until the introduction of the Porsche Boxster. The model witnessed numerous updates as the digital era with all its sensors and processing power was born. The final iteration of this Porsche was released as the Porsche 968. The most defining aspect of this car is the use of the S2 engine and not carrying over the 944 Turbo. Vario Cams were introduced. Porsche had patented the idea of valve lift adjustment and duration already in the end of 1950's, but Italian and Japanese manufacturers were the first to implement valve adjustment systems in series production. The Porsche's VarioCam was the first system to provide continuous valve adjustment. The car would only be produced for a total of 4 years (91-95). With designs beginning in 1971 and finishing in the mid 90s, Porsche's suspension relied on the 50/50 transaxle design principle. Porsche continued to develop the 911, and after 2 decades, the brand could deliver it's car that drives on rails, the mid engine Boxster.

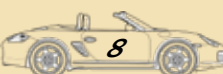
The 911 is iconic, a survivor, born as a tail happy monster, it took 2 decades, the development of sensors with digital data to tame the unfavorable physics of rear weight distribution. The Transaxle design produced some of the most underrated and balanced grand tourers money can buy. Historically, these cars also represent a long period of experimentation in Porsche's history. Numerous firsts improved performance and efficiency, giving birth to the modern engine design.



Engine management got complicated. ODB2 came out in 1995, after this generation of car. The systems were simple, know the amount of air going in, amount of O2 left in the burn, engine temp and air temp, you could adjust the fuel delivery. The Hall effect which informed you about the camshafts position coupled with the position of the crank shaft allowed you to determine spark timing. There were two separate modules on the 928 to accomplish EFI functions. A flex plate was bolted to the back of a fly-wheel of clutch plate drove a drive

shaft similar to a torsion bar with splines and roughly a 30mm diameter. The weakness of this system is a clamp would slip taking the flex out of the flex plate and the engine torque would push the crank shaft into a thrust bearing causing it to fail. It's always something, but with regular maintenance, this was avoided.

Having owned a 928 and a 944, these are truly interesting cars to drive. The handling is superb, and Porsche hit a home run at the time. They learned how to produce cars in a more efficient manner and they were well positioned to break through the glass ceiling and bring some remarkable cars in the new millennium. They chose to move away from the analog transaxle system to an all-wheel drive system known as Porsche Stability Management system based on sensors that controlled the amount of power delivered to each wheel. Trans-axle Porsches are the last of the analog cars, and a blast to drive with a unique weight distribution.



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ASE Certified, HP Academy Certified, Porsche Motorsport Training

AREA REPORTS

Feb 2025 (check Carolinas Region PCA Calendar for event updates)



By Doug Strait
Area Director



2025 is off and running!!

Our January 15th Metrolina meeting started off in grand fashion, with 62 members in attendance. We held our meeting at Hendrick Porsche, who hosted our meeting with a great buffet dinner, and a very informative presentation on what's new at Porsche, presented by Albie Blanco – General Manager. Lots of cool things coming down the road with new models, increased EV charging stations across the USA and a great new venue the “10/10ths Motor Club”, featuring a new track with various driving experiences, car storage and more. Stay tuned for more details on this as it comes on line. Paul Kaperonis from Hagerty, gave us an update on the various insurance options offered by Hagerty. Thanks Paul!

On behalf of our Metrolina PCA members, I want to extend a “SPECIAL THANK YOU” to Hendrick Porsche, Albie Blanco and Whitney Ray for coordinating & hosting our Jan.15 meeting. It was fantastic!



MEETING HIGHLIGHTS...

Our 50/50 Split the Pot winner this month was Bill Wolf, who most generously donated it back to the pot, which will go towards our charity fund, benefiting the WNC flood victims. Bill's good luck also won him a nice red Porsche Motor Sport hat. In addition, Dave Franscona won a cool black Porsche coffee mug and Tracy Gentry won a cool red Porsche Motor Sport hat. In addition, Albie & Hendrick Porsche also donated a very special porize of dinner at Bently's along with a brand new Taycan to drive for a day, which was won by Jim & Barbara VanMeerten. Congrats to all!!

UPCOMING EVENTS

Feb. 19: Metrolina PCA meeting at Red Rock Café 6pm to 8 pm

Feb. 8: Stuttgart Saturday –at Hendrick Porsche 8-10 AM

March 19: Metrolina PCA meeting at Red Rock Café 6pm to 8 pm

PS: If anyone is interested in caravanning to the Werk's Reunion March 7th at Amelia Island, (<https://www.werksreunion.com/>) FL. please let me know, as it would be fun to drive together to the event.

COMMUNICATIONS: Be sure to check out the calendar on the Carolinas Region PCA website (Carolinas-pca.com) and also watch for updates & announcements on our Carolinas Region PCA Facebook page and in the digital Tobacco Roads.

Thank You all for your Support!

Sincerely,

Doug Strait - Metrolina Area Director



great way to start the New Year! On January 14, twenty-nine Hickory Area members and friends met for dinner at John Duke’s Restaurant and Wine Bar in Hickory. Dinner at John’s is always a treat. In addition to the usual great food and service, John created a special menu with items such as “Panamera” Halibut and Shrimp and “911” Filet and Crab, among others. John is eager to make his first Porsche purchase and has really gotten into the spirit. Suffice it to say, there was no lack of advice offered as to what he should buy.

Transfers from California, Matthew and Donna Payne, joined us for the first time and received a warm welcome from all present. And, Matthew volunteered to become the Hickory Area’s New Member Ambassador. This is a new role for our Area and for the Region. Matthew will welcome new members and help facilitate their engagement in club activities. We are excited about having Matthew in this role and are confident he will be a great addition to our team.



Matthew Payne (far left)

The evening’s program consisted of a review of our preliminary 2025 Area Plan. Feedback was requested from our members to help fine tune the plan to the groups liking. As in years past, our monthly membership meetings will include a mix of evening (dinner) and Saturday gatherings with a Drive and Dine/Wine scheduled nearly every month – some on weekdays, some on Saturday. Our Ladies in Porsches (LIPS) group will also meet monthly. We haven’t had a Tech Session in a while so this year we have scheduled at least two in cooperation with our friends at Porsche Hickory. We also plan to visit the private car collections of Chip Perry, Rick Hendricks and Paramount Automotive. Of course, our Poker Run for charity is on the calendar and will once again be hosted by Tim and Nadia Scopes.

We also had a very productive discussion about fund raising for the coming year. We will, of course, strive to raise as much money for the kids at Crossnore as

possible. However, we will forego (at least on a trial basis) monthly 50/50 raffles. Rather, we will sell raffle tickets for the chance to win a variety of door prizes at each meeting.

Tim and Nadia Scopes



Though details are subject to change, 2025 should once again be an active year for Hickory Area members and friends. As always, we will communicate monthly via email as to what’s coming up and how to register. Of course, you can also visit the Region’s web (www.carolinas-pca.com) that includes a calendar of upcoming events and activities throughout the Region.

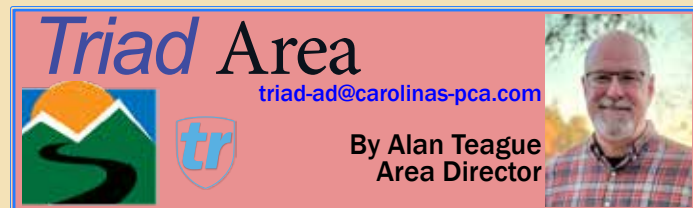
Thanks to all who attended. It really was a great way to start the new year.

NEXT MEETING ...

February 4 (Tuesday) – LIPS (Ladies in Porsches) – 11:30AM @ Old Hickory Station, 232 Government Ave. SW, Hickory, NC

February 11 (Tuesday) – Membership Dinner Meeting. 6:30PM - 8:00PM @ Cranford Brothers BBQ, 205 Main Avenue NE, Hickory, NC.





The Triad Area had January meeting on January 14th at Logan's Roadhouse. 49 PCA members huddled together and enjoyed the warmth of a roaring fire, good food, excellent service and great socializing.

After an hour of socializing and eating, we started our meeting and welcomed the following 2 new members.

Kyle Cooper
Glenn Miller

We also welcomed prospective new member.

Jeff Oves

We celebrated 4 birthdays...

Dale Moses (70th)
Fred Lupton
Rick Huskins
Greg Greene

Like always, Jerry Kilcrease serenaded the lucky individuals who enjoyed a scrumptious birthday dessert.

Afterwards I shared news of upcoming events and activities.



Robert Van Kamp offered a short presentation about the Roads and Rails 2025 coming up in June 20-22. This will be up on Club Registration later this month. Hope you will join us for this fundraiser with great roads, food,



fellowship and a rail journey back in time, along with providing scholarships for financially challenged families to send their child to summer camp.

Relive the glory days of dining on the rails as we travel through the beautiful and historic Shenandoah Valley on a destination bound for the George Washington and Jefferson National forests. We will have our own private 1st class car which includes lunch on the train. Keep an eye out on Club Registration for this to be posted. Limited seating available. So register early on Clubregistration.net.



Robert speaking about Roads and Rails 2025

Porsche Greensboro's Calvin and Justin were in attendance and donated door prizes. 5 door prizes winners were selected by drawing lucky winning numbers randomly. The door prizes ranged from two 2025 Porsche

calendar with a \$10 gift card from O'Reilly's, a 944 Porsche cap, a Porsche Macan writing pen and a Porsche polo shirt.

Then we had a random drawing for the 50/50 pot. The winner of the 50/50 pot was me...!

Afterwards we concluded the meeting.



5 Lucky Door Prize Winners

UPCOMING EVENTS:

Feb 8th, Wed at 11:30AM Girls in Porsches (GIPs) meeting:

The next Girls in Porsches (GIPs) meeting will be at 11:30 AM at the Chop House in High Point located at 4001 Meeting Way. The GIP's also hold a 50/50 Charity Split the Pot raffle at their meetings. If you would like to join the group please RSVP to Elaine Huskins at ehuskins@kent.edu or call / text 330-592-9250.

Feb 11th, Tue @ 6 PM - Triad Monthly Meeting:

Our next monthly meeting will be on Feb 11th at Logan's Roadhouse located at 1300 Bridford Parkway, Greensboro. This different date within the month will allow us to have more room at the restaurant for our group to meet. After dinner we will hold short meeting starting at 7:00 PM. We will have door prizes and 50/50 charity split the pot tickets available.

Feb 28th, Fri - Carolinas Region PCA National Instructor School:

Carolinas Region PCA is conducting its annual PCA National Instructor School at Carolina Motorsports Park (CMP) in Kershaw, SC on Friday February 28th, 2025. The Instructor School is a single day event, but successful candidates are expected to stay and instruct on March 1st and 2nd. Register on Clubregistration.net.



Mar 1st - 2nd - Sat - Sun - Carolinas Region PCA Spring DE Event at CMP:

Driver Education Spring event at CMP. This will be a full format event on Saturday and Sunday with 2 instructed groups and 3 solo groups. The Red Instructor solo group will be running with the Extended Passing rules.

NEW for this event is DEMAND BASED PRICING. All drivers who sign up will pay the maximum rate (\$550 for PCA members, \$650 for non-members, \$225 for instructors.) 2 weeks prior to the event, if we have more drivers than our break-even point, we will issue refunds to everyone. We are a break-even, not for profit program and run the events accordingly. The more friends you bring to participate, the less everyone pays! Register on Clubregistration.net.

Mar 21st - 23rd, Fri - Sun - Zone 2 VIR Club Race - Carolinas Region Volunteer:

Zone 2 is hosting the PCA Club Race at Virginia International Raceway (VIR) in Alton, VA on Friday, Saturday and Sunday, March 21-23, 2025. They have asked the Carolinas Region if we have volunteers that would like to assist. Come have a fun day and watch some great racing. Positions available include: Registration, Track Announcer, Grid Assistant (helping line cars upon the correct run order), Runner (distributing race results from the timing tower to racers and the Grid). Shifts are either morning, afternoon, or all day.

Mar 23rd, Sun - Carolinas Region PCA Autocross No. 1 - W-S Fairgrounds:

This is the Carolinas Region PCA registration site for the PCA - Autocross #1 location: Winston Salem Fairgrounds 394 Deacon Blvd, WS, NC 27102. This is a new venue for PCA but is popular with the TRIAD Sports Car Club. We will provide instructions and ride alongs to new drivers. Register on Clubregistration.net.

Apr 23rd, Wed - Triad Area Lunch & Laps at VIR to benefit Racing for Heroes

To benefit Racing for Heroes the Triad Area, Carolinas Region PCA is hosting a fun day of on-track driving Lunch and Laps at VIR, on Wednesday, April 23, 2025. This event will be held on the 3.27 mile Full Course of the VIR track!

The fee is \$50 PER PERSON, not per car. Purchase tickets for the driver and all passengers. Register on Clubregistration.net.

Now go out and drive your Porsche quickly but safely...!

Please reach out to me if you have any questions.

Alan Teague

Triad Area, Director

Porsche Club of America

High Point, NC 27265

336.493.1597

Triad-ad@carolinas-pca.com

Alan.Teague@northstate.net

www.carolinas-pca.com



**Make your plans now. Join us at four exciting events at VIR
Lunch & Laps to Benefit Racing for Heroes**

April 23, May 10, July 26 and October 27

Here is the schedule:

Two Ways to Get There:

- Meet at Porsche of Greensboro. We leave by 9:30 to drive with the gang, or
- Drive to VIR on your own but arrive no later than 11:00 am.

Either way please Sign in at Gate and meet at the Skid Pad at VIR.

11:50 am – Drivers' meeting to review track rules.

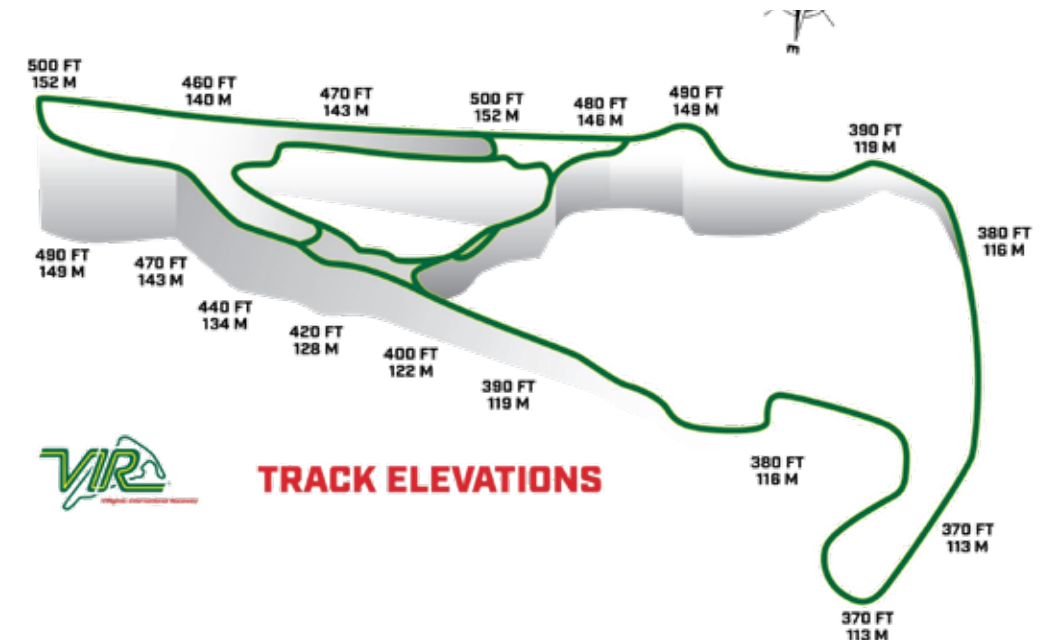
12:10 – 12:40 Track time (30 Minutes on 3.27 mile Full Course!)

1:00 Lunch – Buffet at the Barn

All proceeds from event (after expenses) will be donated to Racing for Heroes

Cost is \$50.00 per person (not per car). Register and pay on Clubregistration.net

Questions: Contact Dixon Johnston (828) 308-2888 Dixon.Johnston@gmail.com





Pretty cold roads to do much driving in January this year! Had six guys for C&C on a cold, wet Saturday morning. But, thirty-two members came for dinner meeting at Taglios new restaurant in Southern Pines on January 21.

Planning events for remainder of 2015...objective is a drive and dine every other month. We brainstormed a list of good options and want to get a few new people involved in leading events. February's event is at Champion Auto detail shop in So. Pines. Anthony Carubba will host a tech session, then we will go for a drive through horse country and lunch at B'Hawk distillery.

Mike and Barbara McKitrick are planning a drive at lunch at their favorite budget spot near Greensboro in April. A couple longer drives are in the works to western N.C. and the Outer Banks.

Remember to check coolant and battery!

Marty



important that you follow the instructions, such as: turn left at the third traffic light onto Carpenter Rd. (the road sign is not there). If you go more than 10 miles without an additional instruction you are LOST. Either go back to the last known point or call the Tour Leader.

You may use GPS or maps to help you out. Please do not use the internet to search for answers to the car trivia questions. The Tour Meister has statistics on the percentage of people who get the answers right.

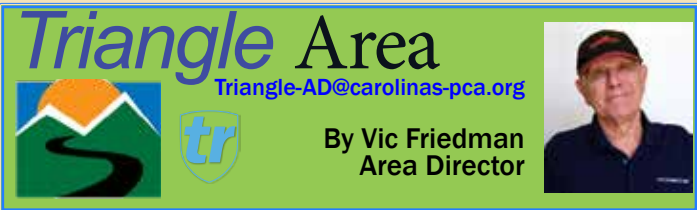
Please answer all questions at the STOP points indicated in the instructions. The STOP points are all in locations where it is safe to pull off the road, stop, and answer the questions. Three STOP points are at fire stations; for these you will see a yellow diamond sign warning you that you are approaching a fire station. Look for these signs. The fourth STOP point is in a church parking lot.

You may not be able to answer all route questions because your route selection did not take you past some of the landmarks. Leave these answers blank. Your answers to the car questions will determine the remaining routes you will take. Note that choosing a particular answer may require you to skip instruction lines. Do not worry about skipped instructions or choosing the correct answer on any of the questions. All routes lead to the same STOP points and to the final destination. The Tour Meister prefers only one route and a correct answer for each question will be needed for you to follow the preferred route. Do not blindly follow other cars; they may not know what they are doing or they may have answered the question incorrectly. Both correct and incorrect routes are approximately 41 miles and should take a little over an hour to drive. There are gas stations along the way for those who cannot wait to use the restroom at the final destination.

Your final destination is the Carolina Ale House.

Here is an excerpt from the first set:

Driver Name: _____
Navigator Name: _____



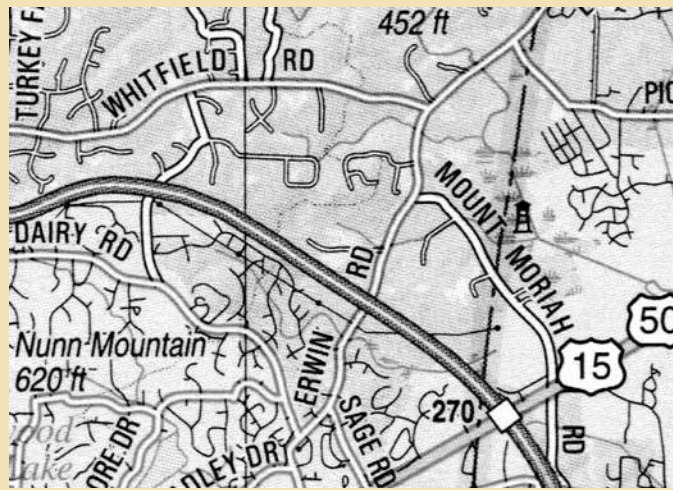
The Triangle Area has designated MANNA food bank of Asheville, NC, as the beneficiary of this year's fundraiser. Although the fundraiser is a Triangle Area project, any member can donate by going to: <https://clubregistration.net/events/signUp.cfm/event/15404> and purchasing the number of \$10 "tickets" equal to their donation.

January weather has slowed our driving to a crawl. The NOGRAL, No Ordinary Gimmick Rally and Lunch, was cancelled due to potential inclement weather. Sure enough, the morning of the rally had snow and ice on the roads.

To give you an idea of how this rally works, here are the instructions (actual questions have been x'ed out because the gimmick rally has been postponed):

Perform route instructions in numerical order beginning with instruction 1. Maps are provided for each leg of the rally; scale is not provided. Sometimes roads will not have a street sign; in this case it's





1. Exit the parking lot at the traffic light and turn right onto Mt. Moriah Rd.
2. At the traffic circle, take the first exit.
3. Turn left at the traffic light.
4. STOP at the New Hope Volunteer Fire Station.
5. If you can, answer the following questions; circle your answer (otherwise leave blank):-
Score

The rickety fence you passed is made of:
Wire Pallets Boards

Did you see a cemetery?
No Yes

The pond you passed was on:
Right Left

Did you cross a railroad track?
No Yes

Question #1, check mark your answer:
Who is credited with making the first xxxxxx?
Checkmark

- ☐ xxxx (proceed to instruction 6)
☐ xxx (proceed to instruction 12)
☐ xx (proceed to instruction 16)

Monthly Dinner Meeting.

The monthly dinner meeting took place at the Carolina Ale House in Durham. 20 members braved the cold, snow and ice to join us for our first monthly meeting of 2025. Two new members joined our group. Adam Morrison, former Triangle Area Director also joined us for dinner.



Upcoming Events

Hearts and Truffles driving and wine tasting tour to Tunnel Creek Vineyards, February 15. This tour is our yearly romantic drive through the North Carolina countryside to award winning Tunnel Creek Vineyards. Winery staff will treat us to a tasting of

three wines, three handmade chocolate truffles and a box lunch.
<https://clubregistration.net/events/signUp.cfm/event/15407>

Recurring Events

First Saturdays at Porsche Southpoint, 122 Kentington Dr., Durham. Complimentary breakfast 9-12 noon.

Second Saturdays, 697 Hillsboro St., Pittsboro, 8-11 AM.

Second Saturdays, 8-11 AM, Carolina Exotic Car Club, 8421 Glenwood Ave., Raleigh

Third Saturdays, 8-10 AM Breakaway Cafe in the Veranda, 58 Chapelton Court, Chapel Hill, NC 27516

Fourth Saturdays, 8-11 AM, CECC offices, 3107 Glen Royal Rd., Raleigh

Fourth Saturdays, 8-10, Panera Bread, 3602 Witherspoon Blvd. Suite 101, Patterson Place, Durham

Save the date

Carolinas Region Spring Tour April 15-18. Watch for additional information.

Back of the Dragon with the First Settlers Region, May 8-11. This is a dual region event. Watch for additional information.

Old and New World Wine tasting, to be determined. Watch for announcements.



We conducted our first monthly meeting of 2025 at The Waterman restaurant in Cornelius. We had an excellent turn-out for January – about 35 PCA members and friends – and some really neat Porsche specimens in the Porsche corral (please see photo). It being January, the temps, however, were more on the frigid side. So, most of us preferred enjoying their refreshments indoors this time around...

As always, it is great to see how much the LKN PCA members enjoy getting together monthly. Jim Hess, our new PCA Carolinas President, addressed the group briefly, letting them know that he is very much looking forward to leading our region. We also welcomed several first timers to our group.

Drives to lunch destinations, as well as visits to car destinations (Chip Perry, RK Motors – thanks Spencer Gates with Hagerty), are in the works for 2025 and will be communicated well ahead of time.

Our always popular raffle generated \$455.00 for our charity, Children's Home Alliance in Troutman. Thank you for your generosity, the kids will appreciate it! The raffle winner was our self-appointed "Karaoke Champion" Curtis Loudermilk: a full detail (thank you John with LKN Auto Exchange) and a Porsche mug!

Our next meeting will be on February 11th at The Waterman restaurant, at 6 pm. See you then!





Hello Carolinas Region PCA members. As we all have experienced, February brought the Upstate Area some colder than normal weather. Brrrrr. The Upstate Area meeting was held at our usual venue of Quaker Steak & Lube in Greenville. Even with the weather so cold, we had a full house with 45+ members and 28 Cars in attendance. We welcomed 3 new PCA members and one PCA Test Drive member to our group!

Past Events;

24 Hours of Daytona Cookout

PCA Member Walter Dennis invited all our Carolinas Region - Upstate Area PCA members to an informal Cookout at his shop on Saturday, January 25th to watch the start of the 24 Hours of Daytona, see some special Porsches, have a bite to eat, socialize with your fellow PCA Upstate Area members. I guess everyone was tired of being couped up due to the cold weather, as a large crowd came out to this event. Special attractions were a new 911 S/T and a Carrera GT. Many Thanks to Walter for his generosity in hosting this event!!



Upcoming Events;

PCA Chili Cook-Off Hosted by Protech Motorsports - Saturday February 1st, 2025

PCA Carolinas Region - Upstate Area Annual Chili Cook-Off is sponsored by Protech Motorsports this year.

- Date: Saturday, February 1st, 2025
- Time: 5:30pm till we are done.
- Location: Protech Motorsports, 211 Riverside Court, Greer, SC

So, whip up a batch of your famous Chili and enter the competition! Or if you have a famous dessert, we also have a competition for that!! Tasting and judging will be done by all attendees, so everyone will have a vote! If you are not that competitive you do not have to enter the Chili or Dessert competition, just bring a small appetizer for everyone to enjoy and come on out for a fun evening!

Plates, spoons, napkins, soda and water will be provided by Protech, yet you can BYOB if you wish. Remember to bring a folding chair as the event will be held in Protech's garage area which does not have seating.

Also, please bring a serving ladle/spoon for your chili (in a crockpot), or serving knife/spoon for your dessert or appetizer if needed.

No registration this year. Just come with your Chili, Dessert or Appetizer. And some cash for our Charity Raffle (plus your PCA name badge for a free raffle ticket with purchase)!! Did I mention to remember to bring a folding chair as the event will be held in Protech's garage area which does not have seating.....

PCA "LOVE RUN" Drive & Dine - Sunday Feb 16th, 2025

Upstate Area Drive & Dine for Valentines Day! The event starts in Spartanburg, SC (Starbucks) with a fun drive covering some great back country roads in SC & NC, up to Charlotte and the Mimosa Grill for their outstanding Sunday Brunch.

Registration on Eventbrite is required to hold your Reservation (space is limited). You will pay for Brunch at the Venue.

Detailed route instructions will be emailed to those who Register. For planning logistics, the meeting start location will be at the Starbucks, 805 N Pine St, Spartanburg, SC 29303. Meet time will be confirmed with the detailed route instructions, yet is currently set for 9:00am.

Deck Parking is available at: CK Parking 2WFC Deck on the same block as the Mimosa Grill

Upstate Area Porsche eBike Charity Raffle

The Carolinas Region - Upstate Area in conjunction with Porsche of Greenville is raffling a New Porsche eBike. Model WAP- 062-EBT-OM.

Tickets cost \$25 each and are limited to 500. You may purchase as many tickets as you like!

Ticket sales are thru Clubregistration.net and open on Saturday February 1st

[Ticket Link Here](#)

Other News:

The Upstate Area is looking for a volunteer to be our Area Membership Ambassador. This person will assist the Area Director (that's me) in efforts to recruit and retain members. In-cluding efforts to foster new member recruitment and engagement as well as Anniversary recognition and retention of existing members.

So, if you are interested, please reach out to me and we can discuss further.

I hope to see you at one of our upcoming events!

Drive safe,

Jeff Price

Director-Upstate Area



The poster for the Porsche eBike Charity Raffle features a collage of images. At the top left, a man in a suit stands next to a black and white eBike. To the right is the Carolinas Region Porsche Club of America logo, which includes a mountain, sun, and road graphic. The word 'RAFFLE' is written in large, bold, red letters. Below it, the prize is listed as 'PORSCHE EBIKE MODEL WAP-062-EBT-OM'. A red ticket icon with the word 'TICKET' is on the left. At the bottom, there are three circular images: a close-up of the eBike's handlebars and headlight, a view of the eBike's frame with the 'PORSCHE' logo, and a close-up of the eBike's rear wheel and suspension. Text at the bottom of the poster reads: 'PURCHASE TICKETS AT WWW.CLUBREGISTRATION.NET CAROLINAS REGION PCA UPSTATE AREA EBIKE RAFFLE \$25/TICKET / 500 TICKETS AVAILABLE PROCEEDS GO TO UPSTATE AREA CHARITY FUND'.



The advertisement for Paramount Classic Car Service features a large image of a light blue classic car. Below the car are three circular inset images: one showing a car engine, one showing a car body being painted, and one showing a car being worked on in a garage. The Paramount logo, which includes a green 'P' and a checkered flag, is positioned above the text 'CLASSIC CAR SERVICE'. The text 'CLASSIC CAR SERVICE' is in large, bold, white and blue letters. Below this, a list of services is provided: ENGINE, BODY REPAIR, OIL CHANGES, FULL RESTORATION, TUNE UPS, ALIGNMENTS, BRAKES, and TRANSMISSION. A quote from a customer is included: 'No Job is Too Small!'. The contact information is listed at the bottom: 833-755-1152, Email: service@paramountclassiccars.com, and 3030 Falling Creek Rd. Hickory, NC 28602. The background of the advertisement is a dark blue gradient with a pattern of white dots.

PARAMOUNT
Classic Cars & Trucks

CLASSIC CAR SERVICE

OUR SERVICES

- ENGINE
- BODY REPAIR
- OIL CHANGES
- FULL RESTORATION
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- ALIGNMENTS
- BRAKES
- TRANSMISSION

Whether you need an oil change, restoration, or full-on custom work, we'll be happy to assist you. With over 40 years of experience, we will make sure you are provided with the highest level of quality workmanship and professional client services.

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paramountclassiccars.com

3030 Falling Creek Rd. Hickory, NC 28602

Spring Tour

April 15 – 18, 2025

Sponsored by: Porsche of Hickory



Drives to Appomattox Courthouse Park and Tunnel Creek Winery. Included in registration are breakfast each morning, lunch for both drives and Thursday evening dinner. Registration will open on February 1st.

Click here to register.



Your Porsche

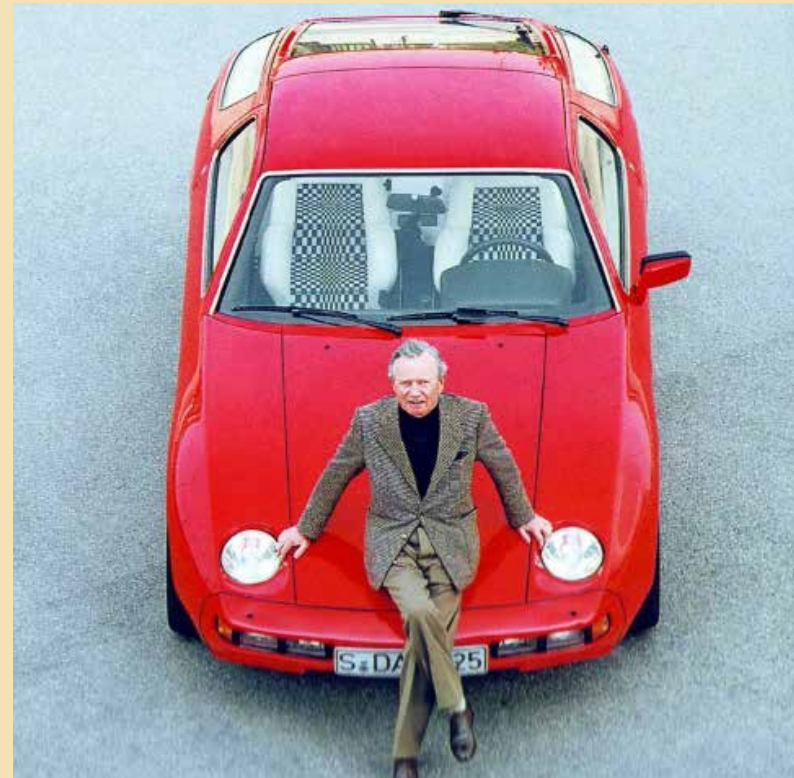
Pasha

by Robert Rainer



One of the things the trans axle era did was introduce and use an interior design pattern known as Pasha. This geometric pattern uses alternating bands of color that decreased in size both horizontally and vertically until it reached a minimum size. After that, the pattern grows again. The decay/growth rate for Pasha turned out to be 87% of the prior cell. This iconic pattern was first introduced with the 928 at the Geneva auto show. That's Ferry Porsche the man behind the 911 showing off another one of his creations. It was the days of where design was done by mechanical engineering and intuition.

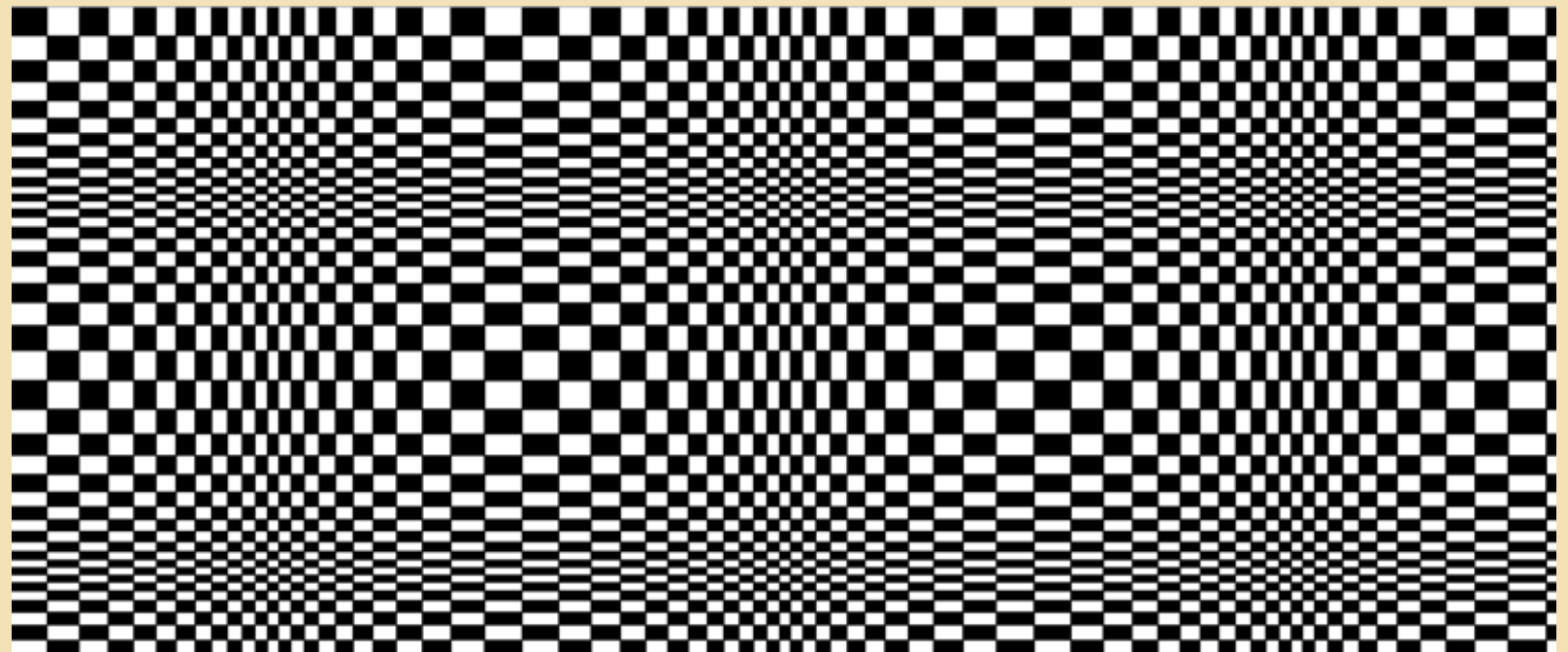
Pop up headlights and proto-fuel injection. I hope you get to see a Pasha interior! It's interesting..



Several years ago, I wrote a program to generate the image you see below in Excel. It uses Visual Basic to run the iterations and generate the pattern. if you want to see that thread on Rennlist, here is a link to the thread.

[LINK](#)

One day I hope to find a leather laser engraver who can reproduce this pattern so I can use it in my 928.



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Carolinas Region Autocross.

New dates for 2025

John Kelly



Autocross

ID	Name (6)	Date	P
15394	Carolinas Region PCA Autocross No. 1 - Winston-Salem Fairgrounds (Winston-Salem Fairgrounds - 394 Deacon Blvd, WS, NC) Direct Link: https://clubregistration.net/events/signUp.cfm/event/15394 Registrar: John Kelly / jgkellyiii@gmail.com 1 reminders set. File Upload Enabled	Event: 03/23/2025 Opens: 02/03/2025 Closes: 03/21/2025	
15393	Carolinas Region PCA Autocross No. 2 - Greensboro Coliseum LOT G (Greensboro Coliseum Lot G) Direct Link: https://clubregistration.net/events/signUp.cfm/event/15393 Registrar: John Kelly / jgkellyiii@gmail.com File Upload Enabled	Event: 04/27/2025 Opens: 03/10/2025 Closes: 04/25/2025	
15395	Carolinas Region PCA Autocross No. 3 Michelin proving grounds - Mountville SC (Mountville, SC Michelin BLACK LAKE #8 on web page map) Direct Link: https://clubregistration.net/events/signUp.cfm/event/15395 Registrar: John Kelly / jgkellyiii@gmail.com File Upload Enabled	Event: 05/25/2025 Opens: 04/04/2025 Closes: 05/23/2025	
15397	Carolinas Region PCA Autocross No. 4 - Greensboro Coliseum LOT G (Greensboro Coliseum Lot G) Direct Link: https://clubregistration.net/events/signUp.cfm/event/15397 Registrar: John Kelly / jgkellyiii@gmail.com File Upload Enabled	Event: 09/07/2025 Opens: 08/04/2025 Closes: 09/05/2025	
15396	Carolinas Region PCA Autocross No. 5 - Winston-Salem Fairgrounds (Winston-Salem Fairgrounds - 394 Deacon Blvd, WS, NC) Direct Link: https://clubregistration.net/events/signUp.cfm/event/15396 Registrar: John Kelly / jgkellyiii@gmail.com File Upload Enabled	Event: 10/19/2025 Opens: 09/22/2025 Closes: 10/17/2025	
15398	Carolinas Region PCA Autocross No.6 Michelin proving grounds - Mountville SC - (Mountville, SC Michelin BLACK LAKE #8 on web page map) Direct Link: https://clubregistration.net/events/signUp.cfm/event/15398 Registrar: John Kelly / jgkellyiii@gmail.com	Event: 11/09/2025 Opens: 10/03/2025 Closes: 11/07/2025	

The Autocross season will begin next month on March 23 at the Winston-Salem Fairgrounds. Other venues used this year will be Lot G of the Greensboro Coliseum and the Michelin proving grounds. You can sign up for these events at clubregistration.net. Stay tuned for more info about Autocross events on our social media feeds and watch out for emails.



**Feb 22, 2005
11:00 AM**

**GMP Performance –
Lake Norman**

**292 Rolling Hill
Road
Mooresville, NC
28117**

704-660-9920



**Agenda and
outline**

- Welcome to the mtg
- Recognition of those that played significant supporting roles
 - Board support this year
 - Workers at events
- Our event venues and their supporting teams
- Welcome new members joining our Autocross 2025 season
- Event statistics for past 3 years
 - Attendance
 - Cost
 - Issues
- Awards

**After awards – Introduction to
Autocross for new members and
open Q&A about your first AX**

EVERY SYSTEM NEEDS MAINTENANCE — YOUR PORSCHE AND YOUR PORTFOLIO ALIKE

Let our passionate professionals help keep your financial engine running at its best. We provide fiduciary recommendations and advice regarding investments, business planning, estate & trusts, and risk management.

*Reasonable hourly fees | Project-based engagements
Tiered asset management*

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Welcome new advertiser – As editor I ask new advertisers with TR to give us some background on what services they offer. This is what they had to share. Welcome Cardinal Retirement Planning

- ▶ We have a academically-rooted process and everyone here calls UNC-Chapel Hill our alma mater
- ▶ The team and I cross train to allow for a more seamless team service approach that brings together personalized investment management, financial planning/consulting, and estate/tax strategies
- ▶ The clients we serve are typically college educated and have backgrounds in professional fields
- ▶ We have grown from about \$5mil of assets in 2018 to over \$110mil today, primarily through word of mouth, two published books, and a handful of marketing campaigns (like this PCA attempt!)
- ▶ We do not require clients to have us manage their funds, and have a robust practice of serving DIY'ers who want a professional set of eyes to review their portfolio (and potentially develop a relationship if their surviving partner or spouse needs assistance)
- ▶ Our background and expertise extends into trust planning, administration, and investment. We have two Certified Financial Planner™ professionals, me being one of the two, and we each have extensive experience with navigating Medicare coverage and insurance plans for higher income clients and first-timers
- ▶ We have the knowledge and experience serving clients with all types of complicated compensation, especially those who own businesses, have employer stock, use a deferred compensation plan, and/or establish their own 401(k) plans
- ▶ We provide family office style wealth management services at competitive price points because we have built this knowledge business in the 21st century from the ground up (and don't have to pay for an office or expensive marketing!)

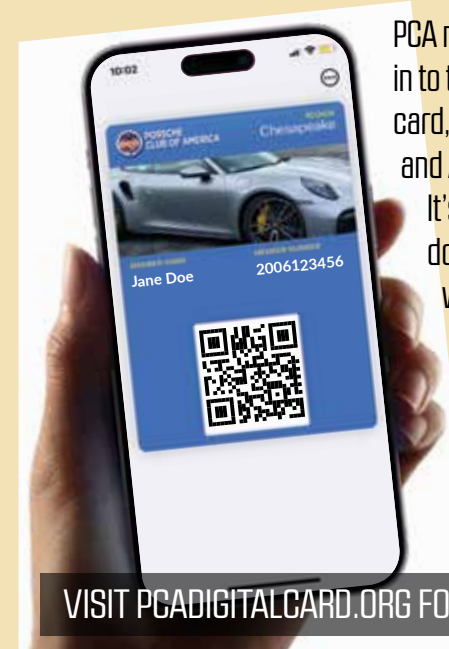


Goodie Store

Please welcome
Margie Gottwalt
as the new
Carolinass Region Goodie Store Chair

goodiestore@carolinass-pca.com

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Editor's Note

Mansplainin

Robert Rainer



Finally finished this edition. I hope you like the new format. In the feature article, I mentioned Porsche was switching from hand-made to mass produced manufacturing. It just so happened that Jim Proper sent me a piece for publication. That article, a letter to the editor for Excellence Magazine follows this one. Thanks Jim.

Back to my story. I am at the point were I can move things around. The color swatch from Renbow I built allows me to use factory colors for laying out this news-letter. Going forward, I will use this format to layout TR.

I really wanted to get this stuff to a landscape format for quite some time. This issue should look nice on a computer monitor/laptop, and those of you taking in the content this way, I hope it's to your liking. Just as Porsche improved its manufacturing process, I am trying to refine TR so it can be viewed on more modern devices. I am converting from print to a digital magazine. Been learning quite about those concepts recently. Now that we are committed to this format,the next iteration will be to scale to a tablet size format. Going from inches to pixels I guess. Wish me luck. The format you see here, three columns is one of base formats. Take a look at the area report formats, you will see examples of two, three and four column layouts.

One thing I learned from my visit to the museum was the transaxle era changed the way Porsche built cars, it laid the foundation the 996 / Boxster / Cayman era. The lessons learned in manufacturing allowed Porsche to build low cost production vehicles with a high selling premium. This would ultimately allow Porsche SE, the family, to buy a controlling position of Volkswagen AG which owns Porsche AG, but that is another story.

So sometimes you have to have to unlearn things to move forward. While the transaxle era brought in mass production processes. As Jim;s article shows, the culture was still one based on hand-made principles. The post transaxle era gave us cars which are well designed, relatively affordable, capable of being produced in large numbers, and reliable. In short we got fun cars to drive and Porsche got high profit margins. I say my 996 handles like it is on rails, when I tell people how it drives, but I also love the way my 928 handles. The harder I push it, the better that car does. I say it hugs the road.

That is it for now. Next month, I will do a short bit on the Rolex24.

Jim Proper's Letter to Editor of Excellence magazine

In the first week of January, I was flooded with affirmative memories about how CEO Wendelin Wiedeking and Toyota helped Porsche improve their manufacturing processes by Mel Nichols in the February, 2025, issue of Excellence magazine.

This informative article is very well written and well documented. It makes clear that CEO Wiedeking saved Porsche from certain bankruptcy when he followed Toyota , the most efficient automaker in the world. I'd say it's one of the best, probably THE best, article I've ever read about this crucial turning point in the history of Porsche.

During my two visits to the Porsche factory in 2016 and 1996, a twenty years gap, I saw a tremendous improvement in efficiency and productivity. In 1996 there were

leather by hand for the dashboard, seats and inside door panels, were asked by our tour guide, "Werner, how long have you been with Porsche?"

Werner's reply was, "Thirty-six years. Four years as apprentice and 32 years as master."

"Han, how about you?"

"Thirty-four years. Two as apprentice and 32 as master."

The pride in the voices of the craftsmen, as well as the tour guide, was evident and respected worldwide; it was especially entrenched in the Porsche culture.

We watched in 1996 as an engine block started on rollers around both sides of a 90' steel table with dozens of workers adding parts until, at the last step, a cup of gasoline was added to the fuel injection system and the engine was started for the first time ever. It was a very labor intensive operation.

A blackboard recorded the occasions of parts failures. The most recent was more than two years ago!

By contrast, we saw an entirely different type of production system in 2016. There were fewer workers than in 1996 and their inventories were much smaller. We walked over railway tracks in the middle of the floors careful to avoid the unmanned carts that were delivering parts "just in time" to the work stations. These carts were loaded in one of the two "grocery stores" that each had sufficient parts to keep the production line running smoothly.

Parts were arriving constantly from manufacturers throughout Europe and beyond. The parts are expensive because the production contracts specify that they must not fail. If ever the part fails, the production company will have 30 days to repair it and 90 days to insure that the failure will not happen again.

Should the supplier fail to deliver the parts on time to the factory, the contract specifies that the supplier will reimburse Porsche for the cost of sending its helicopter(s) to the supply truck, train or airport to retrieve them and return to keep the production process moving forward.

It's easy to understand why the suppliers have to bid higher at Porsche than for other, less demanding manufacturers.

The production workers are allowed a five minute break hourly from five minutes before the hour until the hour arrives. (I. e., from 9:55 AM until 10:00 AM). Research has proven that this short break increases productivity and reduces errors.

Workers are encouraged and rewarded handsomely for their suggestions on how to improve productivity, efficiency, safety and innovation. There are significant financial bonuses for suggestions that are implemented, including, at the highest level, promotion to the Weissach R & D headquarters where 5,000 engineers are employed. In the beginning of these new opportunities, the workers made 2,500 improvement suggestions monthly.

months of inventory available for every production step, but it was gathering dust.

In 1996 two highly skilled craftsmen, who were sewing

Among those 5,000 Weissach engineers, 150 are focused on the acoustics of their vehicles. They are striving to improve every single type of sound: stereo units and speakers, placement of speakers; road, tire, engine and exhaust noises, sounds of doors and lids closing and opening, human voice clarity among passengers regardless of their seat location, etc.

Author Nichols used a reverse bell curve graph to show the variation in vehicle sales from 53,254 on 1986 to merely 14,362 in 1993 to 54,600 in 2001. In 1992 Porsche lost \$130 million. CEO Wiedeking knew Porsche was on the verge of bankruptcy.

Nichols makes very clear what was wrong in the early 1990s.

Too many layers of management

Three levels of supervision on the assembly lines

Different assembly lines, robots and platforms for different models

Excessive inventory gathering dust

An excessively vast purchasing department for 950 parts suppliers

20% of parts were more than three days late, in stark contrast to Toyota's 99.96% on time arrivals

A very proud, but difficult, craft culture on which the company had been built

A wasteful rectification culture; managers were content to avoid confronting problems at the source and may not have understood that correcting later in the factory or at the dealership was vastly more expensive.

The concept of First Time Right that was sweeping the automotive industry was AWOL at Porsche.

At the age of 39, Wiedeking sought the advice from Toyota, who led the world in production efficiency and vehicle reliability, by visiting Japan and planning his action steps very carefully. He insisted that his managers read The Machine that Changed the World: The Story of Lean Production, the 1990 book by James Womack, Daniel Jones and Daniel Roos. Next, Wiedeking sent managers, assembly workers and works council members to Japan. They were stunned by what they saw and now understood what had to be done at the factory.

The revolution within the Porsche factory culture was dramatic, but the shock treatment was embraced and innovation began to emerge.

The initial leadership of W. Edward's Deming and the five-year study of global car production by MIT was instrumental in creating Japan's success with both management skills and production quality. A farm boy from Iowa, W. E. Deming, helped transform production and management worldwide by his clear thinking, intellect and observation.

You can see the heart of this cultural shift from the 1985 photo on page 62 to the modern Porsche factory production videos available on You Tube.

Thank you for the superb Feb, 2025, Nichols article, as well as your insightful monthly issues.





Modell
Porsche 944 Turbo
Antriebsstrang

513

Porsche

Daten
Typ
2316 cc
2316 cc
2316 cc
2316 cc

Das 1987er Modell ist ein Vierzylinder-Turbo mit einer Leistung von 192 kW (265 PS) bei 5500/min. Das 1988er Modell ist ein Vierzylinder-Turbo mit einer Leistung von 192 kW (265 PS) bei 5500/min. Das 1989er Modell ist ein Vierzylinder-Turbo mit einer Leistung von 192 kW (265 PS) bei 5500/min. Das 1990er Modell ist ein Vierzylinder-Turbo mit einer Leistung von 192 kW (265 PS) bei 5500/min.

History
The 1987 model is a four-cylinder turbo with a power of 192 kW (265 PS) at 5500/min. The 1988 model is a four-cylinder turbo with a power of 192 kW (265 PS) at 5500/min. The 1989 model is a four-cylinder turbo with a power of 192 kW (265 PS) at 5500/min. The 1990 model is a four-cylinder turbo with a power of 192 kW (265 PS) at 5500/min.